



County Longford Local Road Safety Plan 2022-2024

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1. Introduction by Longford County Council Cathaoirleach Cllr Turlough McGovern

Longford County Council welcomes the publication of this County Longford Local Road Safety Plan 2022-2024.

The new plan provides a valuable opportunity for us all to consider the progress that has been made in reducing collisions, fatalities and serious injuries on our roads. It also prompts us to redouble our efforts to continue with that good work.

The ability to travel safely is vital to the quality of life of people living and working in County Longford. Following the 'Safe Systems' approach, this Local Road Safety Plan understands that safety should not be compromised when travelling on our roads.

The plan has been compiled by the newly-established local Road Safety Working Together Group, which includes representatives from Longford County Council, as well as other important stakeholders.

The plan is aligned to the Irish Government's national Road Safety Strategy 2021-2030. It also looks forward to 'Vision Zero', the long-term goal of reducing serious injuries and road traffic deaths to zero by 2050.

It is supported by time-limited targets and performance indicators to reduce serious injuries and fatalities, in a phased approach in the coming years.

I welcome this plan on behalf of Longford County Council and its elected members. I look forward to its implementation and seeing the difference it will make in improving the safety on our roads for all road users.

“Road Safety Working Together Group has created a ‘Safe System’ approach Local Road Safety Plan supported by time-limited targets and performance indicators to reduce serious injuries and fatalities on our roads in a phased approach over the coming years.”



Cllr Turlough McGovern
Longford County Council Cathaoirleach

Introduction by Longford County Council Chief Executive Officer Paddy Mahon

I welcome the publication of this new County Longford Local Road Safety Plan 2022-2024 on behalf of the management team of Longford County Council, as it strives towards improving the experience and safety of all road users.

Longford County Council is committed to the ongoing development of a safe and sustainable transport network in the county, facilitating an improved quality of life in both our urban and rural areas.

Using a collaborative approach, this plan sets out our objective to reduce the number of collisions and casualties on our roads, aligning with national targets.

I congratulate all stakeholders involved in the Road Safety Working Together Group on the level of detail contained in this plan and its clear objectives.

We look forward to working alongside An Garda Síochána, Transport Infrastructure Ireland, Health Service Executive and the Road Safety Authority during its implementation.

Providing safe public roads, footpaths and cycling infrastructure throughout the county, is a primary consideration for every local authority and Longford County Council will provide every support necessary to these agencies in their efforts.

Longford County Council is also dedicated to promoting road safety and will continue to prioritise the delivery of enhanced safety messaging.

On behalf of the management team of Longford County Council, I am pleased to support this new County Longford Local Road Safety Plan 2022-2024.



Paddy Mahon
Longford County Council Chief Executive

“Longford County Council is committed to the ongoing development of a safe and sustainable transport network in the county, facilitating an improved quality of life in both our urban and rural areas.”

Foreward and Vision by Road Safety Authority Chief Executive Officer Sam Waide

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.

“Road safety is a whole-of-government issue and needs a whole-of-government response...The 2020 Programme for Government commits to achieving ‘Vision Zero’ – no deaths or serious injuries on the roads – which we will achieve by 2050.”



Sam Waide
Road Safety Authority Chief Executive Officer

2. Our Journey towards Vision Zero

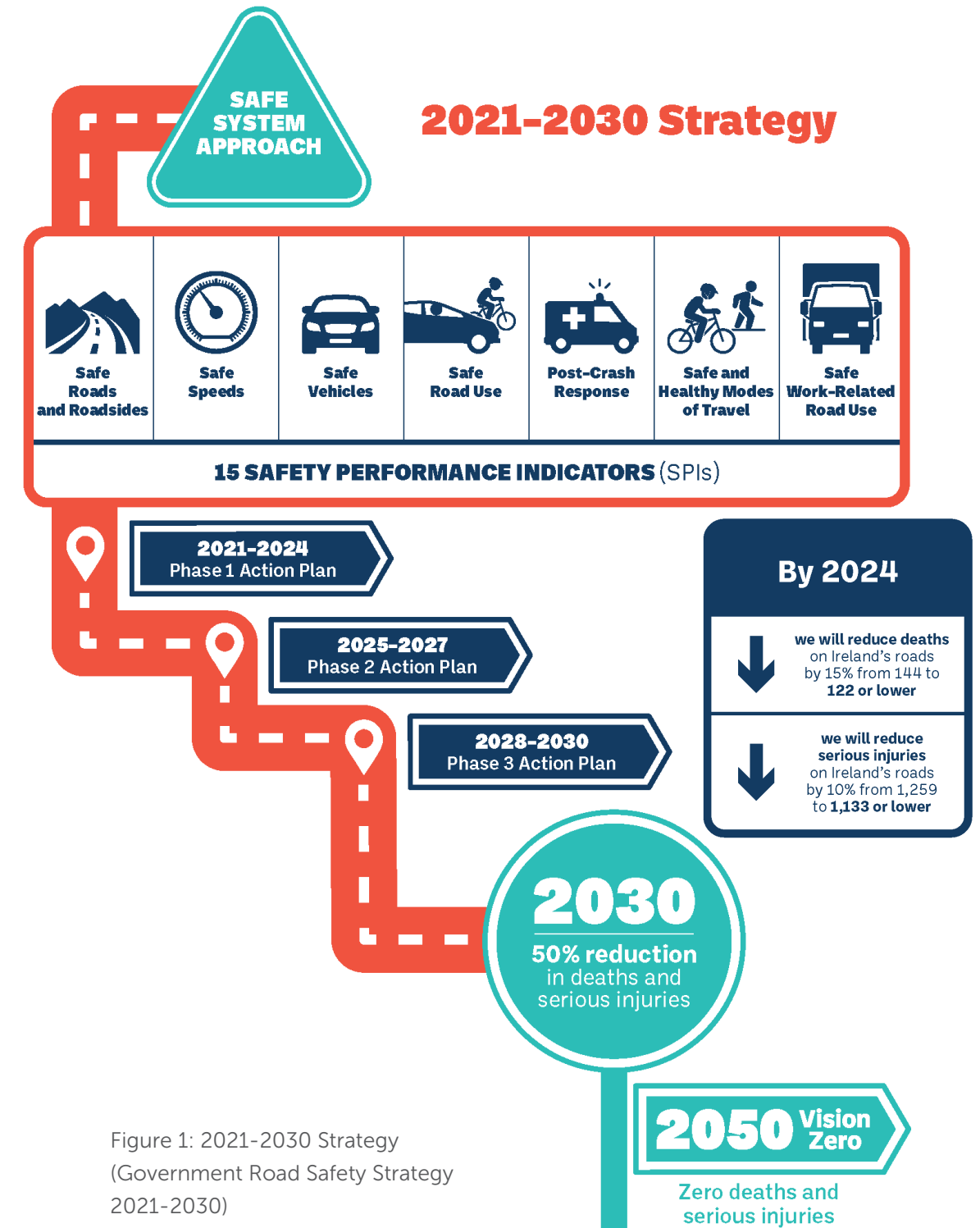


Figure 1: 2021-2030 Strategy (Government Road Safety Strategy 2021-2030)

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).

3. Introduction

The ability to travel safely is central to the quality of life of all who live and work in County Longford. A Road Safety Working Together Group (RSWTG) has been established in Longford to coordinate multi-agency road safety policy and implementation at local level. This plan has been designed by the group in accordance with the 2021-2030 government Road Safety Strategy and will ensure a coordinated, collaborative and consistent approach among stakeholders to improving road safety for all road users. An annual review of the County Longford Local Road Safety Plan and action plan will be carried out and published by the group.

Continuing the work in the previous Longford Road Safety Plan 2015-2020, this new Road Safety Plan 2022 to 2030, will be delivered with a heightened focus on the provision of better infrastructure, improved education of road users and better enforcement.

A 'Safe Systems' approach to road safety is based on the principle that life and health should not be compromised to meet the demands of our ability to move freely and easily. Longford will aim to be a county where it is safe for everyone to walk, cycle and travel to their destination safely. Creating safer roads and raising awareness among road users of the risks associated with roads and promoting responsible behaviour will be a key priority for all stakeholders in the development of our Road Safety Plan.

3.1 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 improving 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 Government 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 and
- Phase 3 Action Plan: 2028-2030.

Phase 1 runs from 2021 to 2024 and is backed by a projected €3.8bn investment and includes 50 high-impact actions and 136 support actions. Local authorities are the lead agency or the support agency for a number of these actions.

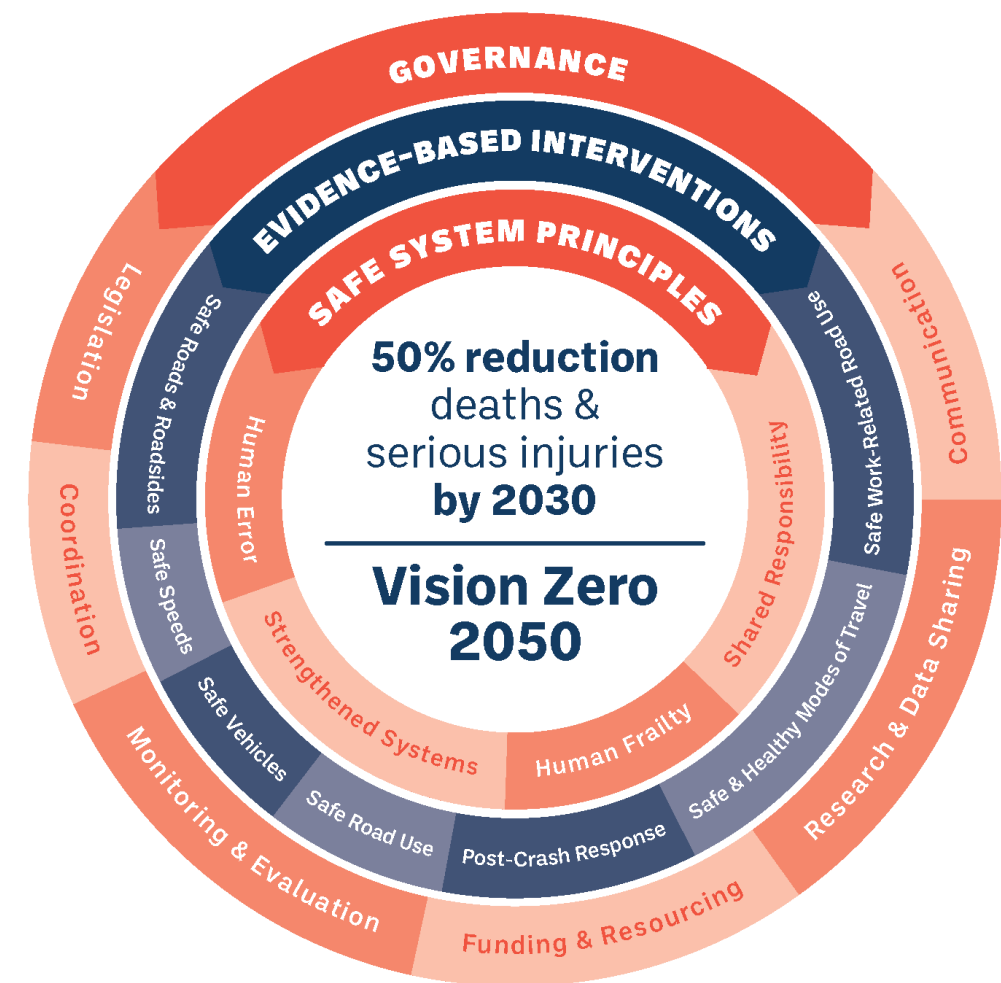


Figure 2: Vision Zero 2050 (Government Road Safety Strategy 2021-2030)

3.2 National Targets

The Period 2017-2019 was used as the baseline for the setting of targets in the Government Road Safety Strategy.

Fatalities by road user type 2017-2021

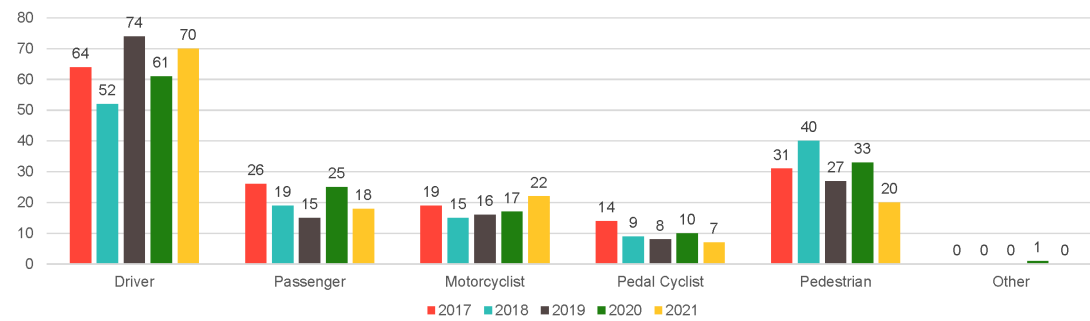


Figure 3: Fatalities by road user type (Road Safety Authority Research Department Update, 1 February 2022)

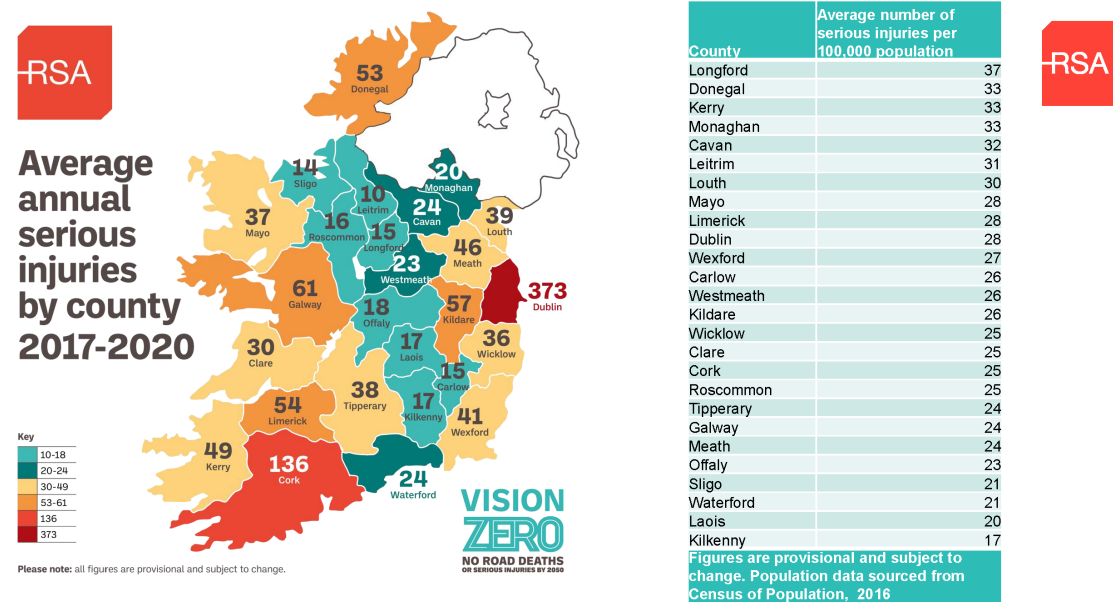


Figure 4: Average annual serious injuries by county 2017-2020 (Road Safety Authority Research Department Update, 1 February 2022)

The targets in our National Strategy are:

- 15% reduction in fatalities by 2024 (end of Phase 1) from 144 to 122 or lower
- 10% reduction in serious injuries by 2024 (end of Phase 1) from 1,259 to 1,133 or lower
- 50% reduction in fatalities by 2030 from 144 to 72 or lower
- 50% reduction in serious injuries by 2030 from 1,259 to 630 or lower

3.2.1 Local Targets

The period 2017-2019 will also be used as the baseline for the setting of targets in this Local Road Safety Plan to measure a combined average of killed and seriously injured (KSI) persons for the county of Longford and targeted reductions to the end of 2030.

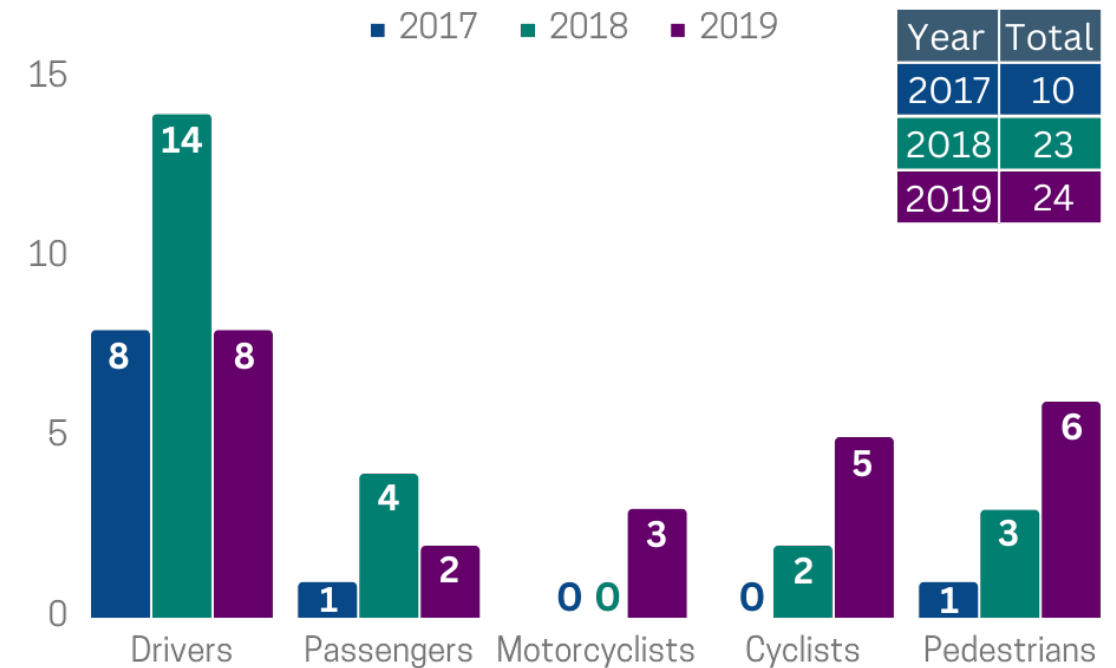


Figure 5: Longford Seriously Injured and Killed Persons

Targets for County Longford (2022-2030) have been set as follows:

- 10% reduction in killed and seriously injured (KSI) persons in County Longford by 2024 from average of 19 to 17 or lower

- 25% reduction in killed and seriously injured (KSI) persons in County Longford by 2027 from average of 19 to 14 or lower
- 50% reduction in killed and seriously injured (KSI) persons in County Longford by 2030 from average of 19 to 10 or lower

3.3 Safety Performance Indicators

In order to help meet our 2030 targets, all available data will have to be reviewed locally on a regular basis to assess our road safety performance and to act quickly where the data indicates we need further improvements.

The following data will be used to support monitoring of road safety progress:

- Local Speed Surveys/Traffic Surveys
- Data from Speed Limit Review due to commence in 2023
- Data presented through the Collision Prevention Forum locally
- Seatbelt wearing surveys
- Heavy Goods Review Mobility Policy Review
- School crossing reviews and safety measures implemented outside schools
- Data on implementation of 30 km/h zones
- Data on cycling and pedestrian infrastructure
- Data from 15 SPIs included in the National 2021-2030 Strategy

3.4 Evaluation of Previous Road Safety Plan 2015-2020

Longford County Council adopted a Road Safety Plan for the county in 2015. The five year plan covering the period 2015-2020, was designed to ensure a coordinated, collaborative and consistent approach to improving road safety for all users, centred on the four Es of Road Safety: Education, Engineering, Enforcement and Evaluation. As part of the Plan, a RSWTG was set up to oversee and steer the implementation of the Plan.

The main objectives of the Plan were:

1. Make the roads in County Longford safer for all road users
2. Increase public awareness of road safety
3. Promote a collective sense of responsibility towards roads safety

4. Enforce existing traffic legislation
5. Improve cooperation between the agencies represented on the RSWTG
6. Support the principles of the National Road Safety Strategy 2013-2020

Among the main actions carried out during the lifetime of the plan were:

- Establishment of the RSWTG to include representation from Longford County Council and the Fire Service, Transport Infrastructure Ireland, An Garda Síochána, the Health Service Executive, the Road Safety Authority (RSA), and Longford Childcare Committee.
- A number of educational programmes were developed such as the Junior School Warden Scheme, Be Safe/Safe to School, engagement with the Check it Fits Programme locally and various road safety educational campaigns, including the transition year programme which included Cycle Right Training and the AXA Road Show.
- Delivery of the Road Maintenance and Winter Maintenance Programme annually, delivery of 45 low-cost safety schemes throughout the county, Delivery of the Bridge Inspection and Bridge Rehabilitation Programme, implementation of a number of traffic calming measures throughout the county, erection of safety barriers, minor realignment works and junction improvements on regional and local roads, establishment of the Collision Prevention Programme which allowed correlation of road collision statistics, and dealing with emergency responses.
- Prohibition of vehicles for sale on public roads, and detection and enforcement for road traffic offences.

3.5 Profile of County Longford

Geographic Context: County Longford is centrally and strategically located in the midlands of Ireland providing ease of access to national and international markets making it an attractive location for inward investment (Figure 6). I

t is a strategic transport hub located on two national primary routes: the N4 from Dublin to Sligo and the N5 from Dublin to Mayo. Secondary routes also cross the county: the N55 linking Athlone and Cavan into Northern Ireland, and the N63 linking Longford with Roscommon and Galway.

The county is also serviced by the Dublin to Sligo inter-city railway line with two stations: Longford Town and Edgeworthstown. Longford Town is centrally located within the county and serves a wide catchment area.

From a natural amenity perspective County Longford lies in the basin of the River Shannon and Lough Ree and has some of Ireland's oldest and best preserved peatlands. Other natural amenities include the Royal Canal, River Camlin, Lough Gowna, Newcastle and Derrycassin Forests.

The county has a growing population with Longford Town, the county town, accounting for approximately one fifth of the county's population. The Census 2022 report shows that the population of County Longford was 46,634.

Longford Town is the administrative centre for Longford County Council. The county is a hidden gem in Ireland's midlands renowned for its rich culture, heritage and natural amenities. It is a special place with fascinating history, beautiful waterways, diverse landscapes and offers visitors an authentic experience. The recent opening of the Center Parcs Longford Forest near Ballymahon and the Royal Canal Greenway which passes through the county contributed to Longford now being a major tourist destination.

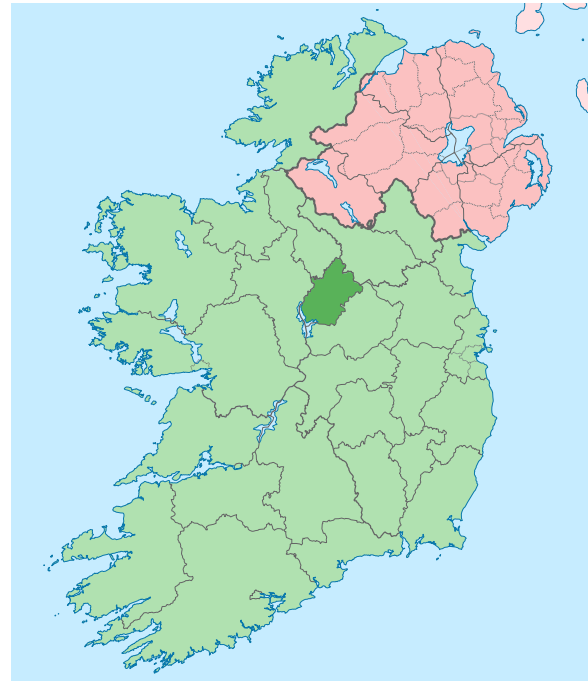


Figure 6: County Longford highlighted in dark green

Road, Cycle and Footway Network

The classification and lengths of the roads are as follows:

Classification	National	Regional	Local	Total
Ballymahon Municipal District (km)	46	71	519	636
Granard Municipal District (km)	13	59	636	708
Longford Municipal District (km)	37	25	238	300
Total Kilometres	96	154	1393	1643

The Active Travel section in Longford County Council is progressing the delivery of a number of active travel schemes on a multi-annual programme funded through National Transport Authority. The projects aim to develop and improve high quality walking and cycling infrastructure which will encourage more people to switch to active travel modes of transport and will contribute to tackling climate change.

Connecting communities, schools, places of work and making walking and cycling attractive, safe and accessible to everyone is what this funding will help to accomplish.

The projects being funded will make a real difference to our urban communities in County Longford by developing high-quality walking and cycling networks.

3.6 Travel Patterns

The Central Statistics Office conducted a National Travel Survey in 2021, The following is an overview of Traveller Behaviour Trends in Ireland.

Less Car Usage and More Active Travel in 2021

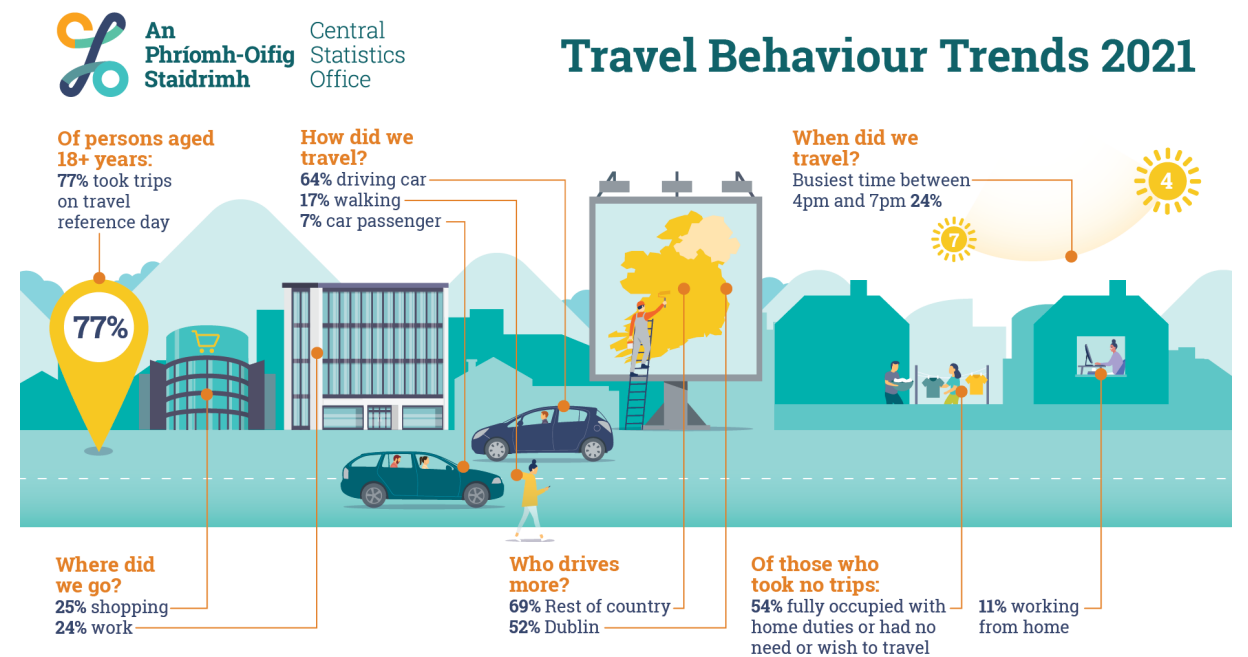


Figure 7: Travel Behaviour Trends 2021 (Central Statistic Office)

- In 2021, more than three-quarters (77%) of persons aged 18 years and over took a trip on the day for which they provided travel information and of those who did not, more than one in ten (11%) were working from home
- Journeys by car decreased in 2021 falling to 71% of all journeys, either as a driver or passenger, compared with 74% in 2019
- Active travel, such as walking and cycling, increased in 2021, with walking up

from 14% of all journeys in 2019 to 17% in 2021, while cycling journeys rose from 1.5% in 2019 to just over 2% in 2021

- Public transport usage decreased in 2021, accounting for 4% of all journeys in 2021, compared with almost 5% in 2019, while rail/DART/Luas journeys accounted for just over 1% of all journeys (almost 2% in 2019)
- Trips to visit friends or family and trips for the purpose of entertainment/leisure/sport both decreased in 2021
- Tuesday was the busiest day of the week in 2021 for making a journey and the weekend was the least busy time for taking journeys between 16:00 and 18:59

Licensed Vehicles

The number of licensed vehicles registered in Ireland continues to grow in Ireland in each year, as shown in Figure 8. The total registered number of electric vehicles (EVs) on the road (October 2020) was 24,416, an increase of 59.5% on 2019. Early indications are that the sales of new EVs in 2022 were significantly higher than in 2021.

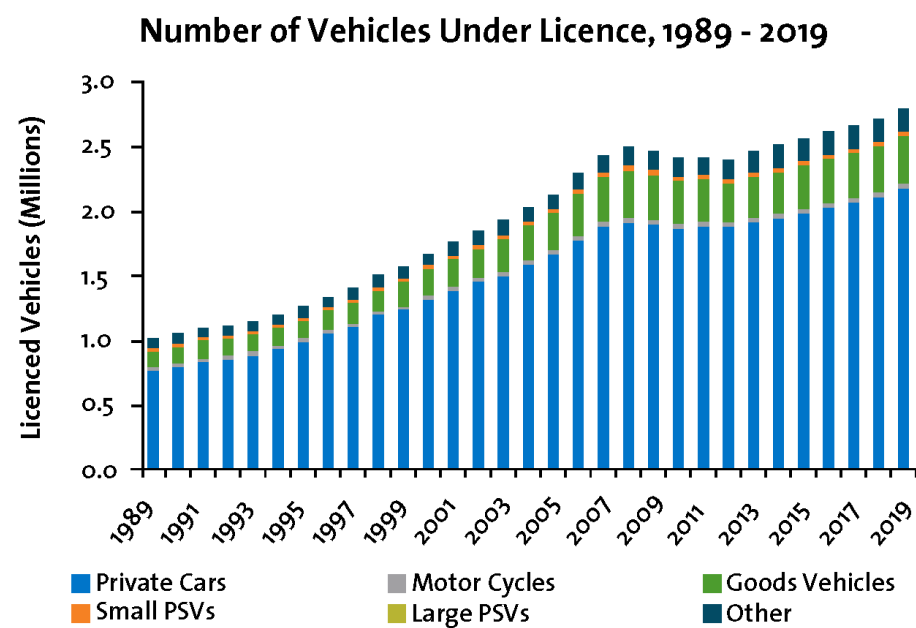


Figure 8: Number of vehicles under licence 1989 to 2019 (Transport Trends 2022, Department of Transport)

Number of Vehicles Taxed in Longford

The number of private vehicles under current taxation at 31 December 2021 is 18,454.

3.7 Collision and Casualty Trends 2015 to 2020

The below table provide an overview of reported collision and casualty number trends in County Longford over the period 2015 to 2020. This data was obtained from the RSA. Collision data is compiled by An Garda Síochána at the scene of a collision and forwarded to the RSA. In a collision, there may be more than one casualty. For example, in a pedestrian collision, there may be an injury to both the car driver and the pedestrian (i.e. two casualties in one road collision).

Year	Killed	Fatal Collisions	Seriously Injured	Serious Injury Collisions
2015	5	5	12	9
2016	3	3	7	5
2017	2	2	8	6
2018	3	3	20	15
2019	1	1	23	23
2020	0	0	9	9

4. Road Safety Working Together Group

4.1 Membership

Longford County Council together with other stakeholders form the Road Safety Working Together Group (RSWTG) that meets on quarterly basis. The role of the RSWTG is to oversee the strategic aspects of the Council's Road Safety Strategy and Plan. Current members of the RSWTG include representation from the following:

1. Longford County Council representatives from Roads, Active Travel, Fire Service and Local Sports Partnership
2. An Garda Síochána
3. Transport Infrastructure Ireland
4. Health Service Executive
5. Road Safety Authority

4.2 Role Of Stakeholders

The following provides a description of the roles of key stakeholders on the RSWTG that will be responsible for overseeing the implementation of this plan.

Longford County Council

Longford County Council is responsible for the construction and maintenance of public roads, footpaths and cycling infrastructure in the County. This involves ensuring road safety is a key consideration in the planning, design, construction and maintenance of this infrastructure. The Council also has a road safety awareness role in schools and among the general population in terms of creating awareness and addressing road safety issues. Representatives on the working group from the following department Roads, Active Travel and Sports Partnership.

Longford Fire Service

The purpose of the Fire Service is to respond quickly and efficiently to fires and other emergencies, including road traffic incidents, throughout the County. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude and severity of the incident.

An Garda Síochána

The mission of An Garda Síochána is to 'Keep People Safe'. This includes strategic

goals in the area of road safety to reduce the incidence of fatal and serious injuries and improve road safety and they commit to working in partnership on education and targeting enforcement activities to reduce deaths and serious injuries. Longford County Council and An Garda Síochána work closely together on traffic issues, road safety campaigns and sustainable mobility initiatives in the county.

Road Safety Authority

Our mission and how we work to achieve it: The Road Safety Authority's (RSA) mission 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 is 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 and the Health and Safety Authority, to save lives.

Transport Infrastructure Ireland

Transport infrastructure Ireland (TII) was established through the merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015, with the effect from the 1 August 2015.

The TII's primary function is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout the Republic of Ireland.

TII are responsible for the management of the Road Infrastructure Safety Management Directive, EU RISM 2008/96/ECRISM which includes, GE-STY-01022 (HD 15) Network Safety Ranking, CC-STY-04002 (HD 16), Temporary Safety Measures Inspections, Road Safety Inspections CC-STY-04002 (HD 17), Road Safety Impact Assessment PE-PMG-02001 (HD 18).

TII carry out annual collision cluster analysis (HD 15) along the national routes and they identify all sections of high collisions to Longford County Council. Longford County Council's role is to review all the sites identified and if they are of the opinion that works are warranted and can be justified economically, they prepare a feasibility report and seek funding from TII.

TII also carryout Road Safety Inspections (HD 17) on the network and issues/hazards identified in these inspections are forwarded to Longford County Council

to develop suitable road improvements and seek funding from TII, if required.

TII is committed to interagency cooperation and will continue to assist all interested parties in their efforts to reduce the incidence and severity of collisions on all roads wherever and whenever possible.

TII have a Regional Road Safety Engineer and a Road Safety Inspection Engineer based in the region who liaises with Longford County Council.

Health Service Executive

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, accident and emergency 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.

4.3 The main aims of the Road Safety Working Together Group are as follows:

1. To oversee the implementation of the Road Safety Plan.
2. To discuss road safety priorities and communicate good practice.
3. To enhance the knowledge of all those on the working group.
4. To seek funding for road safety initiatives.
5. To recommend and provide input into Council transportation and road safety policies.
6. To foster links with other organisations that may have a role to play in road safety.
7. To review and report on progress in the Road Safety Plan.

4.4 Governance

The Government Road Safety Strategy will be subject to a cross-governmental governance structure, overseen by a ministerial committee on road safety,

to review implementation of the 2021-2030 strategy. The County and City Management Association (CCMA) will be required to participate in the monitoring structure of the Government Road Safety Strategy and contribute quarterly local updates for consideration at a national level. Key to this reporting is the development of the RSWTG (Action 94) and the development, implementation, and monitoring of the Longford Road Safety Plan (Action 95). Longford County Council will support the CCMA in this regard.

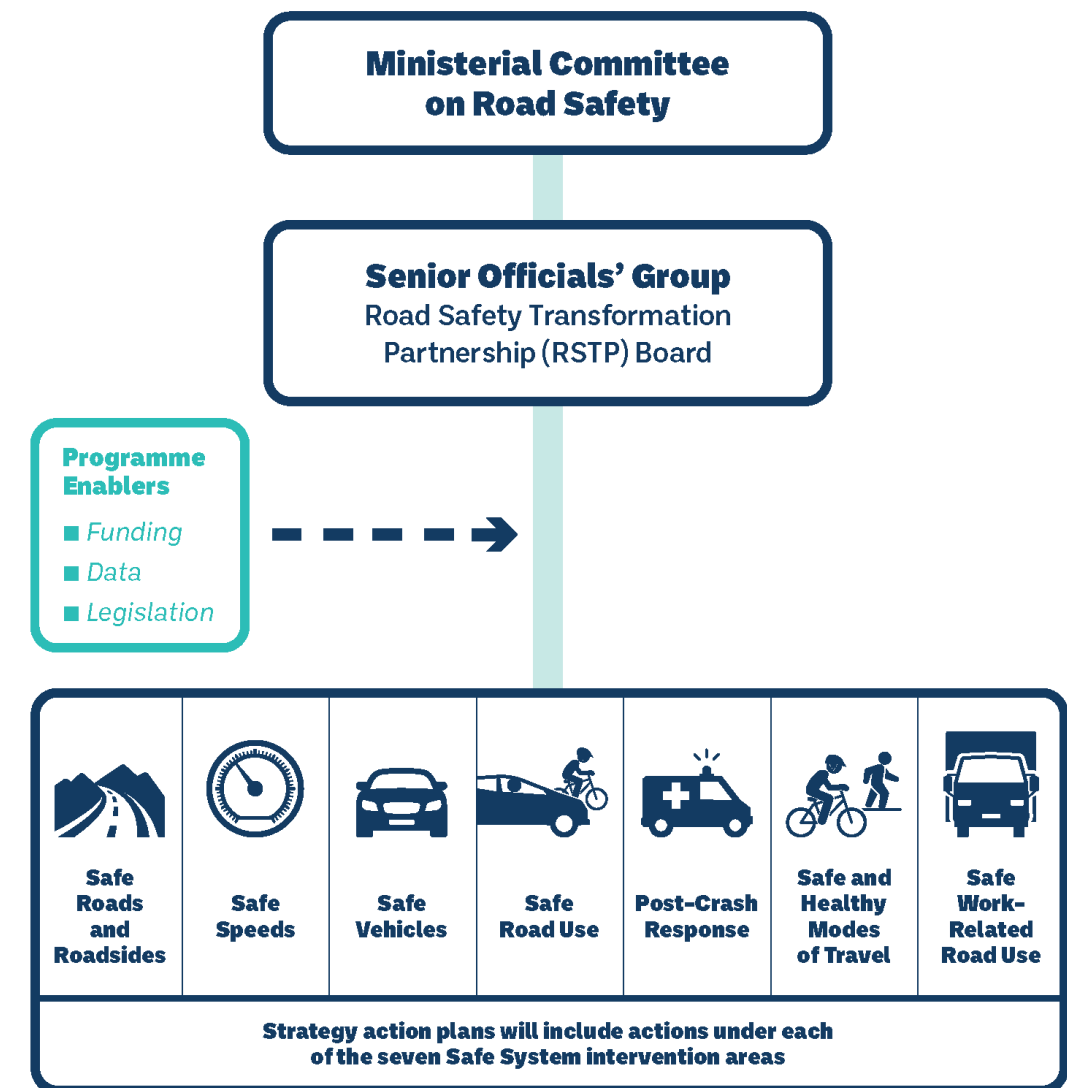


Figure 9: Governance Model (Government Road Safety Strategy 2021-2030)

5. Delivering our Plan

5.1 Strategic Approach

At the core of the Road Safety Strategy 2021–2030 is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero was formally adopted in Ireland’s Programme for Government in June 2020 (Department of the Taoiseach, 2020) and is also the goal underpinning the EU Road Safety Policy Framework 2021–2030 ‘Next Steps towards Vision Zero’ (EC, 2020b). Aligning with these, Ireland’s Vision Zero goal is that by 2050 no one will be killed or seriously injured on Ireland’s roads.

Vision Zero will be delivered through embedding the Safe System approach into local and 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.

International research has demonstrated that a large proportion of road traffic collisions arise due to error of perception or judgement by otherwise compliant road users. When collisions do occur, the human body is inherently vulnerable to death or injury. In light of this we need to manage our infrastructure, vehicles and speeds to reduce collision impacts to survivable levels. We need to provide efficient emergency medical response and trauma care to reduce injury consequences, and we need to continue to assist road users in complying with road safety legislation and sharing the roads safely. This is the essence of the proactive Safe System approach.

Fully embracing and embedding a Safe System approach across all components and partners of the traffic system will allow us to transform our policy and practice beyond traditional road safety interventions and achieve greater reductions in fatalities and serious injuries than before. This will also include aligning with key international road safety policies, such as the Stockholm Declaration (Road Safety Sweden, 2020). By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice.

The main objective of the Road Safety Plan is to reduce the number of collisions and casualties on the roads of Longford in line with national targets and to provide focus on making roads in the County a safer place for all road users.

5.2 The principal aims of achieving this objective in the Longford Road Safety Plan 2022 to 2030 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 Working Group.
- To highlight the scale of the fatal and injury collisions that are occurring at present on the County network.
- To provide a focus on road safety and to ensure that road safety underpins all 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 set out in the National Road Safety Strategy 2021 to 2030.

5.3 Critical Success Factors

The key challenges facing road safety in Ireland are outlined in the National Road Safety Strategy. The Figure 10 outlines several critical success factors, identified in the national strategy, that must be followed to ensure that the targets in the strategy are reached.

- 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

Figure 10: Road Safety Strategy Critical Success factors (Government Road Safety Strategy 2021-2030)

6. Action Plan 2022-2024

In line with the National Strategy, the Longford Road Safety Plan 2022 to 2030 is designed to ensure a coordinated, collaborative and consistent approach to improving road safety for all road users. Its implementation will be dependent on the cooperation of the principal agencies charged with responsibility for road safety with each road user playing a part in reducing casualty numbers. As part of the plan, a Road Safety Working Together Group (RSWTG) will continue to oversee and steer the implementation of the Road Safety Plan 2022 to 2030.

5.4 Monitoring and Evaluation

Longford County Council is responsible for leading, monitoring, reporting and evaluating the implementation of the Road Safety Plan through the RSWTG. This will require a collaborative approach across a range of organisations and agencies. As part of the Road Safety Plan 2022-2030, a report will be carried out annually to monitor the implementation of the plan and will be presented to the elected members at the Strategic Infrastructure Strategic Policy Committee meeting and to a full Council meeting.

The following tables list actions related to these priority areas as outlined in the Government Road Safety Strategy 2021-2030 and the local actions which have been identified as being deliverable by the Longford Road Safety Action Plan.

Priority Area: Safe roads and roadsides

Safe roads and roadsides involve the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

Government Road Safety Strategy Actions

Action	High Impact Actions	Lead/Support Agency
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.	Transport Infrastructure Ireland/ Local Authority
4	Implement low cost safety schemes as identified on the regional and local road network.	Department of Transport, County and City Management Association/Local Authority
5	Schemes will be prioritised on an annual basis from the National Cycle Network over the period 2022 to 2025 for segregated walking and cycling facilities to be constructed on the national, local and regional road networks in County Longford, to provide safe cycling and walking arrangements for users of all ages.	Department of Transport; National Transport Authority; County and City Management Association/Local Authority
55	Support the implementation of the national cycle manual within cycle scheme design guidance aligned with the Safe System approach and include appropriate training.	Department of Transport; National Transport Authority/ Local Authority

Action	Support Actions	Lead/Support Agency
56	Support the review and recommendations on facilitating cyclists and pedestrians at junctions, including measures that do not require powered traffic signals.	Department of Transport; National Transport Authority/ Local Authority
58	Undertake the heavy good vehicle mobility policy review for the county.	Local Authority
61	Continue to complete LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred. Minimum 70% target.	Department of Transport; Local Authority/Transport Infrastructure Ireland
62	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; Department of Transport; County and City Management Association/Local Authority
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in Longford to progress road safety schemes and strategy actions.	Department of Transport; Local Authority
64	Ensure correct people are identified locally to take part in all training provided on Design Manual for Urban Roads and streets (DMURS) and the National Cycle Manual (NCM).	Transport Infrastructure Ireland; National Transport Authority; County and City Management Association /Local Authority
66	Engage with Transport Infrastructure Ireland (TII) on all training and guidance on collision analysis and reporting from an engineering perspective, and design of roads utilising the Safe System approach.	Transport Infrastructure Ireland/ Local Authority

Action	Support Actions	Lead/Support Agency
68	Publish and renew the Council's prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.	County and City Management Association; Local Authority
69	Implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.	County and City Management Association; Local Authority
71	Facilitate the improvement of rural bus stop facilities in line with a Safe System approach on the national road network in line with a Safe System approach.	Transport Infrastructure Ireland/ Local Authority (National Transport Authority)
72	Work with the National Transport Authority (NTA) and Bus Éireann to improve visibility, lighting and age friendly seating at regional and local bus stops in County Longford to enhance safety for those waiting for a bus.	National Transport Authority/Local Authority

Priority Area: Safe speeds

Safe speeds are a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the setting of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.

Government Road Safety Strategy Actions

Action	High Impact Actions	Lead/Support Agency
6	Stakeholders will cooperate locally with recommendations from working group set up to examine and review the framework for the setting of speed limits. Speed limit reviews will be carried out in accordance with Department of Transport guidelines, 30 kilometre per hour (kph) zones implemented in housing estates.	Local Authority; Department of Transport

Action	Support Actions	Lead/Support Agency
7	Longford County Council will maintain and promote the Collision Prevention programme to ensure communication and cooperation between Longford County Council and other agencies.	Local Authority/ Transport Infrastructure Ireland/ An Garda Síochána/ Department of Transport
8	Longford County Council and An Garda Síochána will continue to review traffic speeds and conditions at schools and high risk locations and implement safety works where appropriate.	Transport Infrastructure Ireland,National Transport Authority, An Garda Síochána/ Local Authority
76	Deliver and support education and awareness interventions to raise awareness of the benefits of and build community support for 30kph zones in urban areas.	Road Safety Authority/County and City Management Association; Local Authority
78	Extend the number of 30kph speed limit zones in high-risk locations (urban city/town centres) for vulnerable road users in line with best practice models and national guidelines.	Local Authority/ Department of Transport
79	Examine the feasibility of 30kph speed limit or lower in school vicinities and report on progress.	Local Authority/ Department of Transport

Priority Area: Safe road use

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.

Government Road Safety Strategy Actions

Action	Support Actions	Lead/Support Agency
22	Promote the Government's Road Safety Strategy and the Council's Road Safety Plan amongst stakeholders and the public.	Road Safety Authority/Local Authority/An Garda Síochána
94	Maintain the Road Safety Working Together Group (RSWTG) to coordinate multi-agency Road Safety policy and implementation at a local level.	RSWTG All Stakeholders
95	The RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	RSWTG All Stakeholders
133	Implement specific educational measures aimed at protecting vulnerable road users.	Road Safety Authority/Local Authority; An Garda Síochána
136	Develop and launch a standardised guide to reducing road safety school gate risk.	Road Safety Authority/various agencies
137	Deliver and support road safety campaigns targeting drivers to highlight the risks faced by vulnerable road workers.	Road Safety Authority/Local Authority; An Garda Síochána
140	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety	Local Authority/An Garda Síochána/ Various Groups
151	Prepare, implement and share with partner agencies an annual Garda Roads Policing Operations Plan.	An Garda Síochána/ various agencies

Priority Area: Safe and healthy modes of travel

Safe and healthy modes of travel acknowledge that there is a substantial difference in fatal and serious injury risks across different modes of travel. There is also acknowledgement of the need to promote and protect road users engaging in public or active transport.

Government Road Safety Strategy Actions

Action	High Impact Actions	Lead/Support Agency
39	Longford County Council will cooperate with the TII, NTA and other agencies to seek approval for the development of active travel networks and greenways	Transport Infrastructure Ireland/National Transport Authority; Local Authority
40	Longford County Council will continue to seek funding for improved active travel infrastructure	Department of Transport/Local Authority, National Transport Authority; Road Safety Authority
41	Encourage modal shift to support environmental, safety and health objectives by promoting the use of sustainable and active modes of travel.	Department of Transport/Local Authority, National Transport Authority
42	Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.	Department of Transport/Local Authority

Action	Support Actions	Lead/Support Agency
176	Collaboration between the LA, TII and NTA to develop comprehensive cycle network plans covering the Longford area	National Transport Authority/Transport Infrastructure Ireland/Local Authority
177	Roll out of the Safe Routes to Schools Programme and provide 'front of school' treatments to those schools agreed with the NTA and An Taisce-2 Schools 2022-Up to 4 schools 2023	National Transport Authority, County and City Management Association, Local Authority/Road Safety Authority

By implementing these four priority intervention areas of the Safe System approach, we are delivering international best practice. Of the seven Safe System priority areas, the council has no lead or support role under the following three priority areas.

Priority Areas

Safe work-related road use

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.

Safe vehicles

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.

Post-crash response

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.

