



County Longford Road Safety Action Plan 2025-2027

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Introduction by Longford County Council Cathaoirleach Cllr Garry Murtagh

County Longford stands ready to confront one of Ireland's most pressing challenges. The new County Longford Local Road Safety Action Plan 2025-2027 arrives at a critical moment when our collective resolve must match the scale of the crisis before us.

The statistics paint a stark picture. There has been a significant number of road deaths in Ireland over the past five years. These numbers represent not merely data points, but shattered families and communities torn apart. While Longford has avoided the dramatic spikes witnessed elsewhere, our county has not escaped the broader national trend that sees Ireland moving away from, rather than towards, safer roads.

Ireland's Government Road Safety Strategy 2021-2030 sets an ambitious target: reducing deaths and serious injuries by 50% over the decade. This plan operates as Longford's contribution to that national mission, aligning our local efforts with Vision Zero—Ireland's ultimate goal of achieving zero road deaths or serious injuries by 2050.

The Road Safety Working Together Group has crafted this plan through genuine partnership. Representatives from Longford County Council, An Garda Síochána, Transport Infrastructure Ireland, the Health Service Executive, and the Road Safety Authority have brought their expertise together, recognising that road safety demands unified action across all sectors.

Our approach embraces the Safe Systems methodology. This approach examines the entire transport ecosystem: road design, vehicle safety, speed management, and post-crash response. Each element must work in harmony to create genuine protection for all road users.

Building upon the foundations laid by our 2022-2024 plan, this new strategy contains precise, measurable targets supported by robust performance indicators.

Progress will be tracked, achievements celebrated, and shortcomings addressed with renewed vigor.

On behalf of Longford County Council's elected members, I pledge our unwavering commitment to this plan's implementation.



Cllr Garry Murtagh
Longford County Council Cathaoirleach

Introduction by Longford County Council Chief Executive Officer Paddy Mahon

Road safety has moved beyond being simply a priority—it has become an urgent imperative that demands immediate and sustained action across every level of local government and society.

Ireland continues to struggle against a tide of increasing fatalities that challenges our national road safety targets. The human cost extends far beyond these stark figures, rippling through families, workplaces, and communities in ways that statistics cannot capture.

Longford County Council's commitment to providing safe and sustainable transport infrastructure has never been more crucial. Our ongoing investments in road improvements, footpath upgrades, and cycling infrastructure represent more than capital expenditure—they constitute a direct investment in human life and community wellbeing. Every enhanced junction, every new cycle lane, every improved pedestrian crossing serves as a barrier against tragedy.

This County Longford Local Road Safety Action Plan 2025-2027 provides our roadmap through the challenging terrain ahead. Operating within the three-phase structure of Ireland's national strategy, the plan positions us strategically within the second phase of the decade-long campaign to transform Irish road safety culture.

Our Road Safety Working Together Group exemplifies the partnership approach essential for meaningful progress, bringing together the diverse perspectives and capabilities required to create lasting change. This plan translates the national ambition into concrete objectives tailored to County Longford's specific geography, traffic patterns, and community needs. Longford County Council's Corporate Plan also outlines our commitment to promoting a culture of health and safety and this key value translates into practical road safety initiatives and is also a bedrock of this Road Safety Action Plan.

I extend sincere appreciation to every member of the Road Safety Working Together Group for their dedication in developing this comprehensive plan. Their collective expertise and commitment has created a document that balances ambition with practicality.



Implementation begins now. Success will require sustained effort from every stakeholder and continued investment in proven safety measures.

The management team of Longford County Council stands fully behind this plan and the vital work it represents.

Paddy Mahon

Longford County Council Chief Executive

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

1. Profile of County Longford

County Longford occupies a central position in Ireland’s midlands, providing excellent access to national and international markets. This strategic location makes it an attractive destination for investment and development.

The county serves as a vital transport hub positioned on two national primary routes: the N4 connecting Dublin to Sligo and the N5 linking Dublin to Mayo. Secondary routes including the N55 between Athlone and Cavan, and the N63 connecting Longford with Roscommon and Galway, further enhance connectivity. This network of major routes creates significant through-traffic alongside local movements, requiring careful traffic management approaches.

Rail services operate along the Dublin to Sligo intercity line with stations at Longford Town and Edgeworthstown. Longford Town’s central location serves a broad catchment area across the county.

Classification	National	Regional	Local	Total
Ballymahon Municipal District (km)	45	73	529	647
Granard Municipal District (km)	14	54	612	680
Longford Municipal District (km)	2	2	8	6
Total Kilometers	3	3	20	15

County Longford sits within the River Shannon basin and borders Lough Ree, featuring some of Ireland’s oldest and most pristine peatlands. The landscape includes the Royal Canal, River Camlin, Lough Gowna, and the forests of Newcastle and Derrycassin.

The county covers 1,091 km² and borders Westmeath, Cavan, Leitrim and Roscommon. Within the regional structure, County Longford falls under the Eastern and Midland Regional Assembly’s administrative boundary.

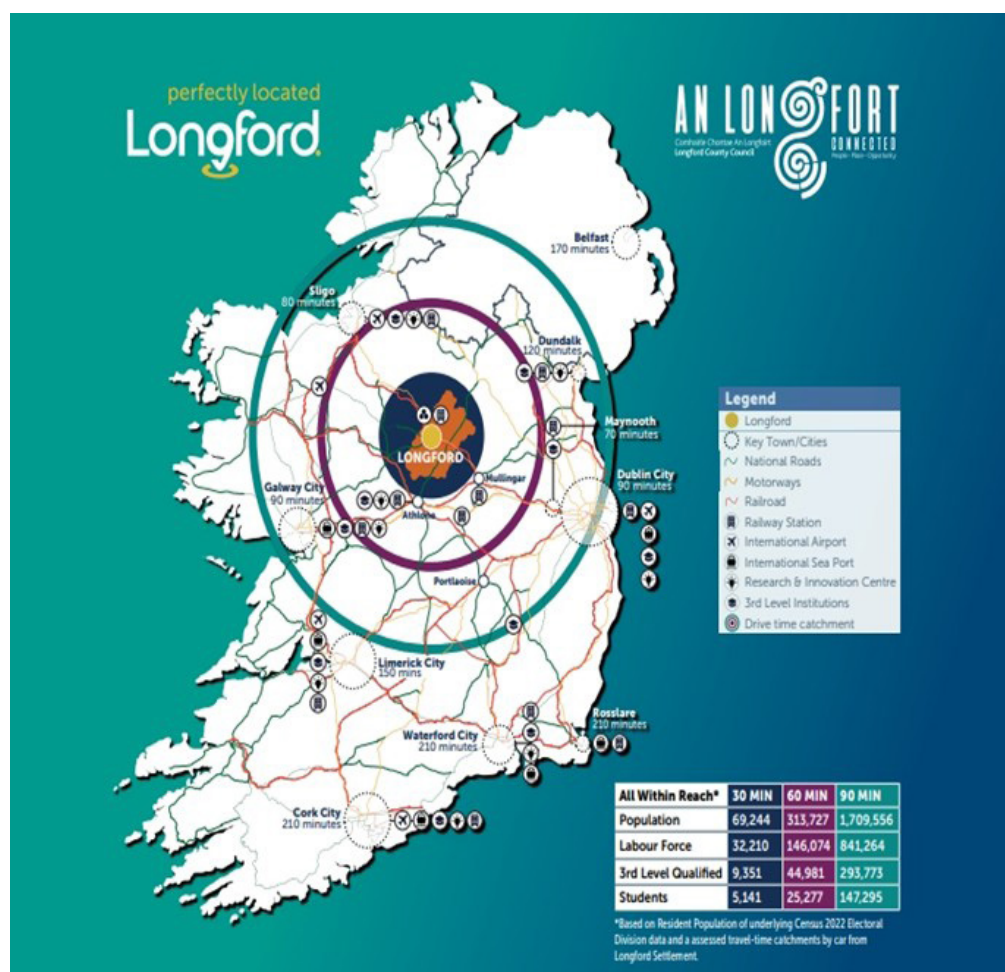
Census 2022 recorded County Longford’s population at 46,634, showing continued growth. Longford Town, the administrative centre and county town, houses approximately one-fifth of the total population. This concentration creates distinct traffic patterns with daily commuting and commercial movements focused on the urban core.

As Ireland’s fourth-smallest county, Longford maintains a dispersed rural population alongside its urban center. This settlement pattern influences transport needs and infrastructure requirements across the county.

County Longford has emerged as a significant tourist destination following major developments including Center Parcs Longford Forest near Ballymahon and the Royal Canal Greenway. These attractions bring substantial visitor traffic requiring appropriate road infrastructure and safety considerations.

The county combines rich cultural heritage with diverse natural landscapes, offering authentic experiences to visitors. Traditional industries including agriculture continue alongside growing service and tourism sectors, creating varied traffic patterns from agricultural vehicles to tourist coaches sharing the road network.

Longford's position within Ireland's transport corridors, combined with its natural amenities and growing tourism sector, establishes it as a dynamic county, balancing development opportunities with the need for safe and efficient transport systems.



2. Ireland's Path to Vision Zero

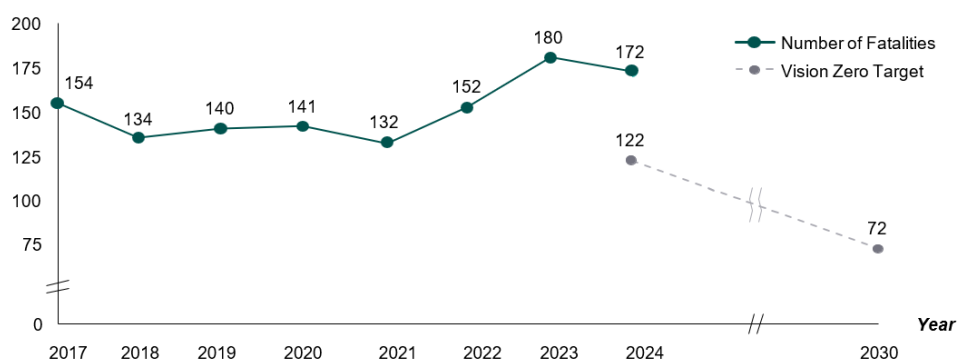
The Government Road Safety Strategy 2021-2030 has the ambition of guiding Ireland towards "Vision Zero", the long-term goal of eradicating road traffic deaths and serious injuries by 2050. It is international best practice and has been adopted by the European Commission in its Road Safety Policy Framework 2021-2030. A milestone objective on the path to Vision Zero by 2050 is to reduce fatalities and serious injuries by 50% by 2030 (compared to a baseline of the average for 2017-2019).



Ireland's 2030 and 2050 targets are also aligned to the UN Sustainable Development Goals Objective 3.6 to halve the number of global deaths and injuries from road traffic accidents by 2030.

To be on course to achieve Vision Zero by 2050, Ireland would need to reduce fatalities by 2030 to 72 annually. The chart below shows the pathway to this 2030 target compared to the number of fatalities recorded in each year of the strategy so far. The trends of recent years make achieving this target challenging. While fatalities increased in 2022 and 2023, 2024 showed some stabilisation and then improvement.

These figures are still too high, but the increasing trend has been stopped. This shows that improvements can be made, and the importance of progress being sustained. The Phase 2 Action Plan needs to be delivered to continue this progress.



Number of Fatalities and Fatality Targets on Irish Roads, 2017-2030

2.1 Government Road Safety Strategy 2021-2030

The Government Road Safety Strategy 2021-2030 is Ireland's fifth Road Safety Strategy and will be delivered in three phases as follows:

- Phase 1 Action Plan: 2021-2024 (complete)
- Phase 2 Action Plan 2025-2027 and
- Phase 3 Action Plan 2028-2030.

The strategy adopts the internationally recognised "Safe System" approach, and each Action Plan includes actions under the seven priority intervention areas:

1. Safe and healthy modes of travel

Safe and healthy travel recognises varying fatal and serious injury risks across transportation modes. It promotes safer options like public transport and aims to create safe road environments for active modes such as walking and cycling. The approach emphasises reducing risks for vulnerable road users compared to protected in-vehicle occupants.

2. Safe roads and roadsides

Safe roads and roadsides focus on planning, designing, and operating roadways to enhance vehicle use. The initiative aims to create 'self-explaining' roads that are intuitive and forgiving roadsides that minimise collision impacts. The ultimate goal is to prevent deaths and serious injuries in the event of a collision.

3. Safe vehicles

The safe vehicles element of the Safe Systems approach enhances road user safety through legislative standards and industry initiatives, aiming to prevent collisions and mitigate their severity. It includes measures to protect occupants and minimize injuries in the event of a crash. The EU General Safety Regulation (GSR), effective from 2022, introduces new safety requirements for vehicles.

4. Safe speeds

Safe speeds are crucial in the Safe System approach, focusing on road design, injury-minimizing speed limits, and public awareness. Effective enforcement ensures speed limits align with the safety features of roads and vehicles. The goal is to reduce fatalities and serious injuries from collisions, even when accidents happen.

5. Safe road use

Safe road use encompasses essential behaviors like obeying speed limits, avoiding impairments, and using seat belts and child restraints. It involves establishing standards for road users through training and enforcement, alongside traffic legislation. Additionally, public education and the use of safety technologies play critical roles in reducing fatalities and serious injuries on the roads.

6. Safe work-related road use

Safe work-related road use focuses on systematic safety management of work journeys, reducing risks of death and injury while ensuring employees have the necessary training and resources. It encompasses all modes of transportation, including motor vehicles, cycling, and walking. Key components include improving enforcement measures, emphasising employer road safety policies, and meeting vehicle safety standards in procurement.

7. Post-crash response

A comprehensive post-crash response includes efficient emergency notifications and trained personnel providing immediate medical care on-site, as well as timely transport to specialised trauma facilities. It also emphasises rehabilitation services and community engagement to support recovery and promote road safety awareness. Continuous data collection and analysis help refine protocols to improve overall response efficiency.

2.2 Evaluation of Phase 1 Action Plan 2022-2024

In line with the Government National Road Safety Strategy Longford County Council adopted a Local Road Safety Plan for the county to cover the period 2022-2024. A Road Safety Working Together Group (RSWTG) collaborated on the plan and Action Plan for the period and arranged annual reviews of the plan.

The plan was designed to ensure a coordinated, collaborative and consistent approach to improving road safety for all users, centered on the Safe System Approach and the seven key intervention areas.

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 road 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 2021-2030.

Phase 1 of the plan covered the period 2021-2024 and included the following actions:

- Delivery of the Road Maintenance and Winter Maintenance Programme annually, Delivery of 29 low-cost safety schemes throughout the county, bridge inspection and Bridge Rehabilitation Programme. Implementation of a number of traffic calming measures, erection of safety barriers, minor realignment works and junction improvements on regional and local roads within the county. Completion of LA16 collision reporting and evaluation.
- Attendance at Microsoft Dream Space Showcase, targeting more than 400-500 Primary School children.
- Attendance at Longford Community Safety and Wellbeing Expo targeting more than 700 Transition Year students.

- Junior School Warden presentations.
- National Ploughing Day Road Safety education stand.
- Primary school coloring competition in relation to Road Safety Week and Bike Week.
- Cycle Right programme in conjunction with Longford Sports Partnership.
- Promotion of road safety awareness campaigns in conjunction with An Garda Síochána and the Road Safety Authority.
- Prohibition of vehicles for sale on public roads, and detection and enforcement for road traffic offences.

2.3 Collision and Casualty Trends 2021-2024

The table below provides an overview of reported collision and casualty number trends in County Longford over the period 2021-2024. 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
2021	3	3	17	13
2022	2	2	20	19
2023	2	2	14	13
2024	2	2	17	13

*Data is current as of 13 March 2025

Note: All data for 2021 – 2024 are provisional and subject to change

2.4 National Statistics

Driver fatalities and serious injuries by county 2019-2023

Fatalities (n=324)

Serious injuries (n=2,353)

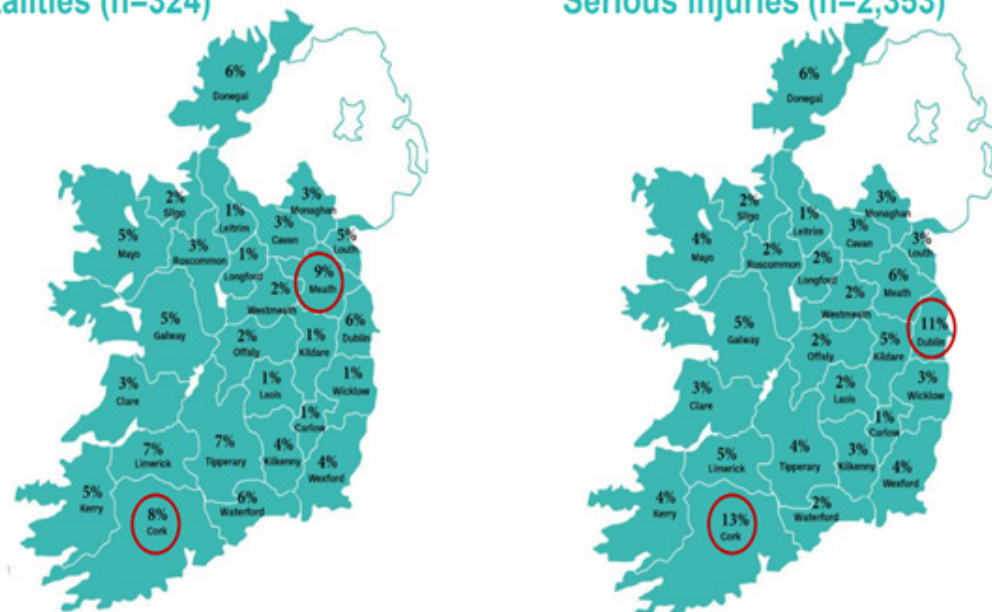


Figure 1: Fatalities and serious injuries by County 2024 (Road Safety Authority Research Department Update, 21 July 2024)

Fatalities by road user type

2020-2024

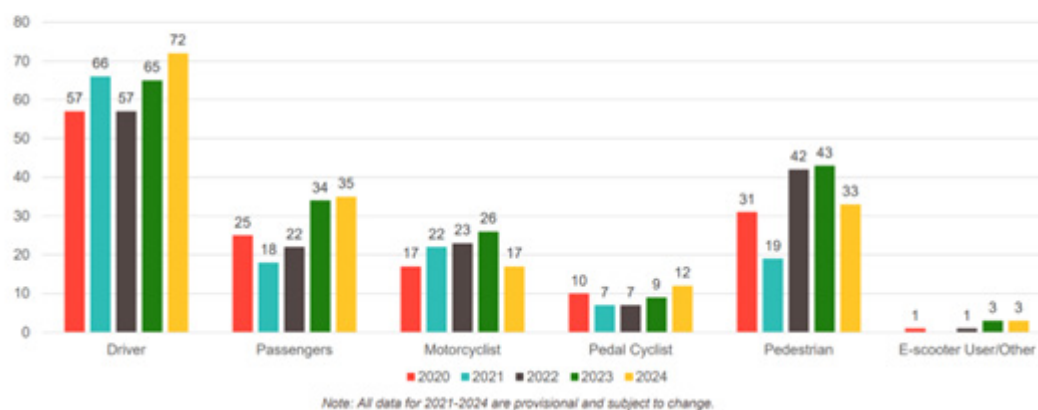


Figure 2: Fatalities by road user type (Road Safety Authority Research Department Update, 28 February 2025)

2.5 Local Statistics



Figure 3: Road deaths by County 2024 (Road Safety Authority Research Department Update, 30 January 2025)

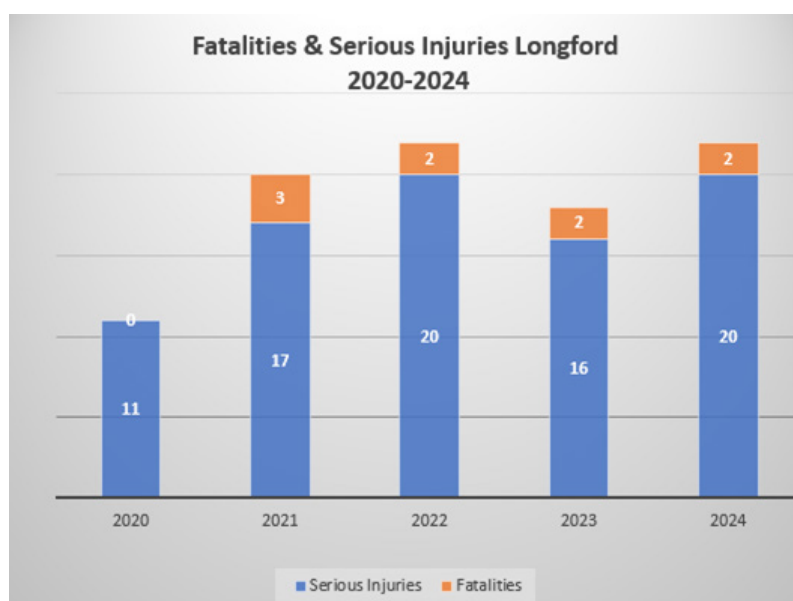


Figure 4: All data for 2020 – 2024 are provisional and subject to change (Road Safety Authority Research Department Update, July 2025)

2.6 Measuring Performance

The Government Road Safety Strategy 2021-2030 developed 15 Safety Performance Indicators (SPIs) in line with EU best practice. These are aligned to the overall 2030 and 2050 targets for fatalities and serious injuries. These SPIs are evidenced based and track specific factors known to influence death and serious injury, such as the non-wearing of seat belts and speed.

The following table is a summary of Ireland's SPI status, based on latest available data and analysis prior to the publication of the Phase 2 Action Plan 2025-2027.

SPI	Description	2024 Trend Status
1	% of motor vehicle traffic volume with median barriers on roads with speed limits above 80 km/h to prevent the number of deaths and serious injuries in head-on collisions.	● Positive
2	% of traffic volume travelled on roads with speed limits of 80 km/h or higher that have been assessed in accordance to forgiving roadsides guidance to prevent deaths and serious injuries in run-off-the-road collisions.	● Positive
3	% of high-risk deaths and serious injuries rural and urban junctions treated to operate within Safe System limits.	● Unavailable
4	% of distance driven over roads with a safety rating above an agreed threshold.	● Unavailable
5	% of vehicles travelling within the speed limit by road and vehicle type.	● Mixed
6	% of traffic volume on urban, rural, motorways and the TEN-T network within speed limits which are 'safe and credible'.	● Unavailable
7	Proportion of extra cycle and pedestrian infrastructure developed to make urban and interurban mobility healthy and sustainable.	● Positive
8	% of new passenger cars equipped with overridable intelligent speed assistance.	● Unavailable

SPI	Description	2024 Trend Status
9	% of new passenger cars with a 5-star Euro NCAP rating.	 Negative ¹
10	% of new passenger cars with autonomous emergency braking to prevent collisions with pedestrians and cyclists (pedestrian AEB).	 Unavailable
11	% of motor vehicle occupants using a seat belt as (a) drivers, (b) front seat passengers and (c) as rear seat passengers.	 Positive
12	% of correct use of child restraints by child occupants.	 Positive
13	% of drivers not using a handheld mobile device.	 Positive
14	% of riders of (a) powered two wheelers (PTW) and (b) bicycles wearing a protective helmet.	 Positive
15	% of drivers and riders of motorised vehicles without alcohol; without other drugs which impair driving; and without fatigue.	 Positive

¹ Based on 2023 data

Road Safety Strategy 2021-2030 Phase 2 Action Plan 2025-2027

Further information on the above table can be accessed via the RSA website (page 58-61) on the following link:

[https://www.rsa.ie/docs/default-source/road-safety/road-safety-strategy-2021-2030-phase-1-\(2021-2024\)-review.pdf?sfvrsn=4dfc6c2_1](https://www.rsa.ie/docs/default-source/road-safety/road-safety-strategy-2021-2030-phase-1-(2021-2024)-review.pdf?sfvrsn=4dfc6c2_1)

3. Active Travel

The Active Travel section in Longford County Council is progressing the delivery of several active travel schemes on a multi-annual programme funded through the NTA (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 works towards achieving our climate action target of reducing emissions from the transport sector to 50% by year 2030.

The Active Travel section also works with our schools through the SRTS (Safe Routes to School) programme, supported by An Taisce Green Schools and the NTA. This initiative aims to improve safety at the school gate and on approach routes with the creation of a School Zone. Design features aim to reduce speeds, regulate parking, give a heightened awareness of the presence of the school and give priority to students opting to walk or cycle to school.

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.



R198 Battery Road Active Travel Scheme



Scoil Mhuire Newtownforbes SRTS

Another initiative being rolled out through the Active Travel section is the Bus Stop enhancement programme. Existing bus stops will be upgraded and additional bus stops provided over this multi annual programme. Features will include new signage, improved road markings, hard standings and build outs, and where appropriate bus shelters, wheelchair accessible stops and seating.

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 a 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 Local Sports Partnership and Community Safety Partnership
2. An Garda Síochána
3. Transport Infrastructure Ireland
4. Department of Transport
5. Health Service Executive
6. Road Safety Authority
7. Comhairle na nÓg

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, Sports Partnership, Fire Service and Community Safety Partnership.

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 2025-2027, a report will be carried out annually to monitor the implementation of the plan and will be circulated to the elected members at the Physical Development Strategic Policy Committee.

An Garda Síochána

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

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 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/EC RISM 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 carry out 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.

Department of Transport – Support Office

The Department of Transport Support Office carry out Network Safety Analysis on the Regional and Local road network to identify locations of interest around the country based on collision analysis. These locations are used to target safety funding on the network to reduce collision frequency and severity in alignment with Vision Zero and the Safe Systems approach.

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.

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.

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 behaviors of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives.

Comhairle na nÓg

Comhairle na nÓg child and youth councils operate in each of the 31 local authority areas across Ireland. Funded and managed by the Department of Children, Equality, Disability, Integration and Youth the councils enable young people aged 12-17 to exercise their right in influencing decision-makers on the topics most important to them. Their commitment to help develop County Longford Local Road Safety Action Plan highlights the importance of youth voices in shaping policies that impact their safety and well-being.

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 RSWG and the development, implementation, and monitoring of the Longford Road Safety Plan. Longford County Council will support the CCMA in this regard.

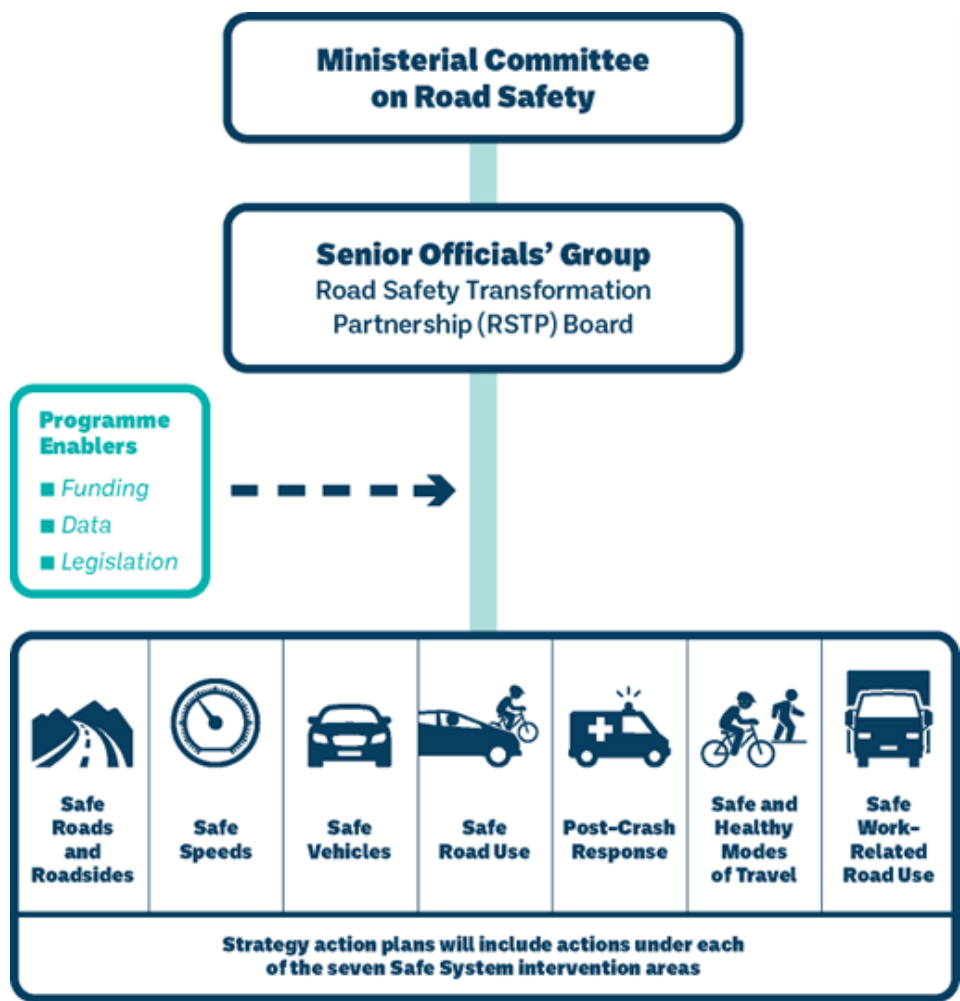


Figure 5: Governance Model (Government Road Safety Strategy 2021-2030)

5. Delivering our Plan

5.1 Phase 2 Action Plan Overview

The structure of the Phase 2 Action Plan 2025-2027 is outlined below. It follows the same approach as Phase 1, with Primary Actions (previously High Impact Actions) and Supporting Actions.

The 12 Primary Actions are those that are more transformative in nature and require contributions from multiple stakeholders, through partnership and collaborative efforts, to be delivered across this phase of the strategy. These actions are themed across the overarching Safe System approach. Each action has a listed 'Lead' partner who will be responsible and accountable through oversight for delivery.

The 77 Supporting Actions reflect a wider range of important activities being undertaken by the partners of the Road Safety Strategy. They are evidenced based, supplementing, and enhancing the effects of the Primary Actions and road safety more broadly.

It is important to note that the actions listed here are not the only measures being undertaken by the partners involved in the strategy. Each of the partners has their own objectives and planning processes, which will include many activities contributing to improve road safety.

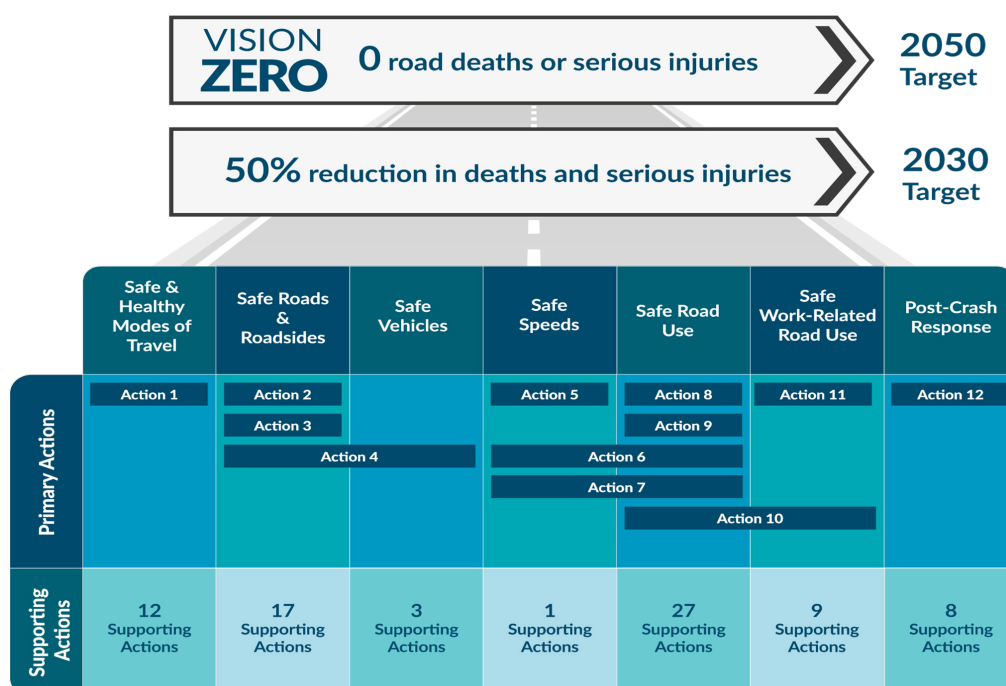


Figure 6: Government Road Safety Strategy 2021-2030
(Phase 2 Action Plan 2025-2027)

5.2 The principal aims of achieving this objective in the Longford Road Safety Plan 2025 to 2027 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 2021-2030

5.3 Critical Success Factors

The key challenges facing road safety in Ireland are outlined in the National Road Safety Strategy. There are 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

In line with the National Strategy, the Longford Road Safety Action Plan 2025 to 2027 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 through all phases.

6. Longford County Council Action Plan 2025-2027

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 in Phase 2 of Longford County Council Road Safety Action Plan.

6.1 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.

Primary Action 1	Invest in safety enhancements to sustainable transport infrastructure to support public transport usage and active travel modes	Lead/Support Partner
	A. LCC will implement five kilometres of new, or upgraded, segregated active travel infrastructure for pedestrians and cyclists.	NTA/LA
	B. LCC to upgrade ten junctions or crossings to facilitate active travel modes through the provision of improved crossing facilities and speed reduction of vehicles.	NTA/LA
	C. LCC to provide ten safe bus stops with safe crossings where feasible in towns and rural locations to support safe public transport usage	NTA/LA
	D. LCC to deliver five additional front-of-school treatments through the Safe Routes to School Programme.	NTA/An Taisce/DOT/LA
Actions	Support Actions	Lead/Support Partner
1	Progress the delivery of the National Cycle Network (NCN) as set out in the published plan.	TII/LA
2	Deliver safety improvements to national roads adjacent to County Longford schools to reduce speeds and improve active travel.	TII/LA
3	Collaboration between the LCC, TII and NTA to develop comprehensive cycle network plans covering the Longford area.	NTA/TII/ LA

6.2 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.

Primary Action 2	Expand Network Safety Analysis of the road network to identify high-risk locations, guide investment decisions, and prioritise safety interventions by evaluating the collision history and geometric characteristics:	Lead/Support Partner
	A. Expand the Network Safety Analysis for the regional road network and include the local road network.	DOT/RSA/TII
	B. Expand the Network Safety Analysis for the urban road network, focusing on the five cities.	NTA/DOT/LA/RSA
Primary Action 3	Progress implementation of divided roads across the National Road Network in-line with the RISM directive and the Speed limit Review	Lead/Support Partner
	A. Prepare a plan and associated standards in-line with the recommendation of the Speed Limit Review regarding dividing high speed (>80 km/h) National Primary Roads.	TII/LA
	B. Undertake a trial, in tandem with Action 2A, to divide existing undivided high speed (>80 km/h) National Primary Roads.	TII/LA
Actions	Support Actions	Lead/Support Partner
1	Identify and implement the required legislation to strengthen the Road (Local) Authority role in the management of road openings and road reinstatements by other sectors seeking access to the road for services, utilities and other uses.	DOT/LA/TII
2	LCC to deliver on average two Minor Safety Improvement Schemes on National Roads per year at road sections with low safety levels, as required by the RISM Directive.	TII/LA
3	Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	NTA/BE/ LA
4	Review and make recommendations for the provision of a dedicated resource in Longford to progress road safety scheme and strategy actions.	DOT/LA

6.3 Priority Area: Safe Vehicles

The safe vehicles aspect of the Safe Systems approach aims to improve road user safety by establishing legislative standards and initiatives to prevent collisions and reduce their severity.

Action 4 also relates to Safe Roads and Roadsides

Primary Action 4	Advance the safe deployment of Connected and Automated Vehicle (CAV) technology, Intelligent Transport Systems (ITS) and other new traffic and vehicle safety technologies in Ireland	Lead/Support Partner
	A. Develop a national strategy to support the implementation of CAV, including bringing forward legislation and providing for vehicle testing and Type Approved Level 2 CAV vehicle deployment.	DOT/NSAI/ RSA/TII
	B. Develop an implementation plan for deployment measures necessary under the Intelligent Transport Systems Directive.	DOT/LA/NTA/ TII
	C. Promote the uptake and understanding of driver assistance systems which apply under the General Safety Regulation (in force for new vehicles since 2024) as well as further adoption of technology such as speed limiters and CAV technology.	DOT/NSAI/ RSA

6.4 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.

Primary Action 5	Invest in safety enhancements to sustainable transport infrastructure to support public transport usage and active travel modes	Lead/Support Partner
	A. Reduce the default speed limit on national secondary roads from 100km/h to 80km/h. B. Making of special speed limit bye-laws to extend the number of 30km/h speed limit zones in urban and built-up areas, combined with infrastructural works where feasible to reduce collision risk. C. Where appropriate LCC will introduce periodic speed limits at front-of-school locations on roads that are not on the national network.	DOT/AGS/LA/TII LA/AGS/DOT/NTA/TII LA/DOT/NTA
Actions	Support Actions	Lead/Support Partner
1	LCC and AGS will continue to review traffic speeds and conditions at schools and high risk locations and implement safety works where appropriate.	TII/NTA/AGS/LA
2	Deliver and support education and awareness interventions to raise awareness of the benefits of and build community support for 30kph zones in urban areas.	RSA/CCMA/LA

6.5 Priority Area: Safe Road Use

Safe road use incorporates a wide range of safety behaviors 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. **Action 6 & 7 also relates to Safe Speeds.**

Primary Action 6	Expand the efficiency and capability of camera based enforcement to improve road safety by changing driver behaviour	Lead/Support Partner
	A. Implement the National Safety Camera Strategy which was prepared during Phase 1 B. Consider the use of camera-based enforcement to automatically detect mobile phone use and non-wearing of seat belts. C. Expand in a sustainable manner the use of cameras for traffic management improvements and enforcement of other offences where road safety is likely to also benefit.	TBC following completion of National Safety Camera Strategy DOT/AGS/DOJ NTA/AGS/Court Service/LA/TII

Primary Action 7	Take measures to improve driver behaviour that will increase the safety of all road users	Lead/Support Partner
	A. Enhance the learning to drive programme based on evidence from international best practice, in tandem with improvements in the driving test. B. End the practice whereby learner drivers can roll over learner permits without the requirement to sit a test. C. Develop the legislation and framework for attendance on a Speed Awareness Course being imposed as part of a sanction for certain road traffic offences. D. Develop the legislation for graduated speeding sanctions, ensuring a structured and proportionate approach to penalising speed violations based on severity and risk.	RSA DOT/RSA DOT/AGS/ Court Services/DOJ/ RSA DOT/AGS/ Court services/DOJ
Primary Action 8	Use enhanced Garda access to the Department of Transports NVDF database of all licensed drivers and registered vehicles to support evidence-based roads policing enforcement.	Lead/Support Partner
		AGS/DOJ
Primary Action 9	Education is a key measure in addressing and improving driver behaviour and in achieving better safety outcomes for all road users. While education is important for road users of all ages, the focus of the strategy is on drivers of the future to instill good behaviours from an early age.	Lead/Support Partner
	A. Map out the currently delivered road safety education initiatives (RSA, AGS, Local Authority led) across the country to ensure best use of resources and identify the gaps. B. Coordinate and target education interventions in areas where current coverage has gaps and areas with poor or deteriorating road safety records. C. Consider the potential to expand the suite of educational programmes, to bring sustained interventions for individuals from primary school through to third level, to build on the new TY programme successfully initiated in 2024.	RSA/AGS/ DOE/LA RSA/AGS/ DOE/LA RSA/AGS/ DFHERIS/ DOE

Actions	Support Actions	Lead/Support Partner
1	Review the effectiveness of Longford County Council Road Safety Working Together Group (RSWTG) to coordinate multiagency road safety policy and implementation at a local level and implement any recommendations.	RSWTG All Stakeholders
2	The RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.	RSWTG All Stakeholders
3	Implement specific educational measures aimed at protecting vulnerable road users.	RSA/LA/AGS
4	Produce and publish a report on e-scooter usage in Ireland, including casualty trends, survey data, hospital data and AGS detections.	AGS/HSE
5	Deliver and support road safety campaigns targeting drivers to highlight the risks faced by vulnerable road workers.	RSA/LA/AGS
6	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	LA/AGS/ Various Groups

6.6 Priority Area: Safe Work-related Road Use

Safe work-related road use aims to systematically manage travel safety, minimising risks while providing employees with essential training and resources across all transportation modes.

Action 10 also relates to Safe Road Use

Primary Action 10	An Alcohol Ignition Interlock is a breathalyser fitted to a vehicle preventing it from starting until the driver provides a breath sample below a designated limit. The Medical Bureau of Road Safety (MBRS) tested and approved a number of interlock products in Phase 1 of the strategy, to support the voluntary uptake of these devices particularly by organisations with large vehicle fleets. In Phase 2, proposals will be brought forward, based on expert medical research, for the possible mandatory use of alcohol interlocks, alongside rehabilitation courses, as a sanction for drink driving in certain cases. This work will lay the groundwork for a further action on their deployment in Phase 3.	Lead/Support Partner DOT/Court service/DOJ/ HSE/ MBRS/RSA
Primary Action 11	Implement a multi-agency intervention programme on safe work-related road use, including education, evidence engagement, and enforcement activities	HSA/AGS/ NTA/RSA
Action	Support Actions	Lead/Support Partner
1	LCC provide ongoing Certificate of Professional Competence (CPC) training for employees who drive council vehicles.	RSA/LA

6.7 Priority Area: Post Crash Response

An effective post-crash response involves prompt emergency notifications, skilled medical care, and quick transportation to trauma facilities alongside rehabilitation and community engagement for recovery and road safety.

Primary Action 12	Investments in infrastructure improvements can greatly enhance road safety. Where possible such investments should be evidenced based. Improving the sharing and use of collision data can be used to better inform and enhance road safety interventions	Lead/Support Partner
	A. Pass National Vehicle and Driver File Bill 2025 to allow Local Authorities to resume accepting and processing collision data. B. Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.	DOT/LGMA/ LA LA/DOT/ LGMA/ RSA
Action	Support Actions	Lead/Support Partner
1	LCC will maintain and promote the Collision Prevention Programme to ensure communication and cooperation between Longford County Council and other agencies.	AGS & LA/ TII/AGS/DOT

7. Conclusion

Longford County Council Local Road Safety Action Plan 2025-2027 is a framework that will enhance road safety within our county. Road Safety is the responsibility of all road users and all road users must play a part in making our roads a safer place.

This plan provides a holistic approach to reducing traffic related injuries and fatalities by prioritising education, enforcement and engineering while emphasising 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.

ABBREVIATIONS

AGS	An Garda Síochána
BÉ	Bus Éireann
CCMA	City & County Managers Association
DFHERIS	Department of Further and Higher Education, Research, Innovation and Science
DOE	Department of Education
DOJ	Department of Justice
DOT	Department of Transport
HSA	Health and Safety Authority
HSE	Health Service Executive
KPI	Key Performance Indicator
LCC	Longford County Council
LGMA	Local Government Management Agency
MBRS	Medical Bureau of Road Safety
NTA	National Transport Authority
NVDF	National Vehicle and Driver database
RSA	Road Safety Authority
RSWTG	Road Safety Working Together Group
RISM	Road Infrastructure Safety Management
TII	Transport Infrastructure Ireland

