



Comhairle Cathrach  
na Gaillimhe  
Galway City Council



Comhairle Chontae na Gaillimhe  
Galway County Council

# Galway City and County Road Safety Strategy 2026 – 2030



VISION  
ZERO





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“  
**Behind every road death  
and serious injury statistic  
on our roads are people,  
families and communities.**  
”

- Government Road Safety Strategy.

## Sam Waide, CEO, Road Safety Authority



Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Road Safety Strategy in 1998, road deaths have declined by almost 70%. None of that progress could have been possible without our key stakeholders working together in a coordinated, strategic way.

This, Ireland's fifth Road Safety Strategy, will adopt a transformational and partnership-based approach to road safety in Ireland to achieve a 50% reduction in deaths and serious injuries by 2030. Road safety is a whole-of-government issue and needs a whole-of-government response. We have seen how governments over the years have enacted measures that have made our roads safer from the mandatory wearing of seat belts, the lowering of drink-driving limits, the introduction of penalties for dangerous behaviours, safer infrastructure and targeted enforcement. These measures have saved lives.

The 2020 Programme for Government commits to achieving 'Vision Zero' – i.e. no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice.

The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

1. Safe Roads and Roadsides
2. Safe Speeds
3. Safe Vehicles
4. Safe Road Use
5. Post Crash Response
6. Safe and Healthy Modes of Travel
7. Safe Work Related Road Use

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals.

To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership to local community level.

Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.

## **Leonard Cleary, Chief Executive, Galway City Council**

When we consider road safety, for many of us it relates to driving with greater care, to slowing down, to the possibility of cycling safely to school or work and to being mindful of others who share our roads with us. For others within our community, road safety is also a sad reminder of a lost loved-one, a life-changing result of an incident which lasted seconds, something which could and should have been avoided. Road safety applies to everyone, every day.

The publishing of this joint road safety strategy sets out the commitment of both Galway City and County Councils in partnership with our key stakeholders to make our roads safer for all users. As Chief Executive of Galway City Council, I am keenly aware of the need for sustainable, safe infrastructure to benefit our citizens and the visitors to our city.

The City Development Plan for Galway City (2023-2029) refers to enhanced modes of public transport, sustainable mobility, and significant investment in active travel projects which will serve our growing city. These investments and changes to our city will be built upon an accessible network of public transport options along with enhanced and safer roads and cycleways.

Galway City Council welcomes the Vision Zero objective and is committed to working closely with our partners in road safety to achieving this. I am pleased to see that the Safe Systems approach set out within this strategy, aligns with many of our own development goals and will aim to keep us focused with regards to delivery.

We have a collective responsibility to make our roads safer. Galway City Council is committed to working for and with the people of Galway City and County to improve safety, so all road users feel and are safe.

## **Cllr. Helen Ogbu, Mayor of Galway City**

Road safety is an issue that affects every one of us in our daily lives. Whether we are driving, walking or cycling, we all share responsibility for using our roads in a way that keeps ourselves and others safe.

As Mayor, I am acutely aware of the devastating impact road collisions can have on families and communities across Galway. Every serious injury or fatality is one too many, and behind every statistic is a human story.

Improving road safety requires a collective effort. Strong collaboration between local authorities, An Garda Síochána, the Road Safety Authority and our wider partners, together with the actions of individual road users, is essential if we are to make meaningful progress. The Galway City and County Road Safety Action Plan 2026–2030 supports the national Vision Zero ambition of eliminating deaths and serious injuries on our roads.

I fully support this plan and urge all road users to slow down, remain alert and show respect for one another so that our roads are safer for everyone.

## **Liam Conneally, Chief Executive, Galway County Council**

Road Safety is an issue that impacts on us in our everyday lives. We all have a personal responsibility to drive, walk and cycle in a way that keeps us safe and to be mindful of the potential to do harm to other road users. As Chief Executive of Galway County Council, I am committed to the ongoing development of a safe and sustainable transport network in the County in order to reduce collision numbers on our roads.

The road network in Galway County Council's charge comprises of 6,975 kms. Our paramount goal is to ensure the safety of all road users. Achieving this objective requires a united effort, with collaboration from various stakeholders such as An Garda Síochána, the Road Safety Authority, Transport Infrastructure Ireland, the Health Service Executive, and Galway County and City Councils.

The 2021-2030 Government Road Safety Strategy aspires to attain 'Vision Zero,' which aims to eliminate road fatalities and serious injuries by 2050. To reach this ambitious goal, unwavering dedication across all aspects is imperative, encompassing safer transportation methods, improved road infrastructure, enhanced road usage education, superior medical response and post-crash care, enhanced safety measures, and stricter enforcement of traffic laws, including speed reduction, seatbelt usage, minimizing distractions, and combating driving under the influence.

The Galway City and County Road Safety Action Plan for 2025-2030 is dedicated to pursuing these objectives to significantly reduce fatalities and serious injuries on our roads. I would plead with road users to slow down and be mindful of other road users.

Liam Conneally,  
Chief Executive

## **CIlr Andrew Reddington, Galway County Council**

I welcome the Road Safety Plan for Galway City and County Councils 2025-2030.

We are all road users. As drivers or passengers, pedestrians, cyclists, or public transport users, road safety issues affect us all. Every death or serious injury is of immense regret and has an all too devastating impact on the lives of individuals, friends, families and communities. We must strive to remain focused on improving the level of road safety in Galway.

Galway is growing rapidly and the population is increasing and we wish to create a place where people have the opportunity to move safely around the county and city.

The development of safer roads, as part of our wider vision to improve the transport network, are vital for improving inclusive access to education, training, jobs and other key services. All stake holders in road safety have a role in ensuring that everybody feels safe travelling, but we all have a part to play by travelling responsibly and safely.

I would like to thank everyone in compiling this Road Safety Plan 2026-2030 for Galway City and County.

# Chief Superintendent Gerard Roche, An Garda Síochána, Galway Division

The Strategic Plan 2026–2028 for An Garda Síochána highlights our mission to “Keep People Safe”. The strategic priority of “Safer Communities and Safer Roads” aims to reduce Fatal and Serious Injury Road Traffic Collisions.

Road safety will be improved through committed working partnerships with other stakeholders including Galway City Council; Galway County Council; the Road Safety Authority; and Transport Infrastructure Ireland.

An Garda Síochána will continue targeted enforcement activity across Galway City and County, with a specific focus on improving driver behaviour and attitudes through education and media awareness campaigns. We will work together with all stakeholders to address traffic issues, road safety campaigns and sustainable mobility initiatives.

The Divisional Roads Policing Unit are tasked with the responsibility of enforcing Road Traffic legislation, and will be supported by every member of An Garda Síochána to “Keep People Safe”. Planned activity will continue to focus on the following Lifesaver Offences which are known contributors to Fatal and Serious Injury Collisions:

- Mandatory Intoxicant Testing Checkpoints (Alcohol and Drugs).
- Speeding offences.
- Mobile Phone / Distracted Driving offence.
- Seatbelt offences.

An Garda Síochána will continue with the provision of education by delivering “The Lifesaver Project” to transition year students in second level schools across Galway Division. This is a hard hitting and realistic road safety presentation delivering a strong road safety message and highlighting the devastating effects that road traffic collisions have on people’s lives.

We are committed to supporting the Galway City and County Road Safety Plan 2026 – 2030.

Chief Superintendent Gerard Roche  
An Garda Síochána  
Galway Garda Division.

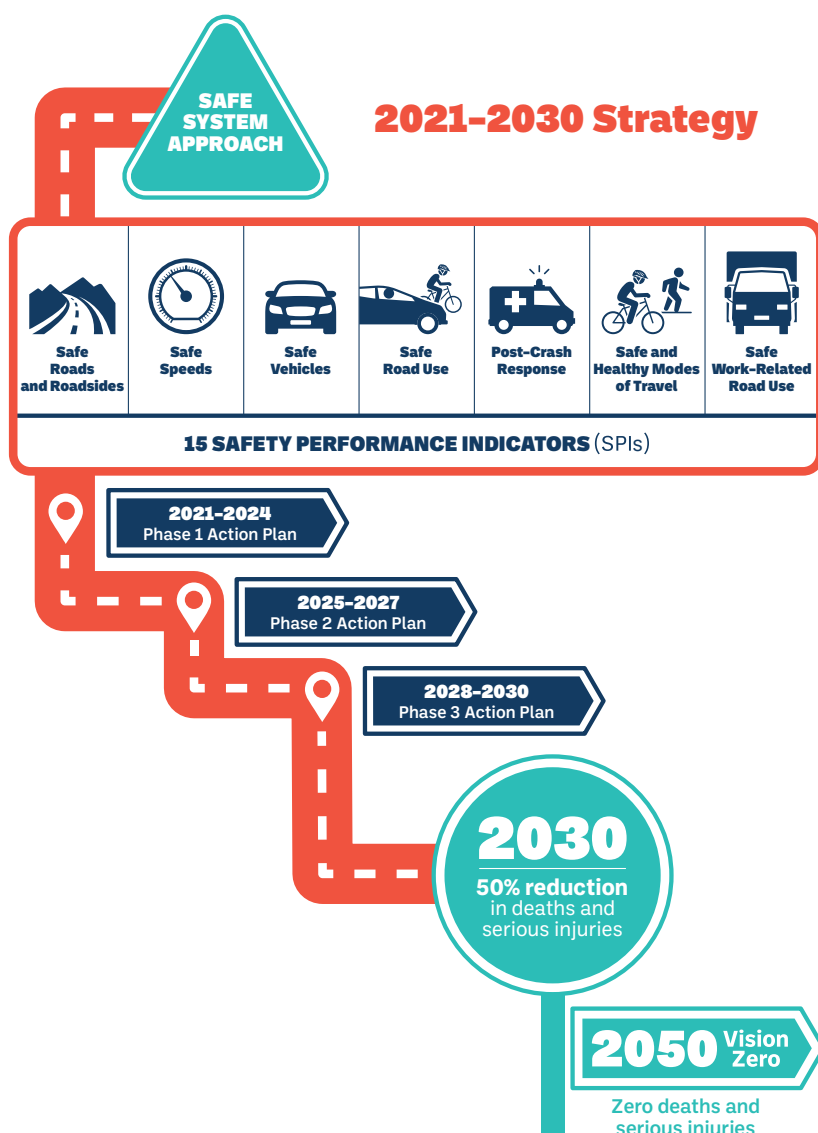
# Part 1: Vision Zero – A National Overview

Vision Zero is a global movement to end traffic-related fatalities and serious injuries by taking a systemic approach to road safety. The premise of this strategy is that road deaths and injuries are unacceptable and preventable.

First implemented as the national road policy in Sweden in 1997, Vision Zero has now been adopted by more than 20 cities around the world.

From a national standpoint, Vision Zero underpins the most recent Government Road Safety Strategy (2021-2030), which has the long-term goal of achieving zero road deaths or serious injuries by 2050. Key to achieving this, and other objectives in the shorter term, is the Safe Systems Approach – a methodology which shifts responsibility from the people using roads to the people designing them, integrating core management and action areas to create a safe mobility system forgiving of human error.

A journey towards Vision Zero:



# 1.1 Government Road Safety Strategy 2021-2030

Ireland's fifth Road Safety Strategy 2021-2030, launched in December 2021, seeks to build on the progress and understanding provided by the first four strategies, with the objective of improved road safety on Irish roads.

The primary aim of the government's new road safety strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030. This means reducing deaths on Ireland's roads annually from 144 to 72 or lower and reducing serious injuries from 1,259 to 630 or lower by 2030. Guiding this strategy is Vision Zero, Ireland's long-term goal of achieving zero road deaths or serious injuries by 2050. The strategy has been developed through extensive engagement with the public and with other key stakeholders. Over 2,000 submissions from the public were received as part of the national public consultation and the public's input on the future of road safety helped inform the development of the national road safety strategy.

The Road Safety Strategy 2021-2030 will be delivered in three phases as follows:

- Phase 1 Action Plan: 2021-2024,
- Phase 2 Action Plan: 2025-2027
- Phase 3 Action Plan: 2028-2030.

Phase 1 ran from 2021 to 2024 and was backed by a projected €3.8bn investment and included 50 high-impact actions and 136 support actions. Local authorities were and continue to be the lead or support agency for a number of these actions.

## 1.2 Safe Systems Approach

The national Road Safety Strategy is led by a Safe System approach, which is viewed as best practice globally in the delivery of road safety strategies. The Safe System philosophy takes a wider perspective of road accidents, recognising that human beings are fallible, that their errors must be anticipated and the risk of serious consequences from these errors minimised.

The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with all those involved in road safety, e.g., vehicle producers and those developing infrastructure. The basic assumption is that it is not acceptable to pay a price in deaths for the mobility the society needs.

The Safe Systems approach to road safety is built on several key principles:

- Human Behaviour – no matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this.
- Human Frailty – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration.
- Forgiving Systems – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

System priority areas have been identified that will be the focal points during the period of the strategy, as follows:



### 1. Safe Roads and Roadsides

To improve the protective quality of our roads and infrastructure - Safe roads and roadsides involves the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

### 2. Safe Speeds

To reduce speeds to safe, appropriate levels for the roads being used, and the road users using them - Safe speeds is a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the settling of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.

### 3. Safe Vehicles

To enhance the safety features and roadworthiness of vehicles on our roads - The safe vehicles element of the Safe System approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.

### 4. Safe Road Use

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement - Safe road use incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints.

### 5. Post-Crash Response

To improve the treatment and rehabilitation of collision casualties - Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequences of injuries in the event of a collision.

### 6. Safe and Healthy Modes of Travel

To promote and protect road users engaging in public and active transport - Safe and healthy modes of travel acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel. It involves the promotion of the safer modes (e.g. public transport) and the promotion and provision of safe road environments for otherwise healthy, active modes. This includes walking and cycling, where the risks in the event of a collision are more serious than for protected in-vehicle road users.

### 7. Safe Work-Related Road Use

To improve safety management of work-related journeys - Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries.

Overall, a total of 50 High Impact Actions and 136 Support Actions are included in the Government Road Safety Strategy. These will be reviewed and updated with each applicable phase of the strategy up to and including 2030.

The above Safe System approach emphasises the need to focus on all elements of the road traffic system to successfully improve road safety for all. By working together, we will make our roads a safer place for all.

## Part 2: Profile of Galway City and County



Photograph: Professor Chaosheng Zhang

Galway City and County Councils are committed to creating safer roads for all who live in, work in, and visit our region. This Joint Road Safety Strategy 2026–2030 sets out a coordinated, evidence-based approach to reducing deaths and serious injuries on our roads over the next five years. It aligns fully with the Irish Government’s Road Safety Strategy 2021–2030 and embraces the Vision Zero principle: that no loss of life on our roads is acceptable.

Galway occupies a unique position on Ireland’s western seaboard, combining a compact, vibrant city with an expansive rural county that stretches from the shores of Galway Bay to the uplands of Connemara and the farmlands of east Galway. This diversity is reflected in our road network, one of the most varied in the country.

### A Complex and Extensive Road Network

The combined road network of Galway City and County spans thousands of kilometres and encompasses:

- Motorways and national primary roads, including the M6/M17/M18 interchange connecting Galway to Dublin, Sligo, Limerick, and the wider national network
- National secondary and regional roads serving towns such as Tuam, Ballinasloe, Loughrea, Clifden, and Oranmore
- Local and rural roads, many of them narrow, winding, and bordered by hedgerows and stone walls, synonymous with the landscapes of Galway.

- Urban roads in Galway City, from arterial routes carrying high traffic volumes to narrow medieval streets in the city centre, shared by pedestrians, cyclists, buses, and private vehicles

This variation presents distinct safety challenges. High-speed rural roads demand different interventions than congested urban junctions; coastal tourist routes require different considerations than suburban school zones.

## A Growing and Diverse Road-User Population

Galway's roads are busier than ever, serving an increasingly diverse population of motorists:

- Commuters travelling daily between residential areas in the county and employment centres in the city and other towns.
- Students attending University of Galway, Atlantic Technological University, and numerous schools across the region
- Families managing school runs, after-school activities, and daily errands on roads shared with heavy goods vehicles and agricultural machinery
- Tourists, whose numbers swell dramatically each summer. Galway is a gateway to the Wild Atlantic Way, Connemara National Park, the Aran Islands, and the Burren. Visitors add significant seasonal traffic, particularly on rural and coastal routes.

Population growth, increased car ownership, and Galway's role as a regional capital and tourism destination have all contributed to rising traffic volumes. With more vehicles on the road, the imperative to improve safety becomes ever more urgent.

## Strategic Alignment

This Strategy does not operate in isolation. It is informed by and contributes to:

- The Government of Ireland Road Safety Strategy 2021–2030, which sets national targets for reducing road deaths and serious injuries by 50%
- Vision Zero, the internationally recognised framework that treats every road death as preventable and calls for a safe-systems approach to road design, speed management, vehicle standards, and post-collision response
- City and County Development Plans which are central to the operation and service delivery of both Galway City and County Councils.

By aligning local action with national objectives, Galway City and County can draw on best practice, access funding streams, and contribute to Ireland's overall progress toward safer roads.

# Our Commitment

Over the lifetime of this Strategy, Galway City and County Council will work with An Garda Síochána, the Road Safety Authority, Transport Infrastructure Ireland, the Department of Transport, and the National Transport Authority as well as community groups, schools, and road users themselves to:

1. Reduce the number of fatal and serious-injury collisions on our roads
2. Create safer infrastructure through targeted engineering improvements
3. Promote a culture of responsible road use through education and engagement
4. Enforce road traffic law fairly and effectively
5. Improve our understanding of collision causes through better data collection and analysis

Every journey in Galway, whether a daily commute, a family outing, or a tourist's first drive along the Wild Atlantic Way, should end safely. This Strategy is our roadmap to making that expectation a reality.



Belclare National School

# Part 3: National and Local Statistical Data

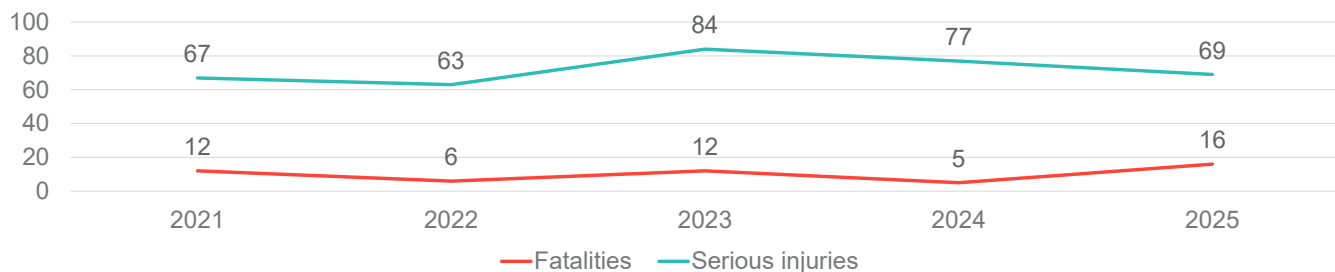
## Local Statistical Trends

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### Fatalities and serious injuries in Galway

2021-2025



Between 2021 and 2025, 51 fatalities and 360 serious injuries occurred in Galway.

These 51 fatalities represent 6% of total fatalities during this period.

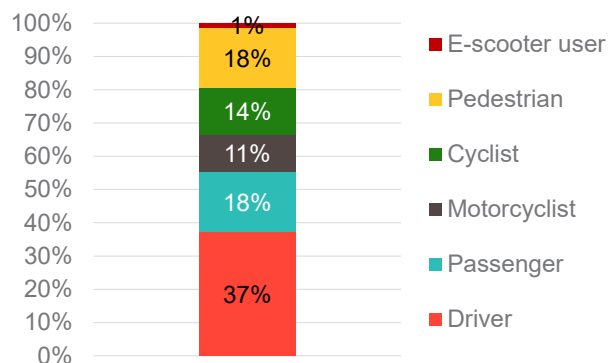
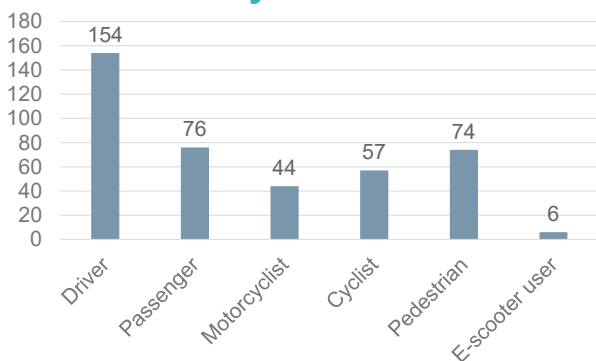
These 360 seriously injured road users represent 4% of all serious injuries during this period.

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### Road User Profile (n=411)

KSIs in Galway 2021-2025



Of the 411 killed and seriously injured road users (KSIs), over a third (37%) were drivers, and just under a fifth (18%) were passengers and pedestrians.

# Fatalities and serious injuries in Galway by Local Authority and Road user



2021-2025

| Local Authority       | 2021 | 2022 | 2023 | 2024 | 2025 | Total |
|-----------------------|------|------|------|------|------|-------|
| Unknown at present    | 0    | 1    | 0    | 0    | 1    | 2     |
| Galway City Council   | 15   | 20   | 31   | 22   | 26   | 114   |
| Galway County Council | 64   | 48   | 65   | 60   | 58   | 295   |
| Total                 | 79   | 69   | 96   | 82   | 85   | 411   |

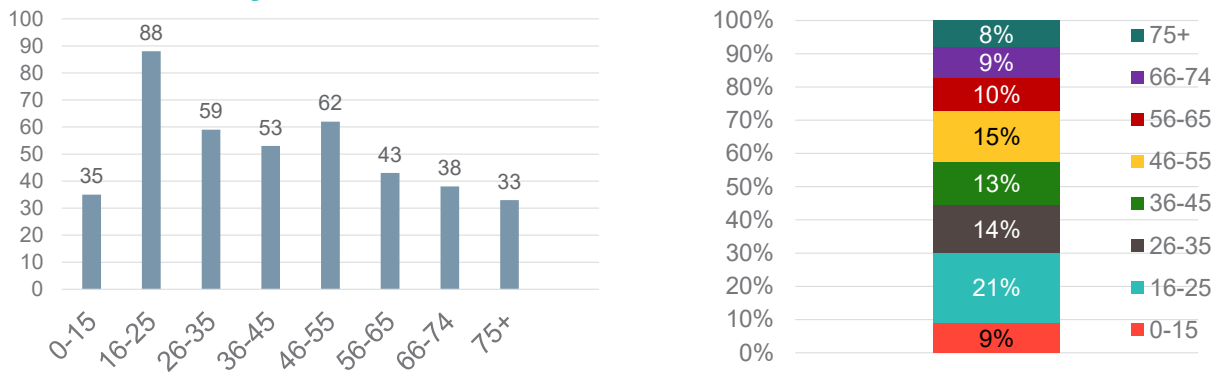
| Road User Type | Galway City Council | Galway County Council | Unknown | Total |
|----------------|---------------------|-----------------------|---------|-------|
| Driver         | 23                  | 130                   | 1       | 154   |
| Passenger      | 15                  | 61                    | 0       | 76    |
| Motorcyclist   | 11                  | 33                    | 0       | 44    |
| Pedal cyclist  | 23                  | 34                    | 0       | 57    |
| Pedestrian     | 36                  | 37                    | 1       | 74    |
| E-scooter user | 6                   | 0                     | 0       | 6     |
| Total          | 114                 | 295                   | 2       | 411   |

**Table 1:** Of the 411 KSIs in Galway, 295 occurred in the Galway County Council Local Authority Area and 114 occurred in the Galway City Council Local Authority Area. For 2 KSIs, the Local Authority Area is unknown at present.

**Table 2:** Of the 114 KSIs in Galway City Council, 36 were pedestrians. There were also 23 driver KSIs and 23 pedal cyclist KSIs. Of the 295 KSIs in Galway County Council, 130 were drivers and 61 were passengers.

## Age and Gender Profile (n=411)

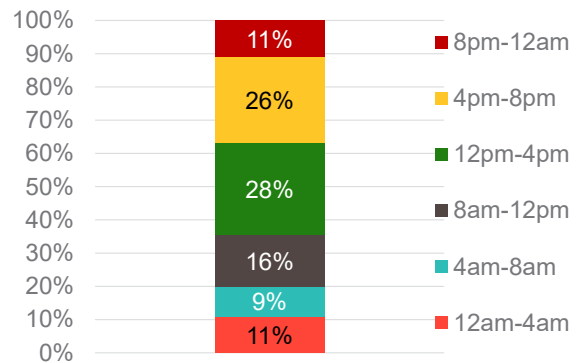
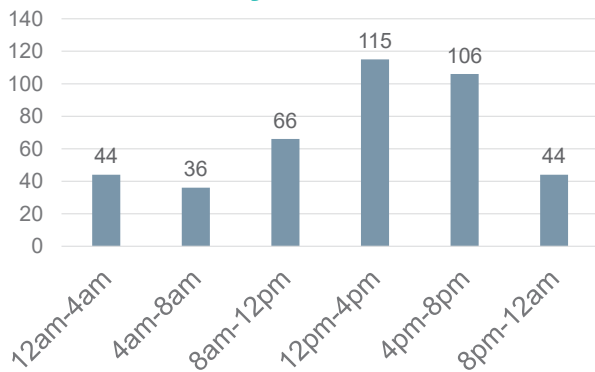
KSIs in Galway 2021-2025



Of the 411 killed and seriously injured road users (KSIs), just over a fifth (21%) were aged 16-25 years. Almost two-thirds (65%) were male, and the remaining 35% were female.

## Time of day (n=411)

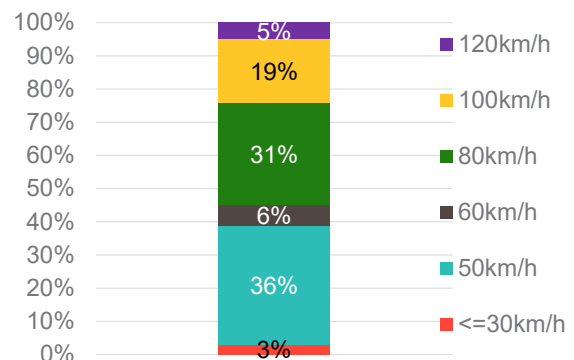
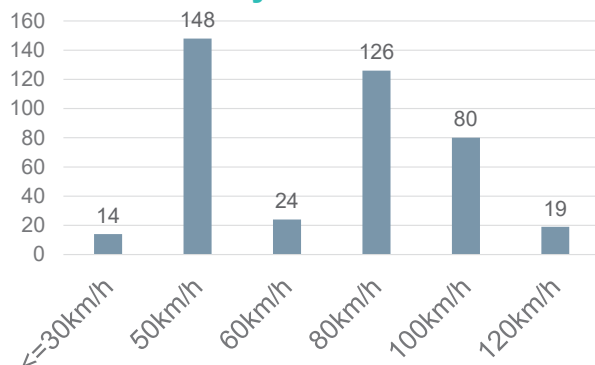
### KSIs in Galway 2021-2025



Of the 411 killed and seriously injured road users (KSIs), 28% were injured between 12pm and 4pm, while a further 26% were injured between 4pm and 8pm.

## Speed limit of road (n=411)

### KSIs in Galway 2021-2025



Of the 411 killed and seriously injured road users (KSIs), over half (55%) occurred on a road with a speed limit of 80km/h or greater.

## Part 4: Road Safety Together – A Partnership Model

Several stakeholders work together in Galway City and County to make our roads safer for all users. From first responders such as Gardai, Ambulance and Fire crews through to initiatives ranging from enhancing public realm and roads infrastructure through to delivering education and awareness projects in our schools.

- » Local Authorities
- » Road Safety Authority
- » Transport Infrastructure Ireland
- » An Garda Síochána
- » HSE West
- » Fire Service
- » All Road Users of Galway



**Back Row (L-R)** = Lorraine Farrell (Green Schools Travel Officer, An Taisce), Deirdre Caulfield (Road Safety Officer/ Staff Officer, Galway County Council), Conrad Harley (Senior Engineer, Galway County Council), Inspector Adrian Queeney (An Garda Síochána), Geraldine Byrne (Administrative Officer, Galway County Council), Uinsinn Finn (Director of Services, Galway County Council)

**Front Row (L-R)** = Francis McEvoy (Senior Executive Engineer, Galway City Council), Regina Staunton (Senior Road Safety Promotions Officer, Road Safety Authority), Martin Kenny (Administrative Officer, Galway City Council), Angela McCormack, Regional and Local Road Safety Engineer, Department of Transport Support Office.

## **Committee members not pictured:**

### **Galway County Council**

Councillor Michael Connolly (Elected Member), Tom Prendergast (Senior Engineer), Tom Regan (Acting Senior Executive Engineer), Féidhlim McGillicuddy (Executive Engineer), Eamonn Lydon (Executive Engineer)

### **Galway City Council**

Patrick Greene (Director of Services), Pádraic Mac Giolla Bhríde (Acting Senior Engineer)

### **Road Safety Authority**

Angela Haran (Galway Road Safety Promotions Officer), Fionnuala Daniels (Regional Road Safety Promotions Officer)

### **An Garda Síochána**

Superintendent Ollie Baker, Superintendent Pádraic Burke, Superintendent Finbarr Philpott

### **Transport Infrastructure Ireland**

Philip Durkin (Regional Road Safety Engineer)

### **An Taisce**

Siobhán Kennedy (Safe Routes to School), Laura Tannian (Green Schools Travel)

## **Road Safety Initiatives across the City and County**

- Galway City Council successfully coordinated two Road Safety Events during 2025 with our partners in An Garda Síochána and Galway County Council. The first event in May saw 450+ TY Students attend the Lifesaver Programme at Leisureland which was opened with a staged road traffic collision and rescue scenario.
- This event was successfully scaled up in November with over 700 students from across the City and County attending Galway Racecourse. The Road Safety Authority were also on site with their interactive shuttle.
- Interactive Road Safety Event at Tirellan National School in October which delivered road safety awareness talks to students in 3rd to 5th classes – again with welcome support from Gardái.

## Junior School Warden Scheme

The Junior School Warden Scheme has been operating in Ireland since 1969 and it facilitates safe road crossing of school children. Its' continued success is due to the dedication, hard work and co-operation of all involved in its' implementation, including An Garda Síochána trainers, school Principals, teachers, Galway Co. Council and most importantly, the pupils themselves that act as Wardens. There are three schools, involved in facilitating a safe road crossing on a daily basis, at their school: Scoil Naomh Pádraig, Moylough; St. Mary's National School, Mountbellew and Ballygar National School.

Certificates are presented to each pupil at the end of the school year.

An Annual Competition takes place in April each year and a team from each school represents the school. The competition is sponsored by Galway Co. Council and the Roads Safety Authority. Scoil Naomh Pádraig, Moylough was the 2026 overall winner.

## Fire Service Car Dismantling Demonstration

During Road Safety Week, 2025, Galway Co. Council, in conjunction with Galway Fire and Rescue Service, An Cheathrú Rua; Galway Civil Defence and An Garda Síochána, teamed up for a road safety awareness event aimed at teenagers at Scoil Phobail Mhic Dara, Carna and Coláiste na bPiarsach, Ros Muc.

The secondary school students who are about to become young drivers had an opportunity to experience what happens at the scene of a road traffic collision – a car dismantling demonstration took place and a person was released from a vehicle. Crew from the Fire Service and Civil Defence were present, along with An Garda Síochána, who advised the 100 plus students present. The aim of this initiative is to raise awareness of what happens at the scene of an incident which will hopefully prevent the young drivers-to-be becoming involved in road traffic incidents that all too often result in serious injury or death.

## Cycling Training for National Schools

A National Cycling Training Programme 'Cycle Right', in conjunction with Cycling Ireland and the Road Safety Authority, is available to all national schools in Co. Galway, during each school year. The training upskills young cyclists and outlines tips on safer cycling and the use of a helmet at all times. The Council provides funding to schools who take part.

## **‘Arrive Alive’ Initiative**

Galway Co. Council’s ‘Arrive Alive’ initiative advises on No Texting and Driving. Car Discs Holders are available, free of charge, to members of the public through its Motor Tax Offices or Roads Department.

## **Bike Safety Maintenance Event**

During Road Safety Week 2025, a Bike Safety Maintenance Event took place at St. Brendan’s National School, Loughrea. Approx. 50 pupils were given guidance on maintaining their bikes - checking their brakes, tyres, lights, gears, reflectors, chain, saddle, handlebars, bell and the wearing of correctly fitted helmets and high visibility gear. On the day, the pupils were given free high vis vests, armbands, high vis string bags and bike lights in order that they will be seen and well lit up on their journeys!

## **Focus on Road Safety Stakeholders**

### **Road Safety Authority**

The Road Safety Authority (RSA) are the primary agency working Road Safety in Ireland whose mission it is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads. We are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders such as An Garda Síochána, Local Authorities and other key partners to save lives.

Road Safety Promotion Officers work across Galway City and County on behalf of the RSA, their role involves delivering key road safety messages to a diverse audience - from primary school children to farm workers - through a wide range of engaging and interactive campaigns, initiatives and resources. They also provide invaluable support to key stakeholders who run road safety initiatives of their own, such as those ran in partnership by Galway City and County Councils and An Garda Síochána.

In 2025 alone, the RSA facilitated almost 130 specific campaigns or events in Galway City and County with over 20,000 participants.



Partnership in progress – Demonstration of a rescue underway at Galway Racecourse, venue for the Lifesaver Event ran in partnership with Gardai, Local Authorities, and the RSA.

## **Community Safety Partnerships**

A recent addition to community partnership and collaboration has been the establishment of a Local Community Safety Partnership in both Galway City and Galway County. The LCSP brings together community members, the voluntary and community sector, statutory services, and local councillors to work together in identifying and tackling community safety issues locally. Having a forum in each local authority area will be of great benefit in identifying priority road safety issues and delivering wide-reaching initiatives.

## **Joint Statement on behalf of the Galway City and County Local Community Safety Partnerships**

The Local Community Safety Partnerships (LCSPs) for Galway City and Galway County welcome the publication of the Galway City and County Road Safety Strategy 2026–2030. Road safety is central to community wellbeing, and every collision causing death or serious injury represents a deep and preventable loss for families, friends and neighbourhoods. The LCSPs place community voices at the heart of safety planning, and we recognise the vital role of partnership in reducing harm on our roads.

This strategy aligns closely with LCSP principles of prevention, collaboration and local problem solving, and reflects our commitment to supporting the national Vision Zero objective of eliminating road deaths and serious injuries.

The Safe System approach outlined in this strategy, covering safer roads, safer speeds, safer road use, post-crash response, active travel and vehicle safety, provides a strong framework for protecting all road users. Through the LCSPs, we will support this work by strengthening community engagement, promoting local initiatives, and ensuring the experiences of vulnerable road users, young people and residents are considered in decision making.

Achieving the ambitious targets set out for Galway City and County requires collective responsibility. By working together, prioritising safety, and empowering communities to play an active role, we can build safer, healthier and more connected places to live, work and travel.

The LCSPs are proud to support this strategy and remain committed to helping make Vision Zero a reality for Galway.



**Cllr Neil McNelis, Chairperson, Galway City LCSP**

**Cllr Andrew Reddington, Cathaoirleach, Galway County LCSP**

## **E-scooters, E-bikes and Scramblers**

E-scooters and E-bikes offer a sustainable and convenient way to travel, especially in urban settings, but safety must come first. As e-scooter use continues to grow, it's essential that riders, pedestrians, and all road users remain aware of and respectful toward one another to ensure everyone's safety. In a recent survey conducted by the RSA on e-scooter usage, a key finding amongst all adults surveyed was that e-scooters are now perceived as the most dangerous form of transport in Ireland, surpassing motorcycles in terms of perceived risk.

### **E-scooter users must:**

- Be 16 years or older.
- Obey a speed limit of 20km/h.
- Drive on the left. E-scooters are allowed in cycle or bus lanes and on local, regional or national roads.
- Have lights, a bell or audible warning device, reflectors and brakes on their e-scooter and it must be kept in a roadworthy condition at all times.
- Obey signals given by a Garda or school warden and follow the same rules of the road that apply to cyclists, including traffic lights, road signs, and all types of pedestrian crossings.

## E-scooter users must NOT:

- Use footpaths, pedestrianised areas or motorways.
- Hold or use a mobile phone.
- Have a seat on their e-scooter.
- Carry passengers (for example, carry children to school).
- Carry goods (for example, food or parcel delivery).

## Enforcement of E-vehicle and Scrambler Misuse

An Garda Síochána continues to adopt a proactive approach in addressing the illegal and dangerous use of scramblers, quads, e-bikes, and e-scooters. Legislation now provides powers to seize, detain and dispose of illegal vehicles that are being used in any public spaces.

**Scramblers:** off-road motorcycles and quads used on roads and in public spaces. Often uninsured, unlicensed and modified for performance; frequently involved in antisocial behaviour, collisions, and damage to parks/green spaces.

**E-scooters:** lightweight electric scooters designed for private property or with limited speeds but commonly used on public roads/footpaths despite not being generally legal on public roads in Ireland (except for authorised trials). Many are privately owned, unregistered and lack lighting/reflectors, brakes and appropriate speed regulation.

**E-bikes:** These power-assisted e bikes are often high-powered, modified electric bikes that exceed legal power/speed limits and effectively function as mopeds/motorcycles without proper registration, insurance, tax or licence.



## Measures being taken

**Garda operations:** targeted patrols, checkpoints and intelligence-led operations to detect and seize illegal scramblers, e-scooters and e-bikes.

**RSA engagement:** public information campaigns highlighting legal status of privately owned e-scooters, safety guidance for riders and pedestrians, and support for safer alternative options.

**Local authority actions:** enforcement of bye-laws, removal of vehicles from parks and public spaces, secure storage and disposal arrangements; community outreach and secure bike-parking infrastructure to reduce theft.



Garda Checkpoint / Scooter Dynamometer

## Part 5: Road Safety Actions

### Pillar 1 – Safe Roads and Roadsides

| Action | Measure                                                                                                                                                                                                          | Lead Dept. or Agency      | Responsibility                       | Completion Date    | Support Department or Agency         | Actions taken                                  |
|--------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|--------------------|--------------------------------------|------------------------------------------------|
| 1      | Implement the annual Safety Improvement Scheme of works on regional and local roads, in accordance with funding and direction provided by the DoT.                                                               | Local Authorities         | Sen. Engineers - Roads               | Annual             | DoT                                  | Complete annual works by Q4 each year.         |
| 2      | Support the delivery of road safety improvement schemes and minor realignment schemes on national roads, to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users. | Local Authorities         | Sen. Engineers - Roads               | Annual             | TII                                  | Delivery on agreed program of works each year. |
| 3      | Continue the Collision Prevention Programme meetings between AGS and local Authority Roads teams in respect of road safety on public roads throughout the county, re-establish the Programme in the city.        | Local Authorities and AGS | Sen. Engineers - Roads / Chief Supt. | Annual             | DoT/Road Management Office (RMO)/TII | Regular meetings between LA staff and AGS      |
| 4      | Continue to complete LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.                                                       | Local Authorities and AGS | Sen. Engineers - Roads / Chief Supt. | Per RMO time-frame | RMO/DoT                              | Regular meetings between LA staff and AGS      |
| 5      | Publish/renew the Council's prioritised plan on road construction and maintenance (Roads Programme) on an annual basis.                                                                                          | Local Authorities         | Sen. Engineers - Roads               | Annual             | DoT/TII/RMO                          | Ongoing                                        |

|    |                                                                                                                                                                                                                                                                                                                                                           |                       |                        |        |             |                                                                        |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|--------|-------------|------------------------------------------------------------------------|
| 6  | To continue with the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users                                                                                                                                                                                                       | Local Authorities     | Sen. Engineers - Roads | Annual | TII/DoT     | Ongoing                                                                |
| 7  | Support the implementation of the safe system approach which includes the concepts of 'Forgiving Roadsides' and "Self Explaining and Self Regulating" Roads, in accordance with the guidance from EU and National level, including design standards and appropriate training                                                                              | DOT/TII/NTA           | Sen. Engineers - Roads | Annual | LA          | Ongoing                                                                |
| 8  | Consider the objectives of the European Design Manual of Urban Roads and Streets and the Cycle Design Manual in the delivery of enhanced facilities for pedestrians and cyclists.                                                                                                                                                                         | Local Authorities/NTA | Sen. Engineers - Roads | Annual | NTA/DoT/TII | Ongoing                                                                |
| 9  | To avail of training for designers, project managers, engineers on the Safe Systems Approach, Forgiving Roadsides, Self Regulating and Self Enforcing Roads, Speed Limit Review Process, Road Design, Road Pavement Design, Road Safety Impact Assessments, Collision Analysis, Road Safety Auditing, Road Safety Engineering and other design standards. | Local Authorities     | Sen. Engineers - Roads | Annual | NTA/DoT/TII | Ongoing. Regular training for crews and technical staff is a key area. |
| 10 | As part of the Bus Stop Enhancement Programme - work with the NTA to deliver bus stop infrastructural improvements                                                                                                                                                                                                                                        | Local Authorities/NTA | Sen. Engineers - Roads | Annual | NTA/DoT/TII | Ongoing                                                                |

|    |                                                                         |        |                                      |         |         |                                            |
|----|-------------------------------------------------------------------------|--------|--------------------------------------|---------|---------|--------------------------------------------|
| 11 | LA16 Forms to be completed as necessary and sent to RMO within 14 days. | LA/AGS | Sen. Engineers - Roads / Chief Supt. | Ongoing | TII/DoT | Assign as agenda item at meetings of RSTWG |
|----|-------------------------------------------------------------------------|--------|--------------------------------------|---------|---------|--------------------------------------------|

## Pillar 2 – Safe Speeds

|    |                                                                                                                                                                                                            |                          |                                              |                  |                                                           |                                                                                      |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|----------------------------------------------|------------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------|
| 12 | Continued implementation of speed limit changes for national secondary roads and urban areas as per DoT/TII instruction and guidance. To include informational awareness as appropriate.                   | Dept. of Transport (DoT) | Sen. Engineers - Roads                       | per DOT guidance | Local Authorities/ Transport Infrastructure Ireland (TII) | Ongoing                                                                              |
| 13 | Consider speed limit review for the county and city, to also reflect the new national legislation on reduced speeds on certain road categories and in specific locations. (Subject to implementation plan) | TII / Local Authorities  | Sen. Engineers - Roads                       | Ongoing          | DoT/An Garda Siochana (AGS)                               | Reviews on going and will progress to implementation as required.                    |
| 14 | Fully utilise available resources re detection equipment and enabled technology.                                                                                                                           | AGS                      | Chief Superintendent                         | Ongoing to 2030  | Local Authorities / TII                                   | ANPR System, Roadside breath testing, dragger equipment speed checks in regular use. |
| 15 | Deployment of Safety Cameras at collision prone zones                                                                                                                                                      | AGS                      | Chief Superintendent                         | Ongoing to 2030  | AGS                                                       | Ongoing - go safe zones increased                                                    |
| 16 | Continued development of the Automated Numberplate Recognition System                                                                                                                                      | AGS                      | Chief Superintendent                         | Ongoing          | AGS                                                       | Some fleet enabled with system, more to follow.                                      |
| 17 | Promotion of Safe Speeds awareness interventions and benefits for community support for 30km zones.                                                                                                        | RSA                      | Director - Partnerships and External Affairs | Ongoing to 2030  | AGS/LAs/ CCMA                                             | Continued promotion through social media and other campaigns                         |
| 18 | Deliver on public education on inappropriate and excessive speeding on all roads with emphasis on awareness and protection of vulnerable road users                                                        | RSA                      | Director - Partnerships and External Affairs | Ongoing to 2030  | AGS/LAs                                                   | Continued promotion through social media and other campaigns                         |

## Pillar 3 – Post Crash Response

|           |                                                                                                                                                |     |                      |          |     |         |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------------|----------|-----|---------|
| <b>19</b> | Allocate a Family Liaison Officer in respect of support and provision of information in relation to fatal and serious road traffic collisions. | AGS | Chief Superintendent | In place | AGS | Ongoing |
|-----------|------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------------|----------|-----|---------|

## Pillar 4 – Safe Road Use

|           |                                                                                                                                                                                                                                                   |                   |                                              |                 |           |                                                                                    |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------|-----------------|-----------|------------------------------------------------------------------------------------|
| <b>20</b> | Support the school warden programme through training, additional supports as required, toolbox talks, risk assessments.                                                                                                                           | Local Authorities | Sen. Engineers - Roads                       | Ongoing         | AGS/LAs   | Ongoing - recruitment of wardens as required.                                      |
| <b>21</b> | Early input into review of planning applications in respect of road and junction interactions. Link with Safe Routes to School team and Active Travel team re measures to assist in sustainable mobility and safety for pedestrians and cyclists. | Local Authorities | Sen. Engineers - Roads                       | Ongoing         | NTA       | Regular inter-departmental reviews.                                                |
| <b>22</b> | Conduct Education and Awareness Campaign on seatbelt use                                                                                                                                                                                          | RSA               | Director - Partnerships and External Affairs | Ongoing to 2030 | LAs / AGS | Campaigns progressed and details sent to schools                                   |
| <b>23</b> | Increase tachograph inspections on HGVs                                                                                                                                                                                                           | AGS               | Chief Superintendent                         | Ongoing         | LAs / RSA | Continued implementation of multi-agency checkpoints                               |
| <b>24</b> | Provide training to education stakeholders on the use of RSA Road Safety Resources                                                                                                                                                                | RSA               | Director - Partnerships and External Affairs | Ongoing to 2030 | LAs       | Ongoing initiatives with support of both LAs                                       |
| <b>25</b> | Develop dedicated Road Safety Sections on LA Websites and implement scheduled reviews to align with seasonal campaigns.                                                                                                                           | LAs               | Road Safety Officer (s)                      | Ongoing to 2030 | RSA/AGS   | In development with synchronised campaigns and promotions relevant to road safety. |
| <b>26</b> | Utilise Social Media as most efficient means of audience reach.                                                                                                                                                                                   | LAs               | Road Safety Officer (s)                      | Ongoing to 2030 | RSA/AGS   | Regular agenda item for RSTWG                                                      |

|           |                                                                                                          |         |                                              |                 |                    |                                                                                                                                       |
|-----------|----------------------------------------------------------------------------------------------------------|---------|----------------------------------------------|-----------------|--------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| <b>27</b> | Enhance community promotion of Road Safety initiatives.                                                  | LAs     | Road Safety Officer (s)                      | Launch Q4 2025  | RSA/AGS            | Launch this year with targeted groups. Review effectiveness with RSTWG                                                                |
| <b>28</b> | Develop an annual Communications Plan with all RSTWG Stakeholders. To incorporate local media campaigns  | LAs     | Road Safety Officer (s)                      | Ongoing to 2030 | RSTWG Stakeholders | Develop plan for 2026 and identify key areas and assign actions.                                                                      |
| <b>29</b> | Promote a road safety programme specific to older persons, to include safe driving, walking and cycling. | RSA     | Director - Partnerships and External Affairs | Ongoing to 2030 | LAs/HSE            | For development in Q4 2025 - tie in with 'Mobility Matters' programme                                                                 |
| <b>30</b> | Promote campaigns re Individual Responsibility when using the road network                               | RSA/LAs | Director - Partnerships and External Affairs | Ongoing to 2030 | LAs                | Aligns with RSA Yearly Diary of initiatives                                                                                           |
| <b>31</b> | Organise annual Road Safety Week to involve series of local and coordinated events to raise awareness    | RSA/LAs | Director - Partnerships and External Affairs | Annual          | AGS/LAs            | Link to RSA initiatives and expand on those across Galway City and County. Review with RSTWG                                          |
| <b>32</b> | Raise public awareness of Winter Maintenance Plan                                                        | LAs     | Sen. Engineers - Roads                       | Ongoing to 2030 | TII/DoT            | Ongoing                                                                                                                               |
| <b>33</b> | Details of planned Road Works to be made public as far in advance as possible                            | LAs     | Sen. Engineers - Roads                       | Ongoing to 2030 | TII                | Utilise website and social and local media.                                                                                           |
| <b>34</b> | Increase mandatory drug/alcohol testing checkpoints                                                      | AGS     | Chief Superintendent                         | Ongoing         |                    | Continue upward curve with regards to frequency and success of checkpoints                                                            |
| <b>35</b> | Implement high-visibility enforcement targeting errant behaviour by road users                           | AGS     | Chief Superintendent                         | Ongoing         |                    | Increased frequency of Speed and M.A.T checkpoints. Multi-agency checkpoints and interactions with cyclists, scooters and pedestrians |

|           |                                                                      |     |                      |                 |         |                                                                                                                                        |
|-----------|----------------------------------------------------------------------|-----|----------------------|-----------------|---------|----------------------------------------------------------------------------------------------------------------------------------------|
| <b>36</b> | Conduct Intelligence-led checkpoints and patrols.                    | AGS | Chief Superintendent | Ongoing         |         | Systematic collection of intelligence, data and evidence to enhance roads policing. Regular reviews ongoing.                           |
| <b>37</b> | Avail of all opportunities to highlight importance of safe road use. | AGS | Chief Superintendent | Ongoing to 2030 | LAs/RSA | Successful initiatives to date include Lifesaver TY Roadshow, school programmes and local promotions.                                  |
| <b>38</b> | Targeted media campaigns at high-risk periods.                       | AGS | Chief Superintendent | Ongoing to 2030 | RSA/LAs | Align with RSA campaigns and promote others with particular relevance to local areas for example, coastal areas and farms/rural roads. |

## Pillar 5 – Safe and Healthy Modes of Travel

|    |                                                                                                                                                                                                                                                                                                             |                                               |                        |         |         |                                                                                                                                         |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|------------------------|---------|---------|-----------------------------------------------------------------------------------------------------------------------------------------|
| 39 | Continue to implement the Safe Routes to School throughout city and county, in collaboration with the NTA in respect of design and funding. Promote new facilities when brought on stream.                                                                                                                  | National Transport Authority (NTA)/ An Taisce | Sen. Engineers - Roads | Ongoing | LAs     | Build upon successfully delivered projects and work with stakeholders to enhance these across the city and county.                      |
| 40 | Continue to avail of the Active Travel Infrastructure scheme to develop improved active travel infrastructure within the City and County.                                                                                                                                                                   | LA /NTA                                       | Sen. Engineers - Roads | Ongoing | Ongoing | Build upon successfully delivered projects and work with stakeholders to enhance these across the city and county. (Subject to funding) |
| 41 | Support and implement the strategic objectives of the Galway Transport Strategy, through funding supports from the Active Travel Investment Grant /Bus Connects Funding Grants and other funding streams, to develop improved active travel and public transport infrastructure within the City and County. | LAs                                           | Sen. Engineers - Roads | Ongoing | NTA/TII | Build upon successfully delivered projects and work with stakeholders to enhance these across the city and county. (Subject to funding) |
| 42 | Continued delivery of the Green Schools Travel Programme                                                                                                                                                                                                                                                    | An Taisce                                     | An Taisce              | Ongoing | LAs     | Continued collaboration on road safety events. Support Walkability and Cyclability audits.                                              |
| 43 | Review concerns raised in walking or cycling audits and address them in a timely manner.                                                                                                                                                                                                                    | LAs                                           | Sen. Engineers - Roads | Ongoing | RSA     | Further communication between LA officials and An Taisce to identify and address areas of concern.                                      |
| 44 | Promotion of Cycle Right training in schools                                                                                                                                                                                                                                                                | An Taisce                                     | An Taisce              | Ongoing | RSA/LAs | Continue to promote cycling as a safe and healthy mode of travel.                                                                       |

## Pillar 6 – Safe Work-Related Road Use

|           |                                                                                                    |         |                                    |                 |     |                                                                                             |
|-----------|----------------------------------------------------------------------------------------------------|---------|------------------------------------|-----------------|-----|---------------------------------------------------------------------------------------------|
| <b>45</b> | Establish a Driving for Work road safety programme and utilise resources available through the RSA | LAs/RSA | Road Safety Officer (s) / RSA Team | Ongoing         | AGS | Regular agenda item for RST-WG, plan initiatives between LAs and RSA. Review every 6 months |
| <b>46</b> | Promote annual Safe Commuting Campaign                                                             | LA/RSA  | Road Safety Officer / LA / RSA     | Ongoing to 2030 | AGS | Utilise RSA resources and tailor programme for City and County                              |
| <b>47</b> | To promote initiatives to enhance driving standards and experiences for professional drivers.      | RSA/LAs | Road Safety Officer / LA / RSA     | Ongoing to 2030 |     | Examine training needs and existing programmes available to professional drivers.           |

## Pillar 7 – Safe Vehicles

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |     |                                                                                                     |        |     |                                                        |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|-----------------------------------------------------------------------------------------------------|--------|-----|--------------------------------------------------------|
| 48 | Educate drivers about tyre safety, maintenance and checking and promote the national campaign.                                                                                                                                                                                                                                                                                                                                                                                     | RSA | Director – Road Safety, Research and Driver Education                                               | Annual | AGS | Ongoing delivery across platforms                      |
| 49 | Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition                                                                                                                                                                                                                                                                                                                                                        | RSA | Director – Road Safety, Research and Driver Education                                               | Annual | AGS | Ongoing delivery across platforms                      |
| 50 | Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: · Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle, · Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System (ABS), Emergency Stopping, Lane Departure, · Promote online facility to check NCT or CVRT vehicle test history | RSA | Director - Vehicle Standards and Enforcement, Director - Road Safety, Research and Driver Education | Annual |     | Ongoing delivery across platforms with regular reviews |

# National Targets to be confirmed with phase 2 of National Plan

This section looks at targets for the 2021-2024 Government Road Safety Strategy (GRSS) and the Galway City and County Road Safety Plan 2025-2030

## National Targets

The period of 2017 – 2019 was used as the baseline for the setting of targets in the GRSS.

The targets within the national strategy were:

1. 15% Reduction in fatalities by 2024
2. 10% reduction in serious injuries by 2024
3. 50% reduction in fatalities by 2030
4. 50% reduction in serious injuries by 2030

## Local Targets

The rates for local targets have been informed by the Road Safety Authority and based on the average rates for the period of 2021-2025, Galway City and County has set the following targets for fatalities or serious injuries as part of this plan.

1. A reduction in deaths on Galway's roads by 15% by 2027
2. A reduction in serious injury collisions on Galway's roads by 10% by 2027
3. A 50% reduction in fatalities on Galway's roads by 2030
4. A 50% reduction in serious injury collisions on Galway's roads by 2030





Moycullen bus stop enhancements.

## Part 6: Local Initiatives



Galway City Council School Wardens



Pictured: Wardens of Scoil Naomh Pádraig, Moylough, Deirdre Caulfield, Road Safety Officer and Eamon Doyle, Judge



Pictured: 2026 Junior School Wardens Competition Winners - Scoil Naomh Pádraig, Moylough:



Pictured: Wardens of St. Mary's National School, Mountbellew, Michael Kelly, Principal, Eamon Doyle, Judge, and Deirdre Caulfield, Road Safety Officer



Pictured: Wardens of Ballygar National School, Helene Hanley, Principal, Eamon Doyle, Judge, and Deirdre Caulfield, Road Safety Officer



Pictured: Wardens of Ballygar National School, Cllr. Michael Connolly, Garda Oliver King (Retired), Barry Rogers, Judge, Angela Haran, Road Safety Authority, Deirdre Caulfield, Road Safety Officer, Cathaoirleach David Collins, Laura Tannian, An Taisce, Eamon Doyle, Judge, Garda Karen Fitzgerald, Principal Aidan Doherty and Teacher Conor Fahy



Transition Year students from Coláiste Croí Mhuire, An Spidéal promoting high visibility vests for vulnerable road users – vests are available to members of the public on an ongoing basis, free of charge. Also pictured are Hilary Vesey (Transition Year Coordinator) and Deirdre Caulfield (Road Safety Officer).



Bicycle Safety Maintenance Event, St Brendan's National School, Loughrea



Photo: Pupils carrying out the Cycle Training Course at Lurga National School, Gort, with Aisling Moroney, Teacher, Deirdre Caulfield, Road Safety Officer and Leroy Kulczynski, Cycle Safe Ireland Trainer – Sept. 2025



RSA Car Simulator and Deirdre Caulfield, Road Safety Officer with Sgt. Tony Miniter, An Garda Síochána.



Photos from various 'Lifesaver' Programme events involving a simulated road accident and rescue.

## Part 7: Critical Success Factors and Plan Appraisal

There are several critical success factors that will enable our collective targets to be achieved. These include:

- Political commitment at local and national levels
- Timely development and implementation of evidence-based policy and legislation.
- Efficient data sharing and collaboration across key stakeholders
- Innovation in how we design our interventions and our approach to partnership working.
- Provision of essential funding to realise targets
- Provision of safe, segregated infrastructure to facilitate modal shift towards active travel.
- Behavioural change due to enforcement interventions, education and training
- Dedicated partnership-working with good governance and accountability
- Public and media support of our interventions and activities

If these critical success factors are not achieved, they are likely to present significant barriers to progress in relation to our strategy and to our overall road safety performance.

Action plans for subsequent phases of the Government Road Safety Strategy will be considered and guide amendments to our strategy as appropriate. We will use target and performance indicators to evaluate efficacy and to address emerging trends and new knowledge.

Appraisal of this joint road safety strategy will be undertaken annually at both relevant Strategic Policy Committees (SPC) in Galway City and County Councils

- Galway City Council - Operational Development Directorate SPC
- Galway County Council - Physical Development, Transportation and Emergency Services SPC

Recommendations and comments stemming from each SPC review will be considered at the Road Safety Together Committee prior to any agreement on implementation.



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Áras an Chontae,  
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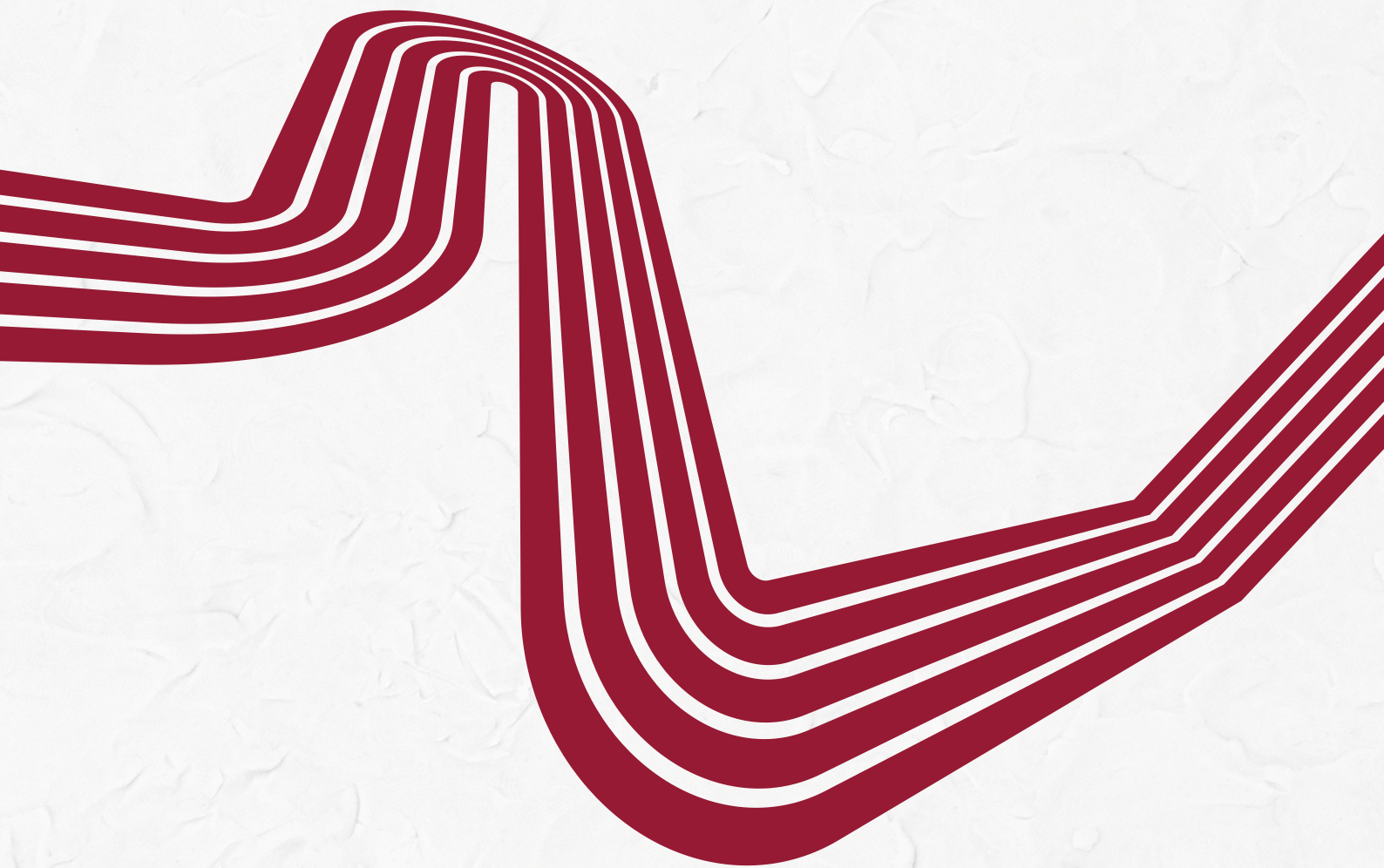
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