

VISION  
ZERO



Leitrim County Council  
Comhairle Chontae Liatroma

COUNTY LEITRIM  
**ROAD SAFETY  
STRATEGY**  
2023 – 2030  
&  
Phase 1  
**ROAD SAFETY  
ACTION PLAN**  
2023 - 2024



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## Forward and Vision

### 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 & Roadsides
2. Safe Speeds
3. Safe Vehicles
4. Safe Road Use
5. Post Crash Response
6. Safe & 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.



## Foreword and Vision

### Joseph Gilhooly, Chief Executive (Interim), Leitrim County Council



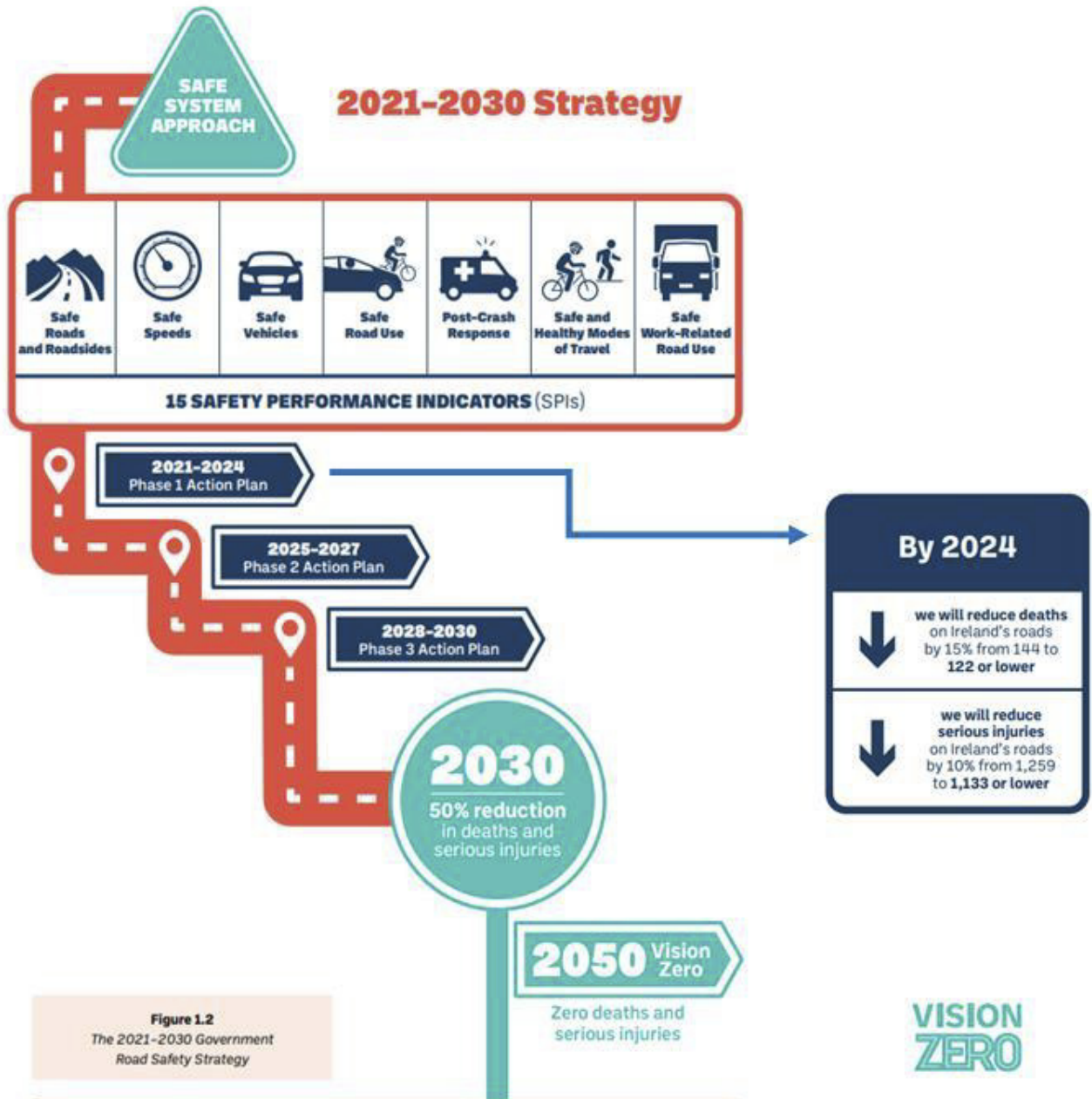
Ireland's road safety performance has improved greatly in recent years. Over the period of the Government Road Safety Strategy 2013 – 2020, significant progress was made in reducing road deaths and serious injuries – in 2018, Ireland saw the lowest number of annual road deaths since records began (135 deaths in 2018) and in 2019, Ireland had the second lowest rate of road deaths in the EU (28 per million population). However, despite this progress, significant challenges remain. The number of serious injuries on our roads increased over the period of the 2013 – 2020 strategy and while a 9% reduction in fatalities during this strategy period was achieved, the target of reducing road deaths to 124 fatalities per year by 2020 was not met. For every road death in 2021, there were over eight people seriously injured. Every fatality and serious injury on our roads is one too many. Behind every road death and serious injury on our roads are people, families and communities. The human cost of road traffic collisions are devastating, particularly, when one considers that the majority of these deaths and injuries are preventable. In particular, there has been an increase in fatalities and serious injuries among our vulnerable road users – pedestrians, cyclists, motor cyclists etc. Dangerous road user behaviour persists despite interventions. In particular, speeding is a major issue on our roads. Given that 75% of all road deaths were male, we must continue to target interventions at this group.

The Government Road Safety Strategy 2021 – 2030 has very ambitious targets for reducing deaths and serious injuries on Irish roads over the duration of the Strategy and the 3 Phases of Action Plans within the Strategy. Achievement of the targets as set out in the Strategy and the 3 Phase Action Plans is dependent on a number of critical success factors including co-operation and dedicated partnership working between all of the key stakeholders involved in road safety. Leitrim County Council is committed to playing our part in reducing the number of fatalities and injuries on our roads. This Road Safety Strategy and Phase 1 Action Plan is our roadmap for reducing deaths and injuries on our roads over the period 2023 – 2024 and onwards to 2030 and to achieving the long term goal of Vision Zero (Zero road deaths or serious injuries) by 2050. Work on drawing up this Strategy and Action Plan commenced in 2022 with the Strategy and Plan being finalised by the Road Safety Working Together Group in 2023. A number of road safety initiatives included in this Strategy and Action Plan were undertaken in 2022. This Road Safety Plan is a significant step in making our roads safer for everyone, addressing as it does, the 7 Safe System Priority Intervention Areas including Education, Engineering, Enforcement and Policy Evaluation issues. This Plan has been prepared by and will be implemented by our Multi Agency Road Safety Working Together Group (RSWTG) which includes representative from An Garda Síochána, the Road Safety Authority, Leitrim County Council, the Education Sector, Transport Infrastructure Ireland (TII), the Health Service Executive (HSE), An Taisce – Green Schools and the Community & Youth Sector. The success of this plan will depend on the sustained commitment by all of these stakeholders in implementing the actions included in this Plan and also on all road users to act responsibly on our roads. Road Safety is a shared responsibility among all elements of the traffic management system and among all road users.

One of the key parts of this Strategy will be the delivery of safe, segregated infrastructure to protect those walking and cycling on our roads – Our Active Travel Projects and Safe Route to Schools Projects will be key measures in promoting and achieving safe and healthy active travel with benefits for all in terms of improved road safety and will also assist in supporting environmental and health benefits for all. This Strategy will prioritise the safety of those who are most vulnerable, ensuring their right to travel the roads safely is protected. The priority for us all, government departments, agencies, industry, representative bodies, and individuals is to embrace the shared responsibility that's at the heart of this new Road Safety Strategy.

On behalf of Leitrim County Council, I wish to thank the members of the Road Safety Working Together Group for their valuable work and I am pleased to present the County Leitrim Road Safety Strategy 2023 – 2030 and the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024.

## Our journey towards Vision Zero



For more information on Our Journey towards Vision Zero, please read about it in the [Government Road Safety Strategy 2021-2030](#) (Section 1, page 11)

# 1. Introduction

## 1.1 Government Road Safety Strategy 2021 - 2030

The Government Road Safety Strategy 2021 – 2030 was launched in December 2021. The new Strategy has very ambitious targets in terms of reducing road deaths and injuries on Irish roads over the duration of the Plan.

**The Primary aim of the Strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030 as follows:-**

<b>Current Average Road Deaths per annum</b>	<b>144</b>	<b>Targeted Reduction</b>	<b>72 or lower</b>
<b>Current Average Serious Injuries per annum</b>	<b>1,259</b>	<b>Targeted Reduction</b>	<b>630 or lower</b>

There are three distinct phases of the 10 Year Government Road Safety Strategy 2021 – 2030:-

- Phase 1 Action Plan 2021 – 2024
- Phase 2 Action Plan 2025 – 2027
- Phase 3 Action Plan 2028 – 2030

The period 2017-2019 was used as the baseline for the setting of targets in the [Government Road Safety Strategy](#) (GRSS). The targets in the national strategy are:

- 15% reduction in fatalities by **2024 (End of Phase I)**
- 10% reduction in serious injuries by **2024 (End of Phase I)**
- 50% reduction in fatalities by **2030**
- 50% reduction in serious injuries by **2030**

The long term goal is to achieve Vision Zero i.e. zero road deaths or serious injuries by 2050. Vision Zero, which will be delivered by the Safe System approach, is a long term goal aimed at eliminating road traffic deaths and serious injuries by 2050. It is international best practice and has been adopted by the European Commission in its Road Safety Strategy.

## 1.2 County Leitrim Road Safety Strategy 2023 – 2030

The County Leitrim Road Safety Strategy 2023 – 2030 has been developed and adopted in line with the Government Road Safety Strategy and aims to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. The County Leitrim Road Safety Strategy 2023 – 2030 will include 3 Actions Plans as follows:-

- County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024
- County Leitrim Phase 2 Road Safety Action Plan 2025 – 2027
- County Leitrim Phase 3 Road Safety Action Plan 2028 - 2030

The County Leitrim Road Safety Strategy 2023 – 2030 and Action Plans will continue and build on the progress achieved under the previous County Leitrim Road Safety Plan 2016 – 2020.

## 2. Safe System Approach to Road Safety

### 2.1 Strategic Approach

The Government Road Safety Strategy 2021 – 2030 has been developed in line with the Safe System approach to Road Safety Management. The Safe System approach has been recognised as international best practice and instrumental to achieving ambitious reductions in road deaths and serious injuries. The Safe system Approach is based on 4 principles:-

- **People make mistakes** when using the roads and these mistakes can lead to collisions
- The human body has a **limited ability** to tolerate collision impacts
- There is a **shared responsibility** amongst those who design, build, manage and use our roads and vehicles to prevent or reduce collision impacts and those who provide post crash response to mitigate injury
- **All parts of the traffic system need to be strengthened** to multiply their effects and to ensure that road users are protected if one part of the system fails.

### 2.2 Safe System Priority Intervention Areas

The Government Road Safety Strategy 2021 – 2030 and the 3 Phases of Action Plans all include actions under the **7 Safe System Priority Intervention Areas** 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 Phase 1 Action Plan 2021 – 2024.

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.

### **2.3 Safety Performance Indicators (SPIs)**

There are 15 key Safety Performance Indicators (SPI's) included in the Government Road Safety Strategy (GRSS) 2021 – 2030. Examples include, the percentage of vehicles travelling within the speed limit and the percentage of motor vehicle occupants wearing a seat belt. The full list of SPI's are available to view in the GRSS on Page 78.



### 3. Profile of County Leitrim

#### 3.1 Population of County Leitrim

County Leitrim is a rural county which is located in the Northwest of Ireland in the province of Connacht. The main towns in the County are Carrick on Shannon, Manorhamilton, Kinlough, Ballinamore, Drumshanbo and Mohill. The population of the County based on the 2016 Census was 32,044 and based on the 2022 Census is now 35,199 – a net increase of 3,155 (10% Increase). This increase of 10% in the population of County Leitrim is higher than the national average increase of 8%. County Leitrim has received a large number of Ukrainian Refugees since the start of 2022 and there are now approx. 1,451 Ukrainian Refugees living in the County (figures as at March 2023).

#### 3.2 Vehicles Licensed in County Leitrim

Number of mechanically propelled vehicles by taxation class in County Leitrim on 31 December 2016								
Licensing authority	Private cars	Motor cycles	Goods vehicles	Tractors	PSV vehicles	Exempt vehicles	Other classes	Total
Leitrim	13,740	161	3,310	1,047	165	259	984	19,666

Source – Department of Transport

#### 3.3 Driving Licences in County Leitrim

Number of current driving licences by type in County Leitrim at 31/12/2021					
Licensing Authority	Learner Permit Licences	Annual Licences	Triennial Licences	10 Year Licences	Total Number of Driving Licences
Leitrim	1,890	105	3,251	19,772	25,018

Source – Road Safety Authority

#### 3.4 Travel Patterns – Modes of Travel to Work

CSO - Census of Population 2016 (Profile 6, Commuting in Ireland) Means of Travel to Work – Rural Areas

Motor Car - Driver	72.7%
Walking	3.8%
Bicycle	0.6%
Bus	1.3%
Train	0.7%
Motorcycle / Scooter	0.2%
Motor Car - Passenger	3.7%
Other means (incl. Lorry or Van)	12.6%
Other – Non Stated	4.4%

Therefore, in a Rural County such as County Leitrim, the primary mode of transport to Work is by car (76.4% in total) with public transport options being very limited (2%)



### 3.6 Active Travel Infrastructure in County Leitrim

A total of 20 Active Travel Projects have been completed between 2021 and 2022. These projects include new and improved footpaths, Shared Pedestrian & Cycle Paths and Light Segregation Cycle Tracks. 4 Pedestrian Crossings and 1 Tabletop Junction has also been provided under the Active Travel Scheme.

	Footpath Upgrade or Improvement	New Footpath	Shared Pedestrian & Cycle Path	Light Segregation Cycle Track
Footpaths to Villages/Towns		1.3 KM		
Footpaths Schools to Villages/Towns/Estates/Amenities	0.100 KM	1.59 KM	0.157 KM	
Upgrade of Footpaths to Villages/Towns/Estates/Amenities	1.677 KM		0.133 KM	
Light Segregation Cycle Schemes				2 KM
<b>Total</b>	<b>1.777 KM</b>	<b>2.89 KM</b>	<b>0.290 KM</b>	<b>2 KM</b>

### 3.7 Greenways & Blueways in County Leitrim

#### Greenways

To date 9 Km of Greenways have been provided as follows:-

- **Dromahair – 1 Km**
- **Manorhamilton – 4 Km**
- **Glenfarne – 2 Km**
- **Ballinamore to Corgar – 2 Km**

The following Greenways are to be developed:-

- **SLNCR Greenway – 31 Km in County Leitrim**
- **Cavan Leitrim Greenway – 33 Km in County Leitrim**

#### Blueways

To date 15 Km of Blueway have been provided as follows:-

- **Leitrim Village to Drumshanbo – 6 Km**
- **Leitrim Village to Kilclare – 5 Km**
- **Ballinamore to Aghoo – 4 Km**

The following Blueways are to be developed:-

- **Carrick on Shannon to Battlebridge – 11 Km**

## 4. Collision and Casualty Trends

Statistics for both Fatalities and Serious Injuries on Irish Roads have been obtained from the RSA with the initial data compiled by An Garda Síochána.

### 4.1 National Statistics – Fatalities

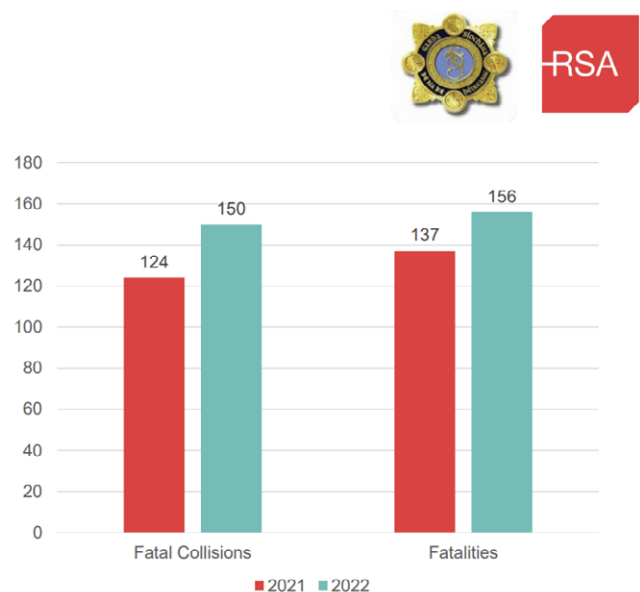


**There was 156 Fatalities on Irish Roads in 2022 (Provisional Figure) compared to 137 Fatalities in 2021 (An increase of 19 on 2021 - 14% Increase)**

## Fatalities

### 2021 and 2022

- As of 31 December 2022, there have been **150** fatal collisions, which have resulted in **156** fatalities on Irish roads.
- This represents **26 more** fatal collisions and **19 more** deaths (**+14%**) compared to provisional Garda data for 2021.

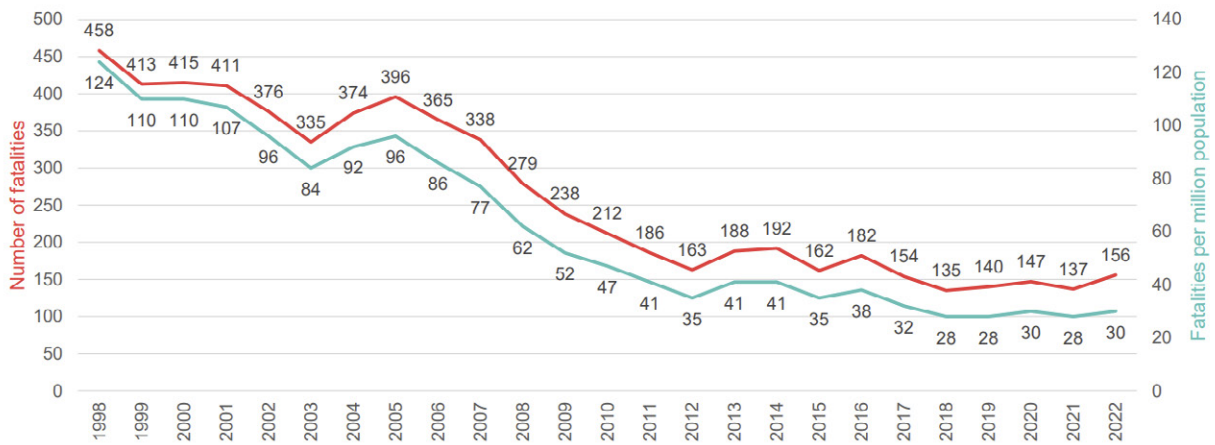


Note: Data for 2021 and 2022 is provisional and subject to change.





# Fatalities long-term trend 1998-2022

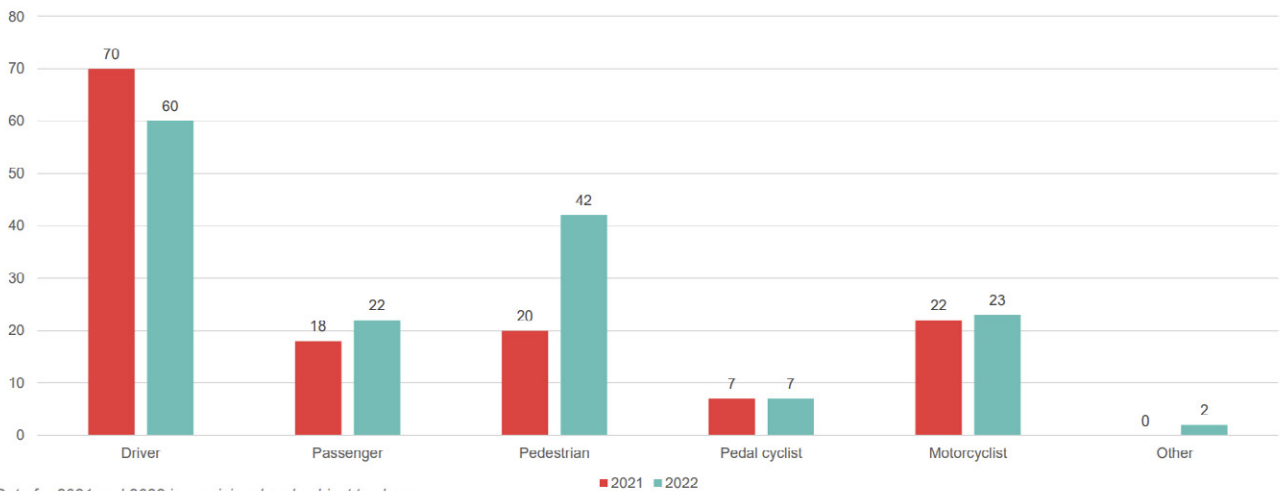


Note: Data for 2019-2022 is provisional and subject to change.

The Trend in the period 2017 – 2021 was a general decline in road fatalities but in 2022 there has been an increase in road fatalities up to 156 (back up above 2017 figures).



# Road user profile of fatalities 2021 and 2022



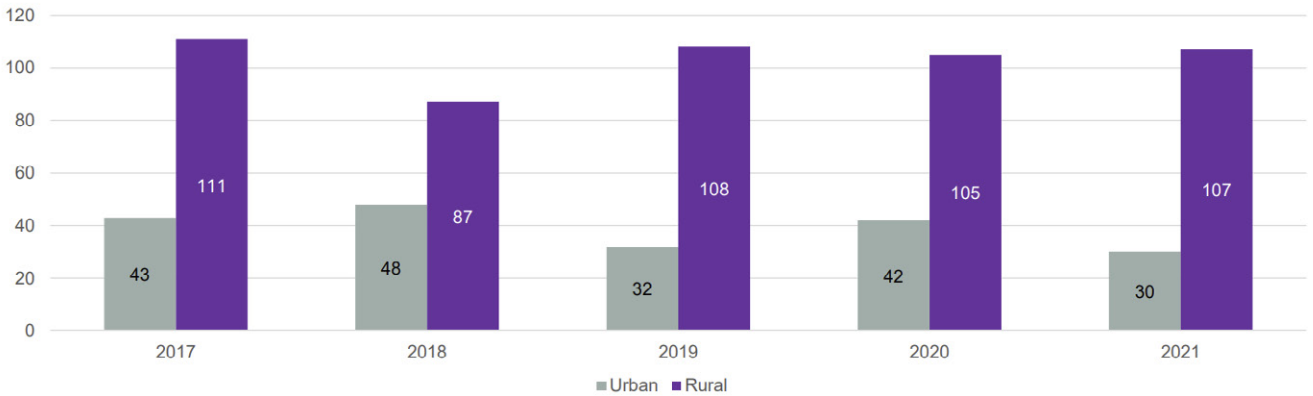
Note: Data for 2021 and 2022 is provisional and subject to change.

As can be seen from above, Drivers, Pedestrians and Motor Cyclists represent the highest risk groups on our roads. In particular, there has been a significant increase in the number of pedestrians killed on Irish Roads in recent years.

# Fatalities by urban and rural breakdown



## 2017-2021



Urban roads have a speed limit of  $\leq 60$ km/h and Rural roads have a speed limit of  $\geq 80$ km/h.

*Note: All data for 2018-2021 are provisional and subject to change.*

**Rural Roads accounted for the highest percentage of fatalities on Irish Roads over the above 2017 – 2021 period. Between 2017 and 2021, 72% of Road Fatalities were on Rural Roads and 28% of Road Fatalities were on Urban Roads.**

### Male / Female Breakdown of Road Fatalities



**Between 2013 and 2020, there was 3 male fatalities for every female fatality – 75% of all fatalities on Irish Roads are male.**

### Age Groups

Between 2013 and 2020, the Breakdown in Age Groups of Fatalities is as follows-

Age Groups	
0-14 yrs	<b>4%</b>
15-24 yrs	<b>18%</b>
25-34 yrs	<b>19%</b>
35-44 yrs	<b>14%</b>
45-54 yrs	<b>12%</b>
55-64 yrs	<b>11%</b>
65+ yrs	<b>23%</b>

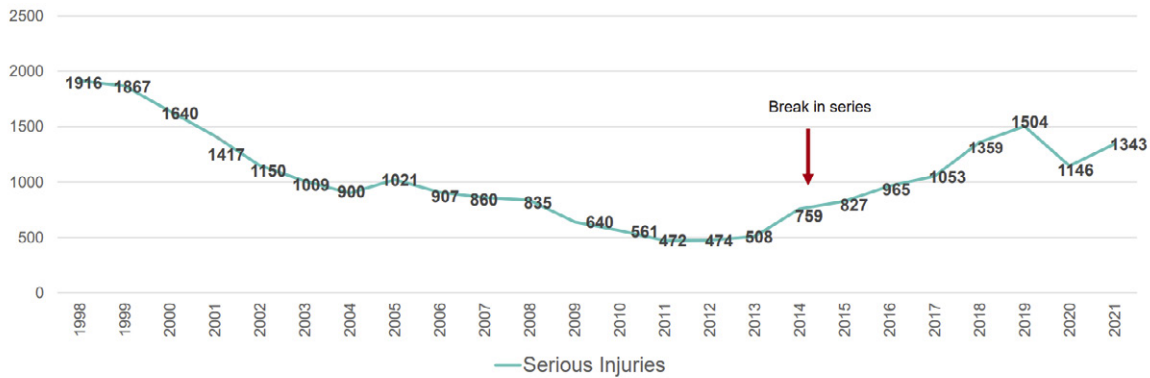
## 4.2 National Statistics – Serious Injuries

For every road fatality, there are over eight people seriously injured. A serious injury is an injury for which the person is detained in hospital as an in-patient or any of the following injuries whether or not detained in hospital:-

- Fractures
- Concussions
- Internal Injuries
- Crushings
- Severe cuts and lacerations
- And/or severe general shock requiring medical treatment

## Serious injuries long-term trend

1998-2021



Note: Data for 2018-2020 is provisional and subject to change. There can be significant fluctuations in serious injury numbers until such a time as the validation of these records is completed by the RSA. There is a break in the trends for injury collision and casualty numbers from 2014 onwards, which means that serious injury numbers from 2014 are not directly comparable with previous years. This is because there was a change in the way in which the RSA received collision data from AGS in 2014 i.e. a change from a paper based to electronic system. This break does not affect the trend figures for fatalities.

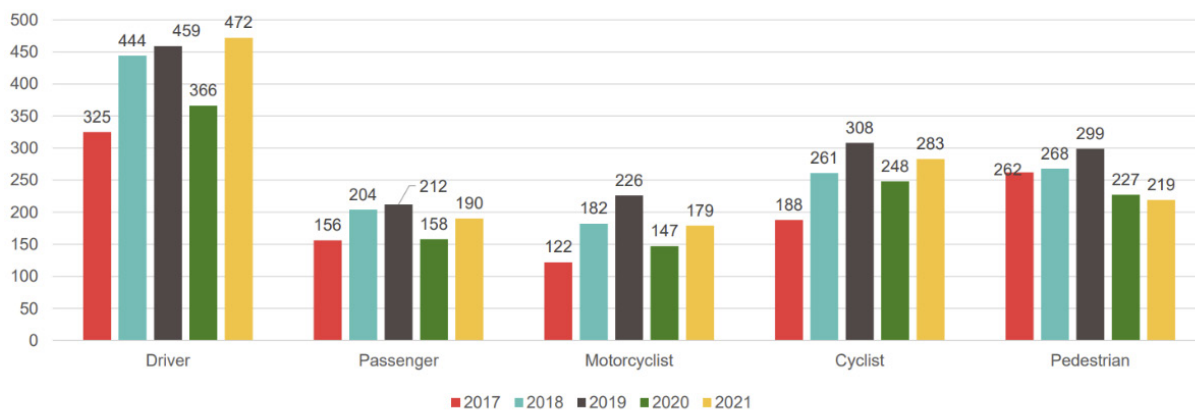
12

**The target of reducing Serious Injuries has proved to be a difficult challenge and in the years since 2014, there has been a steady increase in the number of people seriously injured in road traffic collisions in Ireland each year with the exception of 2020**



## Serious injuries by road user type

2017-2021

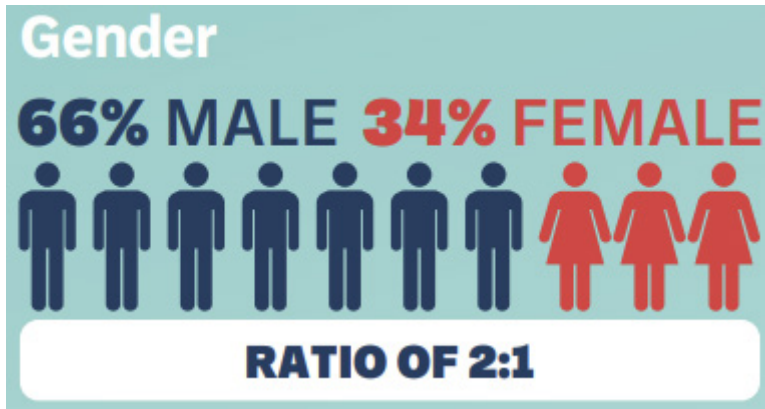


Note: All data for 2018-2021 are provisional and subject to change.

**Drivers account for the highest percentage of serious injuries (32%), followed by Pedal Cyclists and Pedestrians (both 20%), Motor Cyclists (14%) and Passengers in Vehicles (14%)**



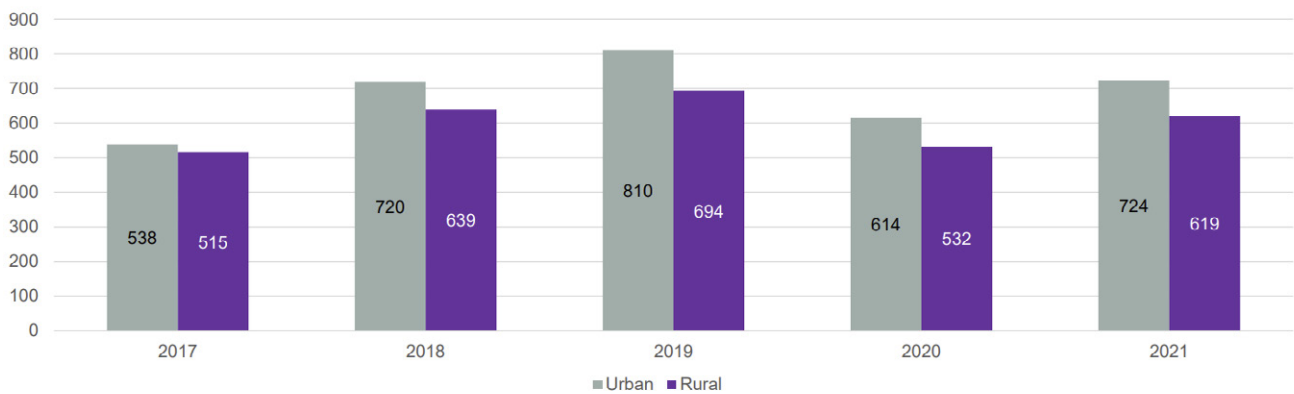
Male / Female Breakdown of Serious Injuries



**Serious injuries by urban and rural breakdown**



2017-2021



Urban roads have a speed limit of  $\leq 60$ km/h and Rural roads have a speed limit of  $\geq 80$ kmh.

*Note: All data for 2018-2021 are provisional and subject to change.*

**53% of Serious Injuries occurred on Urban roads and 47% of Serious Injuries occurred on Rural Roads**

**4.3 Statistics for County Leitrim – Fatalities and Serious Injuries**

	Killed	Fatal Collisions	Seriously Injured	Serious injury collisions	Killed and Seriously Injured Combined
<b>2013</b>	2	2	7	4	<b>9</b>
<b>2014</b>	1	1	8	7	<b>9</b>
<b>2015</b>	3	3	5	4	<b>8</b>
<b>2016</b>	1	1	7	6	<b>8</b>
<b>2017</b>	1	1	11	11	<b>12</b>
<b>2018</b>	1	1	7	6	<b>8</b>
<b>2019</b>	1	1	11	11	<b>12</b>
<b>2020</b>	1	1	9	9	<b>10</b>
<b>Total</b>	<b>11</b>	<b>11</b>	<b>65</b>	<b>58</b>	<b>76</b>

## 5. Review of County Leitrim Road Safety Plan 2016 - 2020 & Road Safety Working Together Group

### 5.1 Evaluation of Road Safety Plan 2016 – 2020

As part of developing the County Leitrim Road Safety Strategy for 2023 – 2030 and Phase 1 Action Plan 2023 - 2024, a review was undertaken of our previous Road Safety Plan – “**County Leitrim Road Safety Plan 2016 – 2020**”. This 5 Year Plan focused on the four E’s of Road Safety, namely, Education, Engineering, Enforcement and Evaluation. The following is the main outcomes of our Review of the 2016 – 2020 Plan:

#### **Educational Measures – A total of 15 Educational Actions/Measures were included in the Road Safety Plan 2016 – 2020:**

- **Road Safety Working Together Group (RSWTG)** - The RSWTG met on average 2 times each year to review the measures included in the Plan and an end of year review was undertaken each year with the RSWTG and also an annual report on Road Safety was provided to the County Leitrim Joint Policing Committee (JPC)
- **Promotion of Road Safety** - Leitrim County Council maximised the use of our Website and Social Media Platforms to promote Road Safety and to raise awareness of road safety among the public. Road Safety campaigns and promotions were also ran in conjunction with local media outlets. Also, we engaged in regular and ongoing promotion of Road Safety Week, National Slow Down Days, Road Safety during holiday periods, etc.
- **Road Safety Education** – The Road Safety Office of Leitrim County Council worked closely with the Road Safety Authority (RSA) Road Safety Education Officer and An Garda Síochána Roads Policing Unit in the ongoing provision of road safety education and promotion among all road users with a particular emphasis on young road users:-
  - The RSA Road Safety Education Officer regularly visited Schools (Primary & Secondary), Pre-Schools in the County, Workplaces, Sports Clubs, Youth Organisations, Active Age Groups, Community Groups and various other organisations/groups in order to promote road safety awareness and education among all road users with a particular emphasis on young people.
  - **Transition Year (TY) Information Day** – Leitrim County Council hosted an Annual Transition Year (TY) Information Day for TY Students in 2016, 2017, 2018 & 2019 – this TY Information Day was focused on wellbeing issues such as Healthy Eating, Exercise etc. However, the main focus of this event was on Road Safety and provision of Road Safety Education to TY Students. This TY information day was not held in 2020, 2021 or 2022 due to Covid -19 issues. This Information Day was very well attended by all Secondary Schools in the County and this event was a leading event for promotion of road safety to young students in the County. The RSA Road Safety Education Officer attended the event as did the Fire Service and the RSA Shuttle and Simulator.
  - **Road Safety Event – Carrick on Shannon Community School** - In 2022, the Leitrim County Council Road Safety Office organised a Road Safety Education Event at Carrick on Shannon Community School – this event was focused mainly at Transition Year and Leaving Certificate Applied (LCA) Students. The RSA Road Safety Education Officer and members of An Garda Síochána Roads Policing Unit attended this event and the RSA Shuttle also attended.
- **Road Safety Week** – This was promoted annually and also visits to various Schools and workplaces was arranged – Masonite, Leitrim County Council Staff, etc.
- **Road Safety Education and Awareness aimed at Minority/Disadvantaged Groups** – In 2018 & 2019, the Road Safety Office of Leitrim County Council arranged for the attendance of the RSA Road Safety Education Officer at a Pony Riding Project provided for minority/disadvantaged groups. The RSA Road Safety Education Officer gave a presentation to the group on road safety with a particular focus on Learning to Drive, Horse Road Safety and Road Safety in general.
- **Cycle Training for Children** – The Road Safety Office of Leitrim County Council provides annual funding towards the “**Cycle Right**” Programme operated by Leitrim Sports Partnership whereby School Children are given training in the correct and safe use of bicycles and cycling.

- **Road Safety Campaigns** – Road Safety Campaigns were organised on an ongoing basis to promote Road Safety. Regional Road Safety Advertisements were arranged with i-Radio in conjunction with other neighbouring local authorities in the lead up to and during Bank Holiday Weekends. Also, Leitrim County Council Road Safety Office participated in a TikTok Mic Drop Competition in 2021 & 2022 in conjunction i-Radio. This TikTok Competition had road safety as its theme with a particular focus on promoting road safety awareness among young people.
- **Drive for Life Programme** – This is a Road Safety Education Programme for Secondary School Students with particular focus on TY and LCA Students. This Programme was delivered to a number of secondary schools in the county over the period 2017 – 2021.

While all events and promotions above were successful, the Road Safety Education events provided to Senior Cycle Secondary School Students (Annual TY Information Day, Road Safety Education Event in Carrick on Shannon Community School and Drive for Life Programme) were very successful and were highly rated by participating Schools and Students. These are measures which we would plan to include and build upon in our new Phase 1 Road Safety Action Plan 2023 – 2024 and beyond.

### **Engineering Measures – A total of 12 Engineering Actions/Measures were included in the Road Safety Plan 2016 – 2020:**

- **Speed Monitoring** – Speed Monitoring continued at sites identified and the results of this Speed Monitoring was forwarded to An Garda Síochána for follow up speed checks etc.
- **Collision Meetings** – Meetings were held with the Roads Policing Unit of An Garda Síochána to identify collision data, collision patterns or any local issues
- **Speed Limit Review** - A Speed Limit Review of all Speed Limits in the County on both National and Non-National Roads was completed in 2018
- **Low Cost Safety Schemes** - An average of approx. 9 Low Cost Safety Schemes were completed each year on Non National Roads over the period 2016 – 2022
- **Speed Limit Signage** - Speed Limit Signage was erected in newly taken in charge housing estates, Safe Overtaking of Cyclists Signs are being put in place on an ongoing basis and also Rural Speed Limit signs have been erected.
- **Pedestrian Crossings/Traffic Calming Measures** - A large number of Pedestrian Crossings and various other Traffic Calming Measures were provided and/or upgraded over the period of the plan, particularly at or near Schools, Community Centres, Sports Facilities etc. Also, Safety Works were carried out at and near Schools / Community Facilities – e.g. Flashing School Lights, Public Lighting Improvements at Community facilities, etc.
- **Active Travel Schemes** – Since 2021, Funding has been received for Active Travel Schemes to promote safe and active travel. New and improved Footpaths have been provided and continue to be provided at many locations around the county – footpaths leading to schools, community facilities, sports facilities, approaches to towns and villages, etc. These Active Travel Schemes provide safer infrastructure particularly for vulnerable road users.
- **Provision of Greenways and Blueways** – The provision of Greenways and Blueways which again provide safer infrastructure for vulnerable road users.
- **Road Improvements** - Road Improvements were carried out each year under our Annual Road Works Programme. Road Safety is incorporated into the design of all road schemes. In particular, the following major schemes were completed/progressed:-
  - N16 Cornacloy Realignment Scheme – Completed
  - N16 Drummahan Realignment Scheme – Completed
  - N16 Munakill Realignment Scheme – Currently at Design Phase
  - N4 Carrick on Shannon to Dromod Road Project –Currently at Phase 3 (Design & Environmental Assessment)
  - A number of Pavement Schemes and Safety Schemes have been completed on National Roads in the County which are all designed to improve road safety.
  - Driver Feedback Signs have been provided at numerous locations around the County in an effort to raise awareness among drivers of their speed and the need to slow down. Also the data recorded by these

signs are downloaded and forwarded to An Garda Síochána for follow up speed checks at locations where the data has indicated that excessive speeding is an issue.

- **Road Maintenance** – Ongoing Improvement and Maintenance of our Public Road Network.

A significant level of upgrades to public roads were completed over the period of the 2016 – 2020 Plan all of which have made our roads safer for all road users. In particular, the provision of a large number of Pedestrian Crossings, Traffic Calming Measures, Safety Schemes, Active Travel Schemes and the use of the Mobile Driver Feedback Signs were very successful. The key role of engineering interventions which improve the safety of our roads infrastructure has been and will continue to be critical to improving road safety and reducing road user fatalities and serious injuries. In particular, the provision of segregated infrastructure for cyclists and pedestrians (active travel infrastructure) will be a very important tool in improving road safety for vulnerable road users. These are measures which we would plan to include and build upon in our new Phase 1 Road Safety Action Plan 2023 – 2024 and beyond.

**Enforcement Measures – A total of 7 Enforcement Actions/Measures were included in the Road Safety Plan 2016 – 2020:**

The Roads Policing Unit of An Garda Síochána have a representative on the Road Safety Working Together Group and reported to this Group regularly on the Enforcement Measure undertaken:-

- Ongoing Checkpoints for detecting Intoxicant's
- Deployment of Speed Cameras at collision prone zones
- Ongoing Checkpoints to detect dangerous/careless driving, impaired driving, excessive speed, use of Mobile Phones while driving and enforcement of same
- Multi-Agency Checkpoints in association with the RSA and other stakeholders
- An Garda Síochána provide an ongoing presence at schools in the county for traffic management as required
- The Roads Policing Unit of An Garda Síochána also promoted Road Safety Education by running an annual event for TY Students and by working in co-operation with the Leitrim County Council Road Safety Office and the RSA in providing ongoing road safety education to the public with a particular focus on young people, vulnerable groups etc.

Enforcement is a central plank of any Plan to promote Road Safety and change Road Use Behaviour for the better. Enforcement will continue to form a central plank in our Road Safety Strategy 2023 – 2030 and our Road Safety Action Plans.

**Evaluation Measures – A total of 2 Evaluation Actions/Measures were included in the Road Safety Plan 2016 – 2020:**

- Each Year, an End of Year Review was carried out by the RSWTG of all of the Measures/Actions included in the Road Safety Plan
- An End of Life Review was carried out by the RSWTG of all of the Measures/Actions included in the Road Safety Plan
- An Annual Report/Update on the Road Safety Plan was made to the County Leitrim Joint Policing Committee (JPC)

The new County Leitrim Road Safety Strategy 2023 – 2030 and Action Plans will include regular reviews and evaluation of progress achieved, what needs to be changed and any new measures which need to be introduced or prioritised in order to improve road safety.



## 5.2 Road Safety Working Together Group (RSWTG)

The Road Safety Working Together Group (RSWTG) involves a number of key Stakeholders working together to promote and improve Road Safety. The aims and objectives of the Road Safety Strategy and Action Plan will only be achieved through the cooperation of all the Stakeholders involved in road safety and the shared responsibility of all road users. The County Leitrim Road Safety Working Together Group is made up of the following Stakeholders:-

- 1. Leitrim County Council** – Representatives include:-
  - Senior Engineer, Roads & Infrastructure
  - Senior Executive Engineer, Road Design
  - Senior Executive Engineer, Active Travel
  - Road Safety Officer, Leitrim County Council
  - Chief Fire Officer, Leitrim County Council
- 2. Road Safety Authority** -
  - Road Safety Education Officer, RSA
  - Senior Road Safety Promotion Officer, RSA
- 3. An Garda Síochána – Roads Policing Unit**
- 4. Transport Infrastructure Ireland (TII)**
  - Regional Road Safety Engineer for County Leitrim
- 5. Carrick on Shannon Education Centre**
- 6. An Taisce, Green Schools Representative**
- 7. North Connaught Youth Services Representative**
- 8. Health Services Executive (HSE)**

The focus of the RSWTG over the coming years will be as follows:-

1. To oversee the implementation of the County Leitrim Road Safety Strategy and County Leitrim Road Safety Action Plans
2. To discuss road safety priorities and promote and encourage good practice among all road users
3. To promote and develop road safety initiatives
4. To promote road safety policy, education, and shared responsibility among all road users
5. To foster links and co-operation with other agencies and organisations who have a role to play in road safety
6. To review and evaluate progress made on the achievement of the aims and objectives as set out in the Road Safety Strategy and Action Plan

## 5.3 Role of Stakeholders on the Road Safety Working Together Group (RSWTG)

The role and functions of the Stakeholders on the RSWTG is set out below:-

### 1. Leitrim County Council



Leitrim County Council is responsible for the construction and maintenance of all public roads, footpaths, bridges and cycling infrastructure in the county. Road Safety is a key consideration in the planning, design, construction and maintenance of all public roads, footpaths, bridges and cycling infrastructure in the county. Many Departments of Leitrim County Council are involved in and have responsibility for Road Safety:-

#### Roads & Infrastructure Department:

The Roads and Infrastructure Department is directly responsible for the construction and maintenance of public roads, bridges, footpaths and cycling infrastructure in the County. This includes:-

- Planning, Design, Construction, Improvement and Maintenance of public roads, footpaths, bridges and cycling infrastructure
- Traffic Management, Traffic Calming and Public Parking
- Installation & Maintenance of Public Lighting
- Installation, Upgrade and Maintenance of Pedestrian Crossings and other Traffic Calming infrastructure.
- Safety works on Public Roads both National & Non National
- Speed Limit Review and Implementation
- Signage on Public Roads
- Winter Maintenance
- Licensing of Abnormal Loads

#### Active Travel Department

- Responsible for the Planning, Design and Construction of all Active Travel Infrastructure in the County – primarily Footpaths and Cycling Infrastructure
- Public Lighting of Active Travel Infrastructure
- Responsible for implementation of the “Safe Route to Schools” Programme
- Provision of Bus Stops

#### Fire Service

The Fire Service Department respond to emergency calls outs and assist in the planning and management of events etc.

- Fire Service responds to Road Collisions and other road based events/incidents

#### Motor Taxation of Vehicles

- Taxation of vehicles for use on public roads

#### Planning Department

- Reviews and Decides on all Planning Applications having regard to the road safety impact of such planning applications

#### Capital Projects Office

- Planning, Design & Construction of Public Realm Schemes in our main towns
- Traffic Management, Traffic Calming and Public Parking as part of any public realm schemes
- Public Lighting as part of any public realm schemes
- Responsible for the Planning, Design and Construction of Greenways and Blueways

## Road Safety Office

- The Road Safety Office is part of the Roads & Infrastructure Department of Leitrim County Council.
- Responsible for promotion of road safety on an ongoing basis
- Co-ordination of road safety education in conjunction with the RSA and An Garda Síochána
- Organisation of events to promote road safety and provide road safety education to the public with a particular focus on road safety promotion and education among young people
- Work with the RSA and An Garda Síochána in the promotion of Road Safety and Road Safety Education
- Responsible for preparing and leading on the Road Safety Strategy and Action Plan
- Responsible for organising and lead organisation on the Road Safety Working Together Group

## 2. Road Safety Authority (RSA)

The mission of the Road Safety Authority (RSA) 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.



The RSA 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, to save lives.

### Key Functions:

The RSA Mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education and awareness.
- Road safety and collision research.
- Primary responsibility as the lead agency for the governance and implementation of the Government's Road Safety Strategy 2021 – 2030.
- Driver testing and driver licensing.
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing.
- Enforcement of a range of road haulage industry and driver regulations.
- Regulation of the driving instruction industry.
- Development and monitoring of vehicle standards.
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.
- Working with stakeholders to ensure a co-ordinated response and ensure our collective resources are used wisely and efficiently.

## 3. An Garda Síochána – Roads Policing Unit

The main objective of the Garda National Roads Policing Bureau (GNRPB) is to increase public confidence in safety on Irish roads by:

- Reducing the number of deaths and serious injuries on our roads
- Improving driver behaviour and attitudes through education and awareness campaigns, and
- Denying criminals use of the Irish road network.

An Garda Síochána is dedicated to supporting the Government's Road Safety Strategy for 2021 – 2030, to reduce the number of deaths and serious injuries on Irish roads by 50% over these 10 years, and beyond.



A key element of the work of the Garda National Roads Policing Bureau is to analyse observed trends to identify and implement Roads Policing operations. A focus of these operations is:

- Lifesaver Offences: Speeding, Seatbelts, Mobile Phones and Driving while Intoxicated, and
- Crime detection and prevention, and to denying criminals the use of Irish Roads.

In each Garda Division, there are dedicated Roads Policing Units with the responsibility of enforcing Road Traffic legislation. These Roads Policing Units are supported by every member of An Garda Síochána who also have this responsibility to enforce all road traffic legislation.

### Road Safety Unit

The Road Safety Unit's overall aim is the reduction of road deaths and serious injuries and the improvement of road safety generally. The unit was established in 2001 and is based in the Garda National Roads Policing Bureau. The unit works with groups and organisations in the community to promote road safety among all road users:

- Schools and colleges
- Youth Clubs
- Senior Citizens
- Local organisations
- Industry groups

An Garda Síochána and the Road Safety Authority fully embrace the goal of VISION Zero which is to end all road fatalities and serious injuries by 2050.

## 4. Transport Infrastructure Ireland



Transport Infrastructure Ireland (TII) (formerly the National Roads Authority) was established in 1994 under the 1993 Roads Act. The TII is responsible for the development and maintenance of a safe and efficient National Roads network throughout the Country. In Leitrim, the National Road Network is 64 KM long and all of this is National Primary Roads. The National Primary Roads Network of 64 KM in County Leitrim is made up of 3 Routes:-

- N4 – The N4 in County Leitrim extends from the County Boundary in the west with County Roscommon (Townland of Townparks, i.e. at the Bridge in Carrick on Shannon) to the County Boundary in the South with County Longford (Townland of Aghnahunshin). The total length of the N4 in County Leitrim is 29 KM.
- N16 – The N16 in County Leitrim extends from the County Boundary in the west with County Sligo (Townland of Meenaphuill) to the County Boundary in the East with County Cavan (Townland of Annagh). The total length of the N16 in County Leitrim is 30 KM.
- N15 - The N15 in County Leitrim extends from the County Boundary in the west with County Sligo (Townland of Cloodevagh) to the County Boundary in the East with County Donegal (Townland of Tullaghan). The total length of the N15 in County Leitrim is 5 KM.

TII produce an annual list of High Collision Locations (HCL) (HD15) along the National Routes based on data gathered from the Garda Pulse system, Data from the Road Safety Authority (RSA) and data from the Department of Transport. The sites identified in County Leitrim (High Collision Locations) are reviewed by Leitrim County Council who identify sites that warrant treatment. Leitrim County Council then prepare a feasibility report for submission to the TII for Funding for specific Safety Schemes on National Roads.

The TII also carry out Road Safety Inspections (HD17) on the network and issues/hazards identified in these inspections are forwarded to Leitrim County Council to develop suitable road improvements and seek funding from TII, if required.

The TII is committed to interagency co-operation and will continue to assist all of the stakeholders involved to reduce the incidence and severity of collisions on all roads wherever and whenever possible.

The TII have a Regional Road Safety Engineer and a Road Safety Inspection Engineer based in the region who liaises with Leitrim County Council on issues regarding road safety on National Roads in County Leitrim.

The following are the main National Primary Road Schemes currently being progressed within County Leitrim:-

- **N16 Drummahan Realignment Scheme**

This Realignment Scheme involved the realignment of 1.55 Km of the N16 at Drummahan. This Realignment Scheme was completed in 2021

- **N16 Realignment Scheme at Munakill**

The N16 Munakill scheme is located 4km east of Manorhamilton and forms part of the N16 National Primary route which is a strategic east-west transport corridor. The purpose of the realignment scheme is to improve this approx. 2.7km stretch of the N16 and to address its various issues such as poor horizontal and vertical alignment, its unforgiving roadsides, the absence of hard-strips or other facilities for vulnerable road users, and the numerous direct accesses and entrances, many of which have poor visibility. Consultants have been appointed and this Scheme is currently at Phase 3 (Design). All project details are available to view on the Project Webpage on the Leitrim County Council Website [www.leitrimcoco.ie](http://www.leitrimcoco.ie).

- **N4 Carrick on Shannon to Dromod Road Project**

**Phase 1 (Project Inception and Feasibility)** is complete; **Phase 2 - (Option Selection)** is also complete. We are currently at **Phase 3 (Design & Environmental Assessment)**

- **Various Safety Schemes on National Roads**

There are a number of Safety Schemes currently being progressed on National Roads in the County:-

- Fence Retrofitting along the N4 & N15 Routes
- Upgrading/Replacement of Vehicle Restraint Systems (VRS) (Safety Barriers) along National Roads in the County
- Junction Improvement Works to improve safety at junctions along the national roads network
- **N16 Glencar VRS Provision** – This Scheme provides for the Replacement of 834m of existing Barriers and 1,145m of new VRS along the N16 at Glencar. A Contractor has been appointed and works are ongoing.

## 5. Carrick on Shannon Education Support Centre

Carrick on Shannon Education Support Centre provide professional development to the Primary and Secondary sector, serving Counties Leitrim, Longford and Roscommon. Course are provided both face to face and online.



The centre has a wide reach and we are delighted to be involved in promoting Road Safety with Leitrim County Council. The centre recognises the importance of working cooperatively with all agencies and will ensure that any materials and resources are promoted within the schools in our catchment area. The centre is also in a position to host any training events for teachers either face to face or online.



## 6. An Taisce Green-Schools Travel Programme



The Green-Schools Travel Programme has been in operation since 2008. Green-Schools works in partnership with Local County Councils. The Programme is funded by the Department of Transport and administered through the National Transport Authority. The Programme's aims are as follows:

- To increase the number of students and teachers who actively travel to school (walk, cycle, scoot);
- To promote other sustainable journeys (park 'n' stride, carpool and public transport);
- To enhance active travel infrastructure;
- To encourage 30km/hr school speed zones.

Walkability Audits and Cyclability audits are an integral part of our work, the findings of which are submitted to Local Councils, which has resulted in improved infrastructure around schools. The Programme provides funding for the national cycle training program in Primary Schools - Cycle Right. This Programme is currently being piloted in secondary schools also. Green-Schools Travel delivers fully-funded cycle and scooter parking in schools to further support active travel. Schools that are taking part in their Green-Schools Travel theme have a dedicated Travel Officer to support, encourage and inform the school population and wider community with an overall goal of instilling a behavioural change in travel habits to and from school for the benefits of health, well-being and the environment.

### Safe Routes to School

The Safe Routes to School Programme (SRTS) aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing improvements to walking and cycling facilities. The programme is coordinated by the SRTS Team, which is part of the Environmental Education Unit at An Taisce, in partnership with the National Transport Authority (NTA) and the local authorities. The programme is an initiative of the Department of Transport, is supported by the Department of Education and forms part of the [National Development Plan \(2021 - 2030\)](#). In 2022 the programme was identified as a Pathfinder Programme of projects (2022 - 2025) under the National Sustainable Mobility Policy. The SRTS programme arose from the legacy of work carried out by Green-Schools on the theme of Travel for more than a decade across Ireland.



The Safe Routes to School (SRTS) programme aims to improve ongoing issues of safety and congestion at the school gate and on routes to school. The programme will support active travel to school.

The programme is funded by the Department of Transport through the National Transport Authority (NTA).

The Safe Routes to School team will co-ordinate the programme and dedicated SRTS Infrastructure Officers will work with schools during the process. Local authorities will play a key part in delivering the infrastructure along access routes and at the school gate. Funding will be made available to the local authorities for infrastructure related to the programme.

### The programme will give your school the opportunity to:

1. Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
2. Improve access routes to school by improving walking and cycling infrastructure; and
3. Increase the number of students who cycle to school by expanding the provision of cycle parking.



## 7. North Connaught Youth & Community Service Ltd

**North Connaught Youth & Community Services (NCYCS)** is a regional youth service provider covering Sligo, Leitrim and Mayo. It's aims are:

- To support the development of young people
- To enable them to take greater control of their own lives by making decisions
- To exercise responsibility and contributing to the development of both their community and their society



### Mission Statement

“To affirm the importance of young people and support them and those who work with them through the provision of services in their communities” including

- Mainline Youth Service
- Youth Information Service – centre based and outreach
- Special Projects aimed at rural disadvantage in Leitrim and Mayo
- Garda Youth Diversion Programmes in Sligo, Ballina and Castlebar
- Programmes for adult leaders including child protection, bullying, suicide, drugs, challenging behaviour, etc.
- Health Promotion programmes and Issue based workshops– raising awareness among young people, volunteers, parents and the general public on issues such as drugs, alcohol, HIV, etc.
- Teen Between Support service – a listening, advise and support service for young people who are experiencing difficulties as a result of their parents separation/divorce
- Inter-club activities
- Summer Camps
- Youth Club Support work
- SMILY LGBTI+ Youth Support
- International Youth Exchanges

The NCYCS is delighted to be represented on the County Leitrim Road Safety Working Together Group to represent young people in the region on Road Safety issues.

## 8. Health Service Executive (HSE)

One of the objectives of the National Health Promotion Strategy is to “work in partnership to promote safety and injury prevention”. A primary element of this objective is road safety for all. This National Health Promotion Strategy also places particular emphasis on supporting the implementations of the recommendations contained in the Government Road Safety Strategy. To meet this objective, the HSE in the Leitrim Local Health Area will work in partnership with and support the work of the County Leitrim Road Safety Working Together Group. The Health Service Executive (HSE) is responsible for providing health and personal social services for everyone living in the Republic of Ireland. The HSE recognises that it has a key role to play in Road Safety as Road Traffic Collisions are a significant social problem resulting in death, injury and long-term disability which impacts the health system as well as society as a whole. The Irish Health Service deals with the many health related outcomes of road crashes and collisions from the Ambulance Service, A&E Services, hospital services, rehabilitation, longer term and community care. The health service deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis.



Initiatives to be undertaken by the HSE include:

- Research – Collection of data relating to road traffic collisions and injuries
- Interagency work – Collaboration with groups including Regional Drugs Task Force, the Alcohol Forum and the Road Safety Working Together Group
- Promote the wearing of Hi-Visibility clothing

## 6. County Leitrim Road Safety Strategy 2023 – 2030 and Phase 1 Road Safety Action Plan 2023 – 2024

### 6.1 Aims and Objectives of County Leitrim Road Safety Strategy and Action Plan

The principal aims of the County Leitrim Road Safety Strategy 2023 – 2030 and Phase 1 Road Safety Action Plan 2023 - 2024 are as follows:

- To develop an Action Plan to improve safety for all road users in the County.
- To continue the engagement with other road safety agencies through an expanded Road Safety Working Together Group.
- To highlight the scale of the fatal collisions and injury collisions that are occurring at present both within the county and nationwide.
- To provide a focus on road safety and to ensure that road safety underpins all Roads & Transportation Policy measures and is a key consideration in the Planning, Design, Construction and Maintenance of the road, footpath and cycle network within the county.
- To develop new initiatives to focus on specific vulnerable road user groups.
- To play a role in meeting national road safety targets as set out in the Government Road Safety Strategy 2021 to 2030.

The main objective of this Road Safety Strategy & Action Plan is to reduce the number of collisions and casualties on the roads of County Leitrim in line with National targets and to make our roads a safer place for all road users.

### 6.2 County Leitrim Road Safety Action Plan 2023 – 2024 (Targets)

The aim of the Government Road Safety Strategy 2021 – 2030 and Phase 1 Action Plan 2021 – 2024 are set out in the Table below:-

<b>Table 6.2.1 National Road Safety Strategy – Interim Targets (baseline 2017-2019)</b>		
	<b>By 2024</b>	<b>By 2030</b>
<b>Fatalities</b>	We will reduce deaths on Ireland’s roads by 15% from 144 to 122 or lower	<b>We will reduce deaths on Ireland’s roads by 50% from 144 to 72 or lower</b>
<b>Serious Injuries</b>	<b>We will reduce serious injuries on Ireland’s roads by 10% from 1,259 to 1,133 or lower</b>	<b>We will reduce serious injuries on Ireland’s roads by 50% from 1,259 to 630 or lower</b>

The long term goal is to achieve Vision Zero i.e. zero road deaths or serious injuries by 2050. Vision Zero, which will be delivered by the Safe System approach, is a long term goal aimed at eliminating road traffic deaths and serious injuries by 2050. It is international best practice and has been adopted by the European Commission in its Road Safety Strategy.

The number of people killed and Seriously Injured on Roads in County Leitrim in the period 2017 to 2020 is set out below:-

Table 6.2.2 Casualty Trends in County Leitrim 2017 to 2020					
Year	2017	2018	2019	2020	Average
Fatalities	1	1	1	1	1
Serious Injuries	11	7	11	9	10
<b>Total</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>11</b>

Using the Targets as set at National Level – 15% Reduction by 2024 and a 50% reduction by 2030, the Targets of the County Leitrim Road Safety Strategy 2023 – 2030 and Phase 1 Road Safety Action Plan 2023 – 2024 are set out below:-

- **County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024:** The aim is for a 15% Reduction in Killed and Seriously Injured by 2024 – i.e. A reduction from an average of 11 people Killed and seriously Injured per annum on Roads in County Leitrim to 9 people or lower Killed and Seriously Injured on Roads in County Leitrim by 2024.
- **County Leitrim Road Safety Strategy 2023 – 2030:** The aim is for a 50% Reduction in Killed and Seriously Injured by 2030 - A reduction from an average of 11 people Killed and seriously Injured per annum on Roads in County Leitrim to 6 people or lower Killed and Seriously Injured on Roads in County Leitrim by 2030.
- **Vision Zero** – The aim is for a 100% Reduction in Killed and Seriously Injured by 2050 (No deaths or serious injuries on Roads in County Leitrim by 2050)

Table 6.2.3 County Leitrim Road Safety Plan –Targets		
Year	Target 2024	Target 2030
Fatalities & Serious Injuries	To reduce Fatalities & Serious Injuries on roads in County Leitrim by 15% - from an average of 11 to an average of 9 or lower	To reduce Fatalities & Serious Injuries on roads in County Leitrim by 50% - from an average of 11 to an average of 6 or lower

The achievement of the above Targets will require the continued effort and co-operation of all bodies involved in road safety and will also require that all road users play their part in reducing road collisions by taking responsibility for their own behaviour on roads.

These specific targets will be considered and reviewed at the end of the lifetime of the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024, to evaluate whether targets were achieved, and if not achieved, why and whether the Road Safety Action Plan was a success.

## 7. Delivering our Plan

### 7.1 Critical Success Factors

The achievement of the Targets as set out in the Government Road Safety Strategy 2021 – 2030 and the County Leitrim Road Safety Strategy 2023 – 2030 and the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024 depends on the achievement of a number of Critical Success Factors. These include:-

- Political commitment** which will be instrumental to the success of this strategy;
- Timely development and implementation** of evidence-based policy and legislation;
- Timely, efficient data-sharing** and use of benchmarking across key stakeholders;
- Innovation** in how we design our interventions and our approach to partnership-working;
- Provision of essential funding** for benefits realisation;
- Provision of safe, segregated infrastructure** to facilitate modal shift towards active travel;
- Behaviour 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.

### 7.2 Dangerous Behaviours

In looking at the key Safety Performance Indicators and the available data on road safety, the County Leitrim Road Safety Strategy 2023 – 2030 and the Phase 1 Action Plan 2023 – 2024 considers that the following Dangerous Behaviours are the key to reducing Fatalities and Serious Injuries on our Roads:-

- **Seat Belt Use** – 26% of all Car Users killed in the period 2013 – 2020 were **NOT** wearing a Seat Belt
- **Speeding** – Over the period 2014 – 2018, 24% of Driver Fatalities (where a record of their actions was available) were exceeding a Safe Speed
- **Driving Under the Influence** – 37% of Drivers killed in the period 2014 – 2018 (where a toxicology result was available) had a positive toxicology for alcohol; 10% had a positive toxicology for cocaine and 6% had a positive toxicology for cannabis
- **Using a Mobile Phone when Driving** – Driver Attitudes & Behaviour Survey 2021 - 23% of Drivers surveyed reported checking phone notifications while driving; 19% of drivers reported reading messages/texts & 12% of Drivers reported checking social media. The World Health Organisation (WHO) reported in 2022 that Drivers using a mobile phone are **4 times more likely** to be involved in a collision
- **Driver Fatigue** – Fatigue is a contributory factor in 10 – 20% of all road traffic collisions.

#### Driver Attitudes & Behaviour Survey (DAB) 2021

- 9% of Drivers surveyed drove after consuming alcohol in the past 12 months
- 32% of Drivers reported exceeding the 50km/hour speed limits by more than 10km/h at least sometimes
- 27% of Drivers surveyed reported exceeding 100km/hour limits by more than 10km/h at least sometimes
- 24% of Drivers surveyed have either fallen asleep or nodded off when driving



### **Free Speed Pilot (Pilot Study of Speeding on Roads undertaken by RSA)**

- Overall, 78% of drivers observed were driving above the 50km/h speed limit (2021 Survey)
- At Weekends, 93% of observed drivers were driving above this limit (2021 Survey)
- 27% of car drivers observed on rural roads broke the speed limit (2018 Survey)
- 52% of car drivers observed on urban roads, broke the speed limit (2018 Survey)

In relation to Speed, the World Health Organisation (WHO) estimated in 2017 that a 5% reduction in average speed could result in a 30% reduction in Fatal Collisions.

Therefore, the key factors in improving Road Safety are as follows:-

- Seat Belt Use
- Safe Speeds
- Driving under the Influence
- Mobile Phone Use
- Driver Fatigue

The County Leitrim Road Safety Strategy and Phase 1 Road Safety Action Plan considers that the above key factors are vital to achieving our aim of reducing both deaths and serious injuries on our roads in the future and are therefore critical success factors in the achievement of the aims and objectives of this Road Safety Strategy and Action Plan. These involve a change in behaviour among all road users and education and enforcement are key factors in promoting this change in behaviour among road users. Road Safety Education and Enforcement will be one of the central planks in the new Road Safety Strategy and Action Plan.

In relation to Speeding, Leitrim County Council carry out regular and ongoing Speed Monitoring at various locations around the county. Also, Leitrim County Council have provided Driver Feedback Signs at numerous locations around the County (in particular at approaches to towns and villages and approaches to schools) in an effort to raise driver awareness of the speed they are travelling at and the need to Slow Down where they are exceeding the speed limit at the specific location. This Speed Monitoring and the Driver Feedback Signs have been put in place at numerous locations which have been selected for a variety of reasons:-

- Road Collisions at particular locations
- Complaints of inappropriate/excessive speed at particular locations as received from the public and/or elected representatives
- Locations where it is known that speeding is an issue
- At approaches to Towns/villages
- At approaches to Schools

The results of this Speed Monitoring is reviewed regularly and is sent to An Garda Síochána for follow up action by them in the form of Speed Checks etc.

The achievement of the objectives as set out in the County Leitrim Road Safety Strategy and Action Plan will require the ongoing commitment and co-operation of all agencies involved in Road Safety and will also require that all road users play their part in using the roads responsibly. The Road Safety Working Together Group and the stakeholders represented on this Working Group will work together to oversee and guide the implementation of the Strategy and Action Plan.

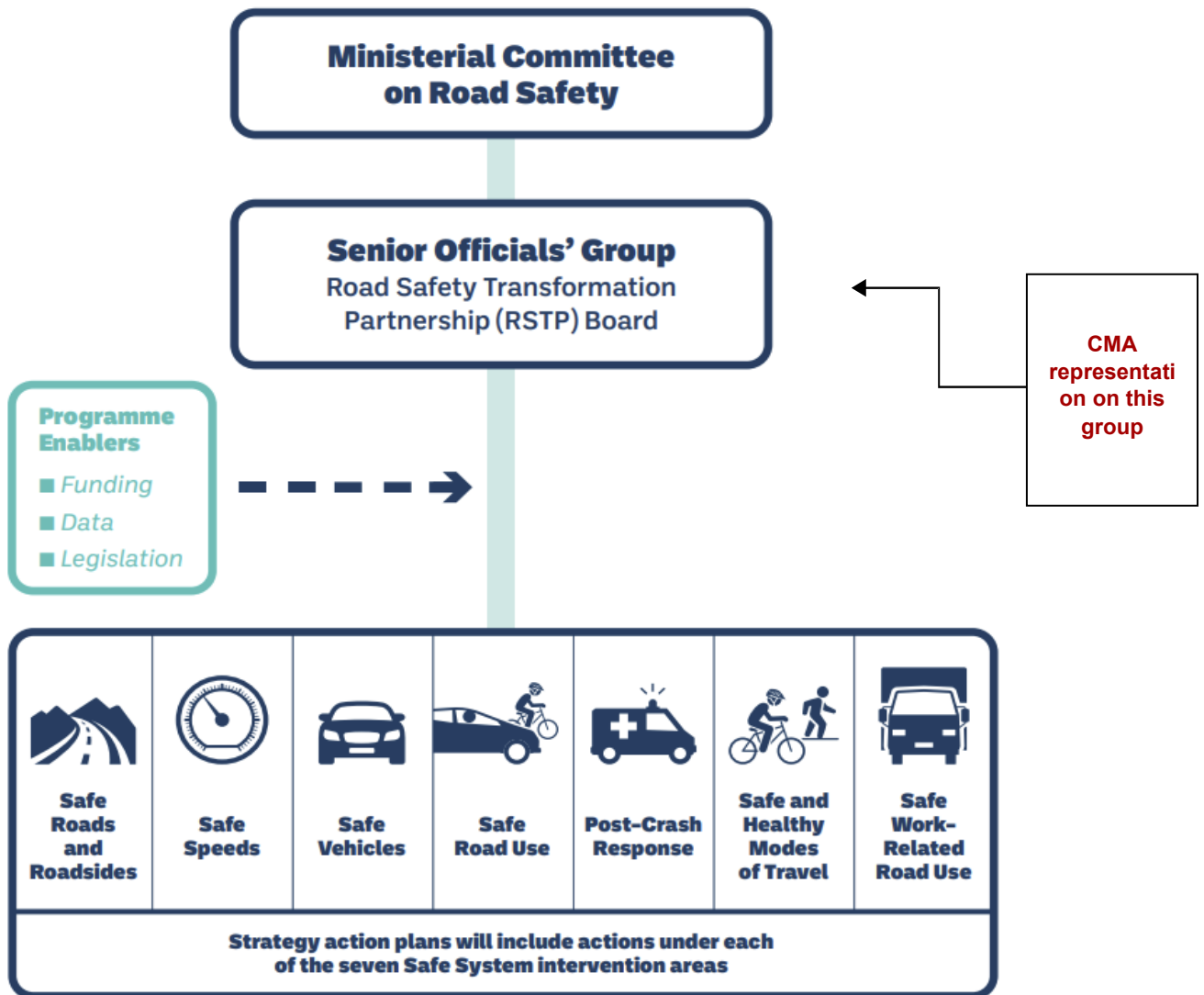
### 7.3 Shared Responsibility

Shared Responsibility across all parts of the traffic management system is one of the core underlying principles of the Safe System approach and directly aligns with the ethos of the [Government Road Safety Strategy](#). (Page 68)

### 7.4 Governance Model

As part of this transformational approach to road safety, and to ensure that the Road Safety targets as set out in the Government Road Safety Strategy 2021 – 2030 are met, a robust, cross-governmental governance structure, overseen by a ministerial committee on road safety has been put in place.

The CCMA will be required to participate in the monitoring structure of the [Government Road Safety Strategy](#) and contribute to quarterly updates for consideration at a national level - Road Safety Transformation Partnership Board (see graphic below). This includes the development of Road Safety Together Working Groups (Action 94) and the development, implementation and monitoring of Local Road Safety Plans (Action 95). See figure below.



## 8. County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

### 8.1 Action Plan

The Government Road Safety Strategy 2021 – 2030 and the 3 Phases of Action Plans all include actions under the **7 Safe System Priority Intervention Areas** as follows:

- **Safe Roads and Roadsides**
- **Safe Speeds**
- **Safe Vehicles**
- **Safe Road Use**
- **Post-Crash Response**
- **Safe and Healthy Modes of Travel**
- **Safe Work Related Road Use**

The following Tables outline the Actions, within the above Safe System Priority Intervention Areas, as outlined in the Government Road Safety Strategy 2021 – 2030 and the Local Actions which have been identified for inclusion in the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024:-

## 8.2 Actions - County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Pillar	Action No.	Action	Lead Department or Agency	Due Date	Support Department or Agency	Linked to GRSS Action
Safe Roads and RoadSides	1	Deliver road safety improvement schemes and fund major and minor realignment schemes on national roads to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users.	Transport Infrastructure Ireland	Annual	CCMA / LA's	2
Safe Roads and RoadSides	2	Leitrim County Council will deliver an average of 9 low-cost safety schemes per annum on the regional and local road network in County Leitrim subject to Department of Transport (DOT) Funding.	Leitrim County Council	Annual	Department of Transport	4
Safe Roads and RoadSides	3	Over the period 2022 to 2024, Leitrim County Council will increase the amount of segregated walking and cycling facilities in County Leitrim in order to provide safe cycling and walking facilities for users of all ages subject to Funding from the National Transport Authority (NTA)	Leitrim County Council	Annual	National Transport Authority (NTA), Department of Transport (DOT)	5
Safe Roads and RoadSides	4	Leitrim County Council will complete a LA 16 Collision Reporting and Evaluation Procedure form where a fatality, or collision that is likely to become fatal, has occurred.	Leitrim County Council	Ongoing	TII, DOT, An Garda Síochána, RMO	61
Safe Roads and RoadSides	5	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Ongoing	DoT, LGMA, AGS, LA's	62
Safe Roads and RoadSides	6	Leitrim County Council will Review and make recommendations for the provision of a dedicated road safety engineering resource to progress road safety schemes and strategy actions.	Leitrim County Council	Quarter 4, 2024	Department of Transport, Transport Infrastructure Ireland, CCMA / LA's	63
Safe Roads and RoadSides	7	Leitrim County Council will publish/renew our prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis (Annual Road Works Programme).	Leitrim County Council	Annual	DOT, TII, NTA	68
Safe Roads and RoadSides	8	Leitrim County Council will be included in the Regional (Connacht) Tender for the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	Leitrim County Council	Ongoing	DoT, CCMA / LA's	69
Safe Roads and RoadSides	9	Leitrim County Council will continue to implement and promote the annual Hedge Cutting Grant Scheme to encourage the cutting of roadside trees and hedges along public roads in order to improve Road Safety for all road users	Leitrim County Council	Annual		N/A
Safe Roads and RoadSides	10	Leitrim County Council will continue to take measures to improve road safety for vulnerable road users by providing Pedestrian Crossings and other appropriate Traffic Calming Measures, where necessary in order to reduce Speed and improve safety for vulnerable road users	Leitrim County Council	Ongoing	DOT, TII, NTA	N/A
Safe Roads and RoadSides	11	Leitrim County Council will ensure that Lighting at Pedestrian Crossings is maintained as necessary	Leitrim County Council	Ongoing		N/A
Safe Roads and RoadSides	12	Leitrim County Council will establish and maintain a Weighbridge for weighing of Vehicles	Leitrim County Council	Ongoing		N/A
Safe Roads & RoadSides	13	Arrange at least 2 meetings per annum with Roads Policing Unit of An Garda Síochána to discuss Roads Issues, Collision Prevention, Safe Roads, Analysis of Collision Data etc.	Leitrim County Council	Ongoing	An Garda Síochána	N/A
Safe Roads & RoadSides	14	Continue to seek Funding from TII for National Road Realignment Schemes and for Safety Schemes on National Roads	Leitrim County Council	Ongoing	TII	N/A
Safe Roads & RoadSides	15	Identify High Risk Locations on Regional and Local Roads and seek Funding for Safety Schemes at such Locations and Implement Schemes	Leitrim County Council	Ongoing	DOT	N/A
Safe Roads & RoadSides	16	Continue to Reduce the number of access points outside speed limit areas on National Roads	Leitrim County Council	Ongoing		N/A
Safe Roads & RoadSides	17	Incorporate Road Safety into all works on public roads and when organising any events on public roads	Leitrim County Council	Ongoing		N/A

## 8.2 Actions - County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Pillar	Action No.	Action	Lead Department or Agency	Due Date	Support Department or Agency	Linked to GRSS Action
Safe Roads & Roadside	18	Develop and Implement a Winter Maintenance Plan each year	Leitrim County Council	Ongoing		N/A
Safe Speeds	19	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	Road Safety Authority	Ongoing	AGS, TII	10
Safe Speeds	20	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	Road Safety Authority	Ongoing	CCMA / LA's	76
Safe Speeds	21	Examine the feasibility of reduced speed limits as part of the next Speed Limit Review and/or as part of the Safe Route to Schools (SRTS) Programme	Leitrim County Council	Next Speed Limit Review	DoT, NTA	79
Safe Speeds	22	Leitrim County Council have provided a Mobile Driver Feedback Sign (DFS) to provide Drivers with feedback regarding their Speed and Leitrim County Council will continue to alternate this sign to Locations where speeding issues are identified. The Data recorded by this Mobile DFS will be forwarded to An Garda Síochána for follow up with Speed Checks in known Speeding Locations	Leitrim County Council	Ongoing	An Garda Síochána	N/A
Safe Speeds	23	Leitrim County Council have provided a number of Driver Feedback Signs (DFS) at various Locations around the County to provide Motorists with feedback regarding their Speed. Leitrim County Council will continue to download the speeding results from these DFS's and forward them to An Garda Síochána for follow up with Speed Checks in known speeding Locations	Leitrim County Council	Ongoing	An Garda Síochána	N/A
Safe Speeds	24	Speed Monitoring will be carried out by Leitrim County Council at various locations as required and Leitrim County Council will engage with An Garda Síochána in relation to the results of this Speed Monitoring	Leitrim County Council	Ongoing	An Garda Síochána	N/A
Safe Speeds	25	Carry out Speed Limit Review on National and Non National Roads as required	Leitrim County Council	Next Speed Limit Review	TII, DOT & An Garda Síochána	N/A
Safe Vehicles	26	Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: <ul style="list-style-type: none"> <li>•Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle</li> <li>•Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System(ABS), Emergency Stopping, Lane Departure, and</li> <li>•Promote online facility to check NCT or CVRT vehicle test history.</li> </ul>	Road Safety Authority	Annual	SIMI	14
Safe Vehicles	27	Establish a working group with relevant expertise to develop and publish guidelines on how to deal safely with new vehicle types such as alternative fuel vehicles involved in collisions - Working Group is in place and is being coordinated by the Chief Fire Officer's Association at National Level	Fire Service, Leitrim County Council	Q4 2022	HSA, RSA	83
Safe Vehicles	28	Educate drivers about tyre safety, maintenance and checking and promote the national campaign.	Road Safety Authority	Ongoing	AGS, ITIA, REPAK ELT	87
Safe Vehicles	29	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Ongoing	SIMI	88
Safe Road Use	30	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Ongoing	RSA, CCMA / LA's, TII, NTA, MBRS	16
Safe Road Use	31	Continue to deprive criminals use of the road network through high-visibility policing and intelligence-led enforcement operations.	An Garda Síochána	Ongoing	DoJ, DoT, MBRS, RSA	17
Safe Road Use	32	Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.	Road Safety Authority	Ongoing	AGS, MBRS, HSA	21
Safe Road Use	33	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.	Road Safety Authority	Ongoing	AGS, TII, NTA, HSA, DoT, MBRS, NOTM, DoH, CCMA / LA's	22



## 8.2 Actions - County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Pillar	Action No.	Action	Lead Department or Agency	Due Date	Support Department or Agency	Linked to GRSS Action
Safe Road Use	34	<p>Continue to increase the number of enforcement activities focusing on the dangerous behaviours:</p> <ul style="list-style-type: none"> <li>• speeding</li> <li>• seat belts</li> <li>• mobile phones</li> </ul> <p>Continue to increase the number of Intoxicant Testing checkpoints:</p> <ul style="list-style-type: none"> <li>• Breath tests</li> <li>• Drug tests - Drug Wipe "65" Roadside Drug Wipe Testing</li> </ul>	An Garda Síochána	Ongoing		25
Safe Road Use	35	<p>Work with the Road Safety Together Working Group to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Together Working Group.</p>	Road Safety Authority	Ongoing	DYCA, ETB, Transition Year Coordinators, LCA Leaders, Professional Development Service for Teachers (PDST), National Youth Council of Ireland, Local RSTWG	92
Safe Road Use	36	<p>Formalise multi-agency meetings in the Sligo/Leitrim Garda Division on a quarterly basis to agree and plan enforcement activity.</p>	An Garda Síochána	Ongoing	Stakeholders	93
Safe Road Use	37	<p>Leitrim County Council will Establish and Maintain a Road Safety Working Together Group (RSWTG) in County Leitrim to co-ordinate multi-agency road safety policy and implementation at a local level.</p>	Leitrim County Council	Ongoing	RSA, AGS, TII, HSE, CFO, Representatives as required	94
Safe Road Use	38	<p>Leitrim County Council RSWTG will publish a multi-agency Road Safety Action Plan and will publish an annual review on progress with implementation.</p>	Leitrim County Council	Annual	RSA, AGS, TII, HSE, CFO	95
Safe Road Use	39	<p>Participate in the 'Bikesafe' initiative in order to create a greater Road Safety awareness among Motor Cycle users</p>	An Garda Síochána	Annual	RSA	113
Safe Road Use	40	<p>Implement specific educational measures aimed at protecting vulnerable road users. In particular:</p> <ul style="list-style-type: none"> <li>• driver's obligation to drive in anticipation of vulnerable road users on the road,</li> <li>• awareness of pedestrians including children and impaired pedestrians,</li> <li>• Safe crossing by pedestrians,</li> <li>• safe overtaking of cyclists,</li> <li>• avoidance of 'dooring', including promotion of 'Dutch reach',</li> <li>• use of personal protection equipment for pedestrians, cyclists and motorcyclists,</li> <li>• awareness of blind spots on HGVs and Buses,</li> <li>• road users and workers at road works,</li> <li>• care for young and older people,</li> <li>• use of scooters and e-scooters,</li> <li>• horse riders, and</li> <li>• the rules of the road.</li> </ul>	Road Safety Authority	Ongoing	HSA, CCMA / LA's, AGS, Bus Éireann	133
Safe Road Use	41	<p>RSA and An Garda Síochána will continue to complete monthly checkpoints for: HGV's, Buses, Light Commercial Vehicles and Agricultural tractors/trailers as part of Operation Teorainn.</p>	Road Safety Authority, An Garda Síochána	Ongoing		152
Safe Road Use	42	<p>Deployment of Speed Cameras at collision prone zones &amp; known Speeding Locations</p>	An Garda Síochána	Ongoing	DoJ, DoT, MBRs, RSA	N/A
Safe Road Use	43	<p>Avail of all opportunities to highlight the importance of safe road use</p>	An Garda Síochána	Ongoing	RSA & Leitrim County Council	N/A
Safe Road Use	44	<p>Increase Garda presence at/around Schools during peak times</p>	An Garda Síochána	Ongoing	RSA	N/A

8.2 Actions - County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Pillar	Action No.	Action	Lead Department or Agency	Due Date	Support Department or Agency	Linked to GRSS Action
Safe Road Use	45	Use Garda Social Media Accounts to promote Road Safety and encourage responsible and safe road use by all road users	An Garda Síochána	Ongoing	RSA / Leitrim County Council	N/A
Safe Road Use	46	Work with the RSA and Leitrim County Council to provide Road Safety Education and promote Safe Road Use by everybody with a particular focus on young people through visits to Schools, Sports Clubs, Youth Clubs etc.	An Garda Síochána	Ongoing	RSA / Leitrim County Council	N/A
Safe Road Use	47	Continue to promote and enforce responsible behaviour on our roads and reduce risks for all road users through targeted prevention and intervention activities working in partnership with the RSA and Leitrim County Council	An Garda Síochána	Ongoing	RSA / Leitrim County Council	N/A
Safe Road Use	48	Leitrim County Council will maximise use of our Social Media Platforms to communicate with the public on Road Safety and to promote Road Safety among all Road Users - Leitrim County Council Website, Social Media Platforms	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	49	Leitrim County Council will promote Road Safety and Road Safety Education among young people by facilitating Road Safety Education in our Schools, Youth Clubs, GAA Clubs, Sports Clubs etc.	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	50	Leitrim County Council will hold an Annual Event to promote Road Safety among Secondary School Students in conjunction with the RSA and An Garda Síochána - Visits to Schools by RSA, Bringing of VR Headsets to Schools, Road Safety Shuttle/Simulator Visits to Schools, etc.	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	51	Promote Road Safety and Road Safety Education on our Website and Social Media Platforms at known High Risk times on our Roads - e.g. Road Safety at Christmas & New Year, Road Safety over Bank Holiday Weekends, Road Safety during busy Summer Holiday Periods, Road Safety in times of Hazardous Weather Events, Road Safety during "Back to School" period, etc.	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	52	Run ongoing Promotional Campaigns focused on Road Safety for Vulnerable Road Users - e.g. Promote use of PPE among Cyclists and Pedestrians	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	53	In Conjunction with Leitrim Sports Partnership, continue to assist in the provision of "Cycle Right" Training for School Children	Leitrim County Council	Ongoing	Leitrim Sports Partnership & Schools	N/A
Safe Road Use	54	Engage in Regional Road Safety Campaigns with other Local Authorities in the Region	Leitrim County Council	Ongoing	Other Local Authorities	N/A
Safe Road Use	55	Continue to Promote Road Safety and Road Safety Education aimed at Minority/Disadvantaged Groups in the County	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	56	Promotion of the RSA Child Car Seat Checking Facility - "Check it Fits"	Leitrim County Council	Ongoing	RSA	N/A
Safe Road Use	57	Promote and Engage in the Annual Road Safety Week	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	58	Promote and Engage in National and International Road Safety initiatives such as Road Safety Week, "Slow Down" Days, Project EDWARD (European Day Without A Road Death)	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	59	Deliver Road Safety Education to those in Schools, Colleges, Sporting Organisations, Community Groups, Companies etc. via the RSA Road Safety Education Service	Leitrim County Council	Ongoing	An Garda Síochána & RSA	N/A
Safe Road Use	60	Deliver Road Safety Education to key Target Groups such as Business's, Older Age Groups, Parents/Guardians of Children, Community Groups etc.	Road Safety Authority	Ongoing	Leitrim County Council & An Garda Síochána	N/A
Safe Road Use	61	Deliver road safety education to preschools, primary schools, secondary schools, communities and minority groups.	Road Safety Authority	Ongoing	Leitrim County Council & An Garda Síochána	N/A
Post-Crash Response	62	Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.	Fire Service, Leitrim County Council	Ongoing	AGS, NAS	173

## 8.2 Actions - County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Pillar	Action No.	Action	Lead Department or Agency	Due Date	Support Department or Agency	Linked to GRSS Action
Post-Crash Response	63	Establish a working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time - Working Group is in place and is being coordinated by the Chief Fire Officer's Association at National Level - Chief Fire Officer in Leitrim County Council is the Chair of this Working Group	Fire Service, Leitrim County Council	Ongoing - Q3 2023	DoEEC, AGS, HSE	174
Safe and Healthy Modes of Travel	64	Leitrim County Council will implement the Safe Routes to Schools Programme and provide "front-of-school" treatments to selected Schools subject to NTA Approval and Funding	Leitrim County Council	Q4 2024	RSA, NTA, An Taisce	177
Safe and Healthy Modes of Travel	65	Provide new Bus Stops at selected locations	Leitrim County Council	Ongoing	NTA	N/A
Safe Work-Related Road Use	66	Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Annual	Stakeholders	47
Review / Evaluate	67	Complete an Annual Review of the Actions in the County Leitrim Road Safety Action Plan 2023 - 2024	Leitrim County Council	Annual	Stakeholders on RSWTG	N/A
Review / Evaluate	68	Complete an end of life Review of the Actions in the County Leitrim Road Safety Action Plan 2023 - 2024	Leitrim County Council	Qtr. 4 2024	Stakeholders on RSWTG	N/A

## 9. Monitoring and Evaluation

The progress on the achievement of the aims and objectives of the County Leitrim Road Safety Strategy 2023 – 2030 and the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024 will be reviewed annually by the members of the Road Safety Working Together Group (RSWTG) and will also be presented annually to the County Leitrim Joint Policing Committee

## 10. Summary

The overall aim of this County Leitrim Road Safety Strategy 2023 – 2030 and County Leitrim Phase 1 Road Safety Action Plan 2023 - 2024 is to make our roads a safer place for all road users. Road Safety is the responsibility of all road users and all road users must accept their responsibilities and play their part in making our roads a safer place. This Road Safety Strategy and Action Plan focuses on the holistic Safe System Approach to road safety and emphasises the shared responsibility amongst those who design, build, manage and use the roads and vehicles to make our roads a safer place for all road users.

