

VISION
ZERO



Leitrim County Council
Comhairle Chontae Liatroma

COUNTY LEITRIM

Phase 2

**ROAD SAFETY
ACTION PLAN**

2025 -2027





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Ireland's Government Road Safety Strategy 2021 – 2030

Phase 2 Action Plan 2025 – 2027

Foreward

The fifth Government Road Safety Strategy, covering the period from 2021 to 2030, was published in December 2021. Since the publication of the first such strategy in 1998, we have witnessed a remarkable transformation in road safety in this country. From 472 road deaths in 1997 just prior to the first strategy, the figure was reduced to 134 in 2021. Ireland went from one of the countries with the worst road safety records in Europe to a recognised global leader. We can be rightly proud of this achievement.

Road deaths increased in 2022 and again in 2023. The early months of 2024 continued this worsening trend. However, following coordinated and collective action taken by all road safety partners in mid 2024, the increase in fatalities slowed and stabilised. Deaths are still too high, one death is one too many, but this showed improvements can be made and that progress needs to be sustained. Experience has shown us that dramatic improvements are possible, and within a short period. This Government is committed to driving further such improvements in the coming years.

While we did not see the improvements in road safety that we hoped for during Phase 1 of the current Strategy, a number of significant initiatives were delivered over the past three years. These include the completion of the Irish Motor Insurance database, which is helping An Garda Síochána to quickly and efficiently put thousands of uninsured drivers off the road, publication of the Speed Limit Review and implementation of its first phase on rural local roads, and the introduction of mandatory drug testing at the scene of serious collisions, supported by the provision of rapid testing devices to Gardaí. The Road Safety Authority was central to the delivery of many actions in Phase 1, and will continue its important role in Phase 2, in particular in expanding and enhancing road safety education and campaigning. There are more examples of actions delivered successfully during Phase 1, and collectively they lay the foundation for further improvement in the coming years.

In developing this Phase 2 Action Plan for the period from 2025 to end 2027, we have been guided by expert input from stakeholders and a review of the strengths and weaknesses of the Phase 1 plan. We would particularly like to express our sincere gratitude to the members of the Road User Safety Forum for volunteering their time and expertise to contribute to this Action Plan. We look forward to their continued input during Phase 2.

Based on this consultation and analysis, in the coming years our primary focus will be on the delivery of 12 primary actions requiring collaboration across all road safety partners and with the potential for truly transformative impacts. These include, for example, continued investment in safe sustainable transport, rollout of safer default speed limits, the much-expanded use of data sharing, camera-based enforcement and other technology advancements, and the development and delivery of an integrated programme of road safety education across a person's life. These primary actions are supplemented by 77 supporting actions, many of which will also bring substantial road safety benefits. As with the previous Action Plan, these actions are grouped according to the seven Safe System pillars.



We are writing this foreword in the weeks following the death of roads policing officer Garda Kevin Flatley while on duty. While any death on our roads is a tragedy, it is particularly shocking when a member of An Garda Síochána is killed in the course of their duties. This death is a call to action and we endorse the Garda Commissioner's call for a road safety reset in this country. We believe that this Action Plan forms the basis for that reset in the coming years.

Government has recently approved the General Scheme of the National Vehicle and Driver File Bill 2025, which includes a number of important road safety related provisions. We will shortly bring forward proposals for a Road Traffic Bill 2025 that will provide for, among other items, the introduction of graduated penalties for speeding and the consideration of re-education courses to be introduced as part of the sanctions available for certain road traffic offences. These Bills will be treated as a priority by this Government, as these will enable primary actions in this Action Plan and the delivery of key Programme for Government commitments in the area of road safety, helping to ensure that we make our roads safer for all road users.

Signed



Micheál Martin TD

Taoiseach



Simon Harris TD

Tánaiste, Minister for Foreign Affairs and Trade and Minister for Defence



Darragh O'Brien TD

Minister for Transport and Minister for Climate, Energy and the Environment



Jim O'Callaghan TD

Minister for Justice, Home Affairs and Migration



Seán Canney TD

Minister of State for International and Road Transport, Logistics, Rail and Ports



Jerry Buttimer TD

Minister of State for Rural Transport and Minister of State for Community Development and Charities



County Leitrim Phase 2

Road Safety Action Plan 2025 – 2027

Introduction by Leitrim County Council Chief Executive

The Government Road Safety Strategy 2021 – 2030 has very ambitious targets for reducing road deaths and serious injuries on Irish roads over the duration of the Strategy and the 3 Phases of Action Plans within the Strategy. Achievement of the targets as set out in the Strategy and the 3 Phase Action Plans is dependent on a number of critical success factors including co-operation and dedicated partnership working between all of the key stakeholders involved in road safety. The Government Phase 2 Road Safety Action Plan 2025 – 2027 was launched in Summer 2025. Leitrim County Council is committed to playing our part in reducing the number of fatalities and injuries on our roads. The County Leitrim Road Safety Strategy 2023 - 2030 and Phase 2 Road Safety Action Plan 2025 – 2027 is our roadmap for reducing deaths and injuries on our roads over the period 2025 – 2027 and onwards to 2030 and to achieving the long term goal of Vision Zero (Zero road deaths or serious injuries) by 2050.

Unfortunately, the last number of years has seen an increase in the number of road deaths on our roads – Road deaths increased in 2022 and again in 2023, then stabilised in 2024, but unfortunately increased again in 2025. Road deaths are too high, every death is one too many. However, improvements can be achieved and progress needs to be sustained. We must continue to strive towards the aims and objectives as set out in the Government Road Safety Strategy 2021 – 2030.

In 2023, Leitrim County Council published the County Leitrim Road Safety Strategy 2023 – 2030 and the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024. During the period of the Phase 1 County Leitrim Road Safety Action Plan 2023 – 2024, a lot of work has been undertaken in order to make our roads safer for all road users. Many of the road safety initiatives included in the County Leitrim Road Safety Strategy 2023 – 2030 and the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024 have been undertaken and good progress has been made. We have in place our Multi Agency Road Safety Working Together Group (RSWTG) which includes representatives from all of the main Stakeholders involved in Road Safety. This Phase 2 County Leitrim Road Safety Action Plan 2025 – 2027 has been drawn up and finalised by our RSWTG following a review of progress to date under the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024. Much work has been done but much work remains to be done if the targets and aims of our Road Safety Strategy and Action Plans are to be achieved. The success of this plan will depend on the sustained commitment by all of these stakeholders in implementing the actions included in this Plan and also on all road users to act responsibly on our roads. Road Safety is a shared responsibility among all elements of the traffic management system and among all road users. The priority for us all, government departments, agencies, industry, representative bodies, and individuals is to embrace the shared responsibility that's at the heart of this Road Safety Strategy.

One of the key parts of this Strategy and our Action Plans will be the delivery of safe roads and roadsides and the delivery of safe, segregated infrastructure to protect those walking and cycling on our roads – Our Active Travel Projects and Safe Route to Schools Projects will be key measures in promoting and achieving safe and healthy active travel with benefits for all in terms of improved road safety and will also assist in supporting environmental and health benefits for all. This Strategy will prioritise the safety of those who are most vulnerable, ensuring their right to travel the roads safely is protected. Leitrim County Council is committed to providing safe and sustainable transport infrastructure. Our ongoing investment in road improvements, footpath upgrades, cycling and walking infrastructure represent much more than a capital investment but also an investment in the safety of all road users. Every improved road, enhanced junction, every new cycle lane, walking trail, improved footpath and pedestrian crossing serve as an investment in road safety.

On behalf of Leitrim County Council, I wish to thank the members of the Road Safety Working Together Group for their valuable work and I am pleased to present the County Leitrim Phase 2 Road Safety Action Plan 2025 – 2027.



1. Introduction

1.1 Government Road Safety Strategy 2021 - 2030

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

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

Current Average Road Deaths per annum:144

Targeted Reduction: 72 or lower

Current Average Serious Injuries per annum: 1,259

Targeted Reduction: 630 or lower

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

- Phase 1 Action Plan 2021 – 2024 (complete)
- Phase 2 Action Plan 2025 – 2027 (current action plan)
- Phase 3 Action Plan 2028 – 2030

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

- 15% reduction in fatalities by 2024 (End of Phase I) - A reduction from 144 Fatalities to 122 or lower by 2024
- 10% reduction in serious injuries by 2024 (End of Phase I) – A reduction from 1,259 Serious Injuries to 1,133 or lower by 2024
- 50% reduction in fatalities by 2030 – A reduction from 144 Fatalities to 72 or lower by 2030
- 50% reduction in serious injuries by 2030 – A reduction from 1,259 Serious Injuries to 630 or lower by 2030

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



2. Safe System Approach to Road Safety

2.1 Strategic Approach

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

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

2.2 Safe System Priority Intervention Areas

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

1. Safe Roads and Roadsides

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

2. Safe Speeds

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

3. Safe Vehicles

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

4. Safe Road Use

To improve road user standards and behaviours in line with traffic legislation, supported by enforcement - Safe road use incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints. It also includes public education and awareness campaigns and harnessing the benefits of safety technologies so that we share our roads safely, mitigating the risk of fatalities and serious injuries.



5. Post-Crash Response

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

6. Safe and Healthy Modes of Travel

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

7. Safe Work Related Road Use

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

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

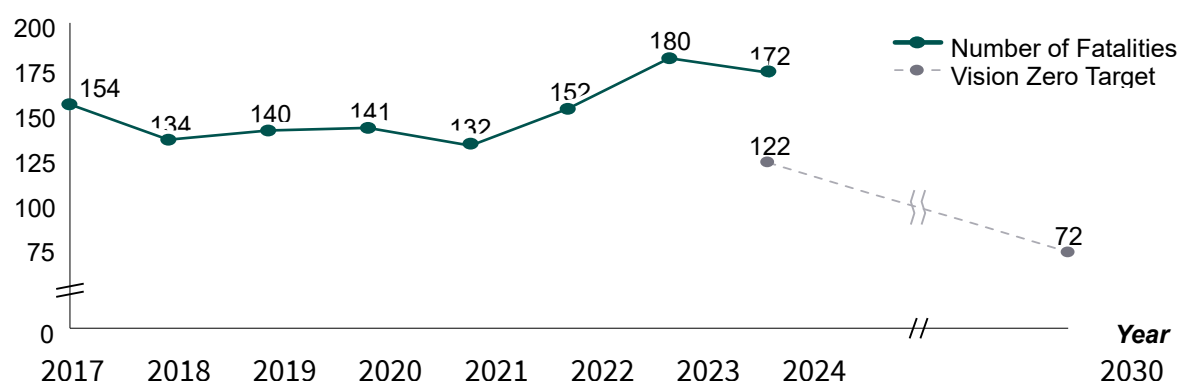
3. Government Phase 2 Action Plan 2025 – 2027

3.1 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. 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).

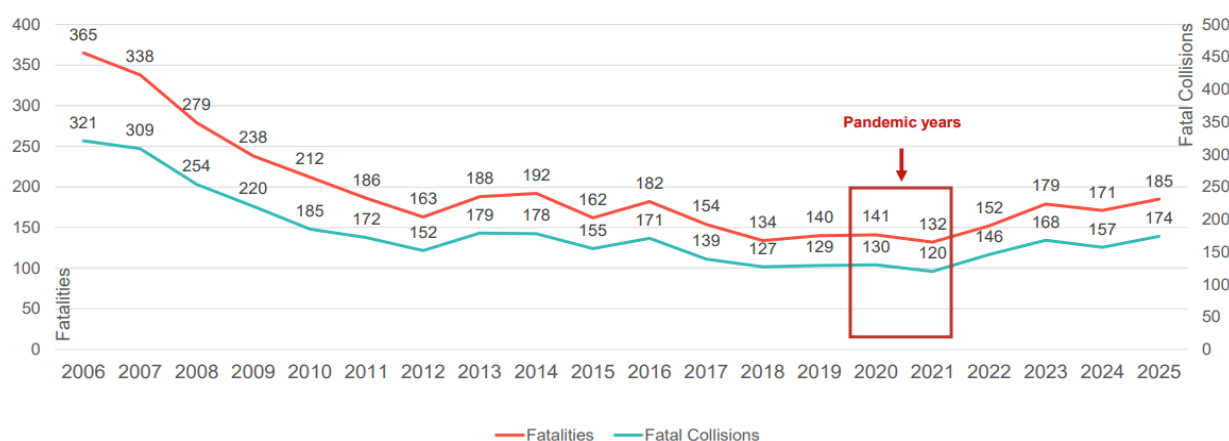


To be on course to achieve Vision Zero by 2050, Ireland would need to reduce fatalities by 2030 to 72 annually. The chart below shows the pathway to this 2030 target compared to the number of fatalities recorded in each year of the Strategy so far. The trends of recent years makes achieving this target challenging. While fatalities increased in 2022 and 2023, 2024 showed some stabilisation and then improvement. Unfortunately, 2025 saw an increase in road fatalities again, with 185 fatalities on Irish roads in 2025. The Phase 2 Road Safety Action Plan aims to reverse the current trend and get back on track towards achieving the goals as set out above.



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

Long-term trend



Note: All data for 2022-2025 are provisional and subject to change.



3.2 Government Phase 2 Action Plan 2025 - 2027

The Government Road Safety Strategy 2021 – 2030 was divided into 3 Action Plans which allows for reprioritisation of activities at the end of each phase based on emerging road safety trends. Lessons learned from a previous Phase Action Plan can inform the development and shape of the next Phase Action Plan. The Government Phase 2 Action Plan 2025 – 2027 focuses on a more streamlined set of high-impact actions with clear targets – the Government Phase 2 Action Plan 2025 – 2027 has 12 Primary Actions which aim to deliver significant impacts on road safety in Ireland. The senior stakeholders involved will be responsible for driving delivery of these primary actions. The Action Plan also includes a series of ongoing Supporting Actions by each partner that will deliver road safety objectives across Ireland.

3.3 Safety Performance Indicators (SPIs)

There are 15 key Safety Performance Indicators (SPI's) included in the Government Road Safety Strategy (GRSS) 2021 – 2030. These are aligned to the overall 2030 and 2050 targets for fatalities and serious injuries. These SPI's are evidence 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 Government Phase 2 Action Plan 2025-2027.



Safety Performance Indicators (SPIs)

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.		Not Available
4	% of distance driven over roads with a safety rating above an agreed threshold.		Not Available
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'.		Not Available
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.		Not Available
9	% of new passenger cars with a 5-star Euro NCAP rating.		Negative
10	% of new passenger cars with autonomous emergency braking to prevent collisions with pedestrians and cyclists (pedestrian AEB).		Not Available
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 helmet.		Positive
15	% of drivers and riders of motorised vehicles without alcohol; without other drugs which impair driving; and without fatigue.		Positive

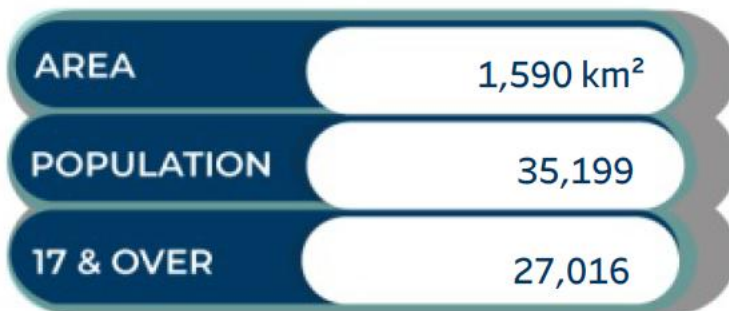
Road Safety Strategy 2021-2030 Phase 2 Action Plan 2025-2027- Based on 2023 data



4. Profile Of County Leitrim

4.1 County Leitrim - Demographics, Roads Network And Enforcement

Demographics



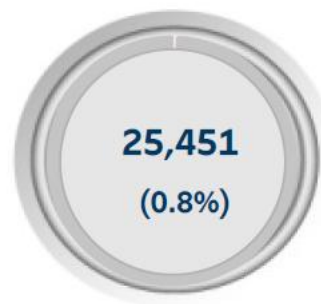
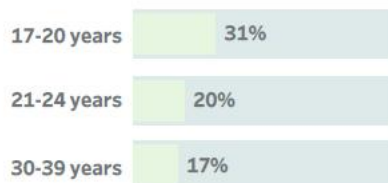
Car Drivers

Total Car Drivers : 27,314



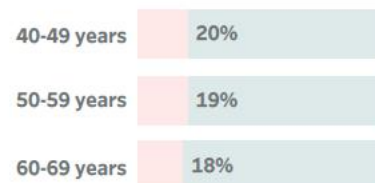
Car Learner Driver

Prevalent Age Groups



Car Driving Licence

Prevalent Age Groups





Roads Network



Enforcement

Enforcement



GoSafe Van Locations

National Roads	Local & Regional Roads	Total
2	13	15
(13%)	(87%)	(100%)

Penalty Points

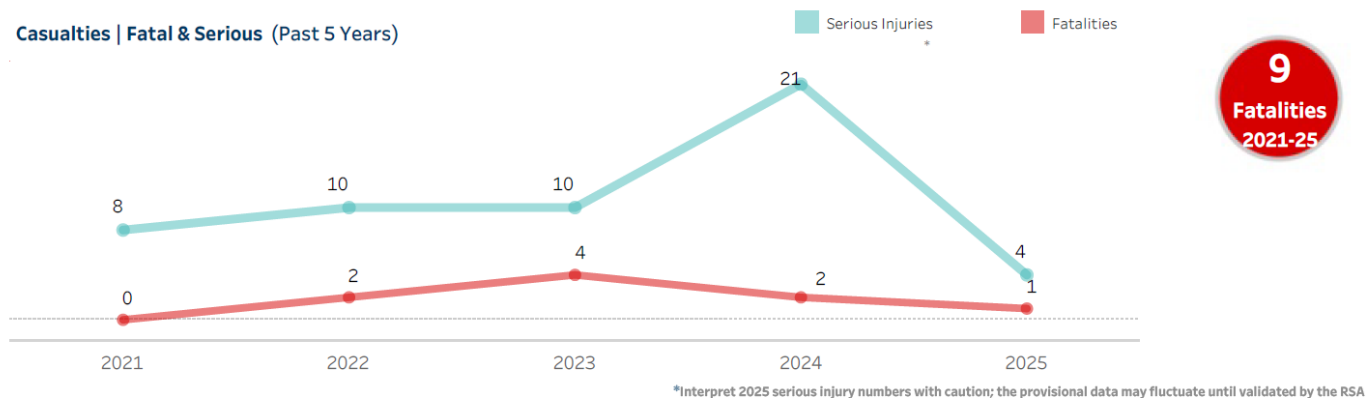
3,143 Drivers held points
at the end of August 2025



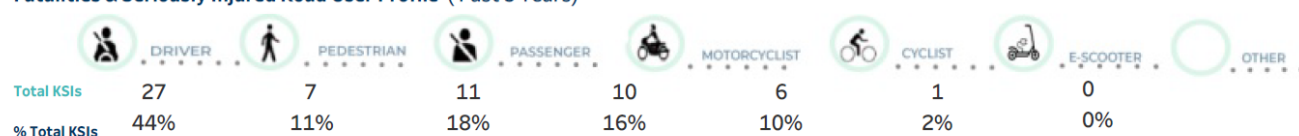
4.2 County Leitrim - Collisions Statistics

Collisions

Casualties | Fatal & Serious (Past 5 Years)



Fatalities & Seriously Injured Road User Profile (Past 5 Years)



Fatalities & Seriously Injured | Age



The number of people killed and Seriously Injured on Roads in County Leitrim in the period 2021 to 2025 is set out below:-

Casualty Trends in County Leitrim 2021 to 2025						
Year	2021	2022	2023	2024	2025	Average
Fatalities	0	2	4	2	1	2
Serious Injuries	8	10	10	21	4	11
Total	8	12	14	23	5	13

Note: All Data for 2022 to 2025 are provisional and subject to change



185
deaths
on
public
roads

**Up 14 on
last year**

1 Jan 2025 - 31 Dec 2025

Please note: all figures are
provisional and subject to
change.



Road deaths by County 2025 (Road Safety Authority Research Department)



5. County Leitrim Phase 2 Road Safety Action Plan 2025 - 2027

5.1 County Leitrim Road Safety Strategy 2023 – 2030

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

- County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024 – now completed
- County Leitrim Phase 2 Road Safety Action Plan 2025 – 2027 – Current action plan
- County Leitrim Phase 3 Road Safety Action Plan 2028 – 2030

5.2 Aims And Objectives Of The County Leitrim Road Safety Strategy 2023 – 2030 and Action Plans

The Road Safety Working Together Group (RSWTG) collaborated on the County Leitrim Road Safety Strategy 2023 – 2030, the Phase 1 Action Plan 2023 – 2024 and the Phase 2 Action Plan 2025 – 2027. The Phase 1 Action Plan 2023 – 2024 has now been completed and this Phase 2 Action Plan will be in place for the period 2025 – 2027.

The principal aims of the County Leitrim Road Safety Strategy 2023 – 2030 and the 3 Phases of Action Plans are as follows:

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

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

5.3 Evaluation Of Co. Leitrim Phase 1 Road Safety Action Plan 2023 - 2024

Over the period of the County Leitrim Phase 1 Road Safety Action Plan 2023 – 2024, the following road safety actions were undertaken and completed (these includes measures undertaken in 2022 when the Phase 1 Action Plan was being drawn up):-

- County Leitrim Road Safety Strategy 2023 – 2030 and Phase 1 Road Safety Action Plan 2023 – 2024 published
- Road Safety Working Together Group (RSWTG) established and meets at regular intervals to review road safety issues – This Group brings together the main stakeholders involved in Road Safety – An Garda Síochána; Leitrim County Council; the RSA; the TII; A representative from An



Taisce Green Schools; A representative from the Education Sector, A representative from the Health Sector; A representative from the Emergency Services and a number of representatives from the Youth Sector.

- Delivery of the annual Road Works Programme for 2022, 2023, 2024 & 2025 – This Annual Programme includes National Primary Road Improvement & Maintenance, Restoration Improvement and Maintenance Projects on Non National roads, Low Cost Safety Works, Bridge Rehabilitation Programme, Climate Adaptation Works, Winter Maintenance, Maintenance of Roads, Bridges etc.
- A total of 30 Low Cost Safety Schemes on non-national roads were completed over the period 2022 – 2025 – 9 in 2022, 7 in 2023, 5 in 2024, 9 in 2025
- Winter Maintenance Programme – Treatment of roads under the annual Winter Maintenance Programme which includes all National and Regional Roads and some strategic local roads.
- National Primary Improvement works – The N16 Drummahan Realignment Scheme has been completed (2022), the N4 Carrick on Shannon By-Pass and Traffic Management Project is progressing towards planning stage, a number of Pavement Overlay Schemes have been completed on National Primary Roads in the County, Safety Improvement works have been completed at a number of locations and junctions along the national primary roads network in the county
- Implementation 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 where a fatality occurred on the county roads network
- Hedge Cutting Grant – Leitrim County Council provide a Hedge Cutting Grant to encourage land owners/occupiers to cut hedges and trees along the public road network in order to improve road safety for all road users. In 2024, this Grant Scheme was extended to include an additional grant for the cutting of dangerous overhanging Tree Canopies along public roads. The uptake on this Grant Scheme has continued to increase each year.
- Provision and maintenance of Pedestrian Crossings and appropriate traffic calming measures
- Public Lighting – The upgrade of public lighting in the county to LED is being progressed and approx. 95% of our Public Lighting has now been upgraded to LED.
- Active Travel Schemes – The Active Travel Department of Leitrim County Council continue to deliver Active Travel Schemes across the County which contribute to safe walking and cycling infrastructure thereby encouraging people, including children, to switch to active modes of transport
- **Safe Route to Schools (SRTS)** – Safe Routes to School Schemes continue to be delivered
 - Drumlease National School - SRTS completed in 2023
 - St. Joseph's National School, Leitrim Village – SRTS completed in 2024
 - Mohill Community College – SRTS completed in 2026
 - St. Clare's NS Manorhamilton – Currently under construction
 - Ballinamore National School – Currently at Design Stage
 - Drumeela National School – Currently at Design Stage
 - Drumshanbo Vocational School – Currently at Design Stage
 - Carrigallen National School – Awaiting Design
 - Drumshanbo National School – Awaiting Design
- Provision of Bus Shelters at established Bus Stop Locations around the county
- Road Safety Code of Conduct – A Road Safety Code of Conduct was provided to Ballinamore National School for distribution to all parents/guardians of children attending the school – Parents/Guardians have signed up to this Code of Conduct and it is hoped that this will improve road safety at this school.



- Road Safety Education Initiatives delivered in conjunction with An Garda Siochana and the RSA
 - Leitrim County Council in conjunction with the RSA and An Garda Siochana visit schools to deliver road safety education to students – The format of these Road Safety Education events include Road Safety Presentations delivered by members of An Garda Siochana and the RSA Road Safety Education Officer and the RSA Shuttle also attends on the day:-
 - Road Safety Education Event at Carrick on Shannon Community School in 2022 – Approx. 50 students benefitted from this event
 - Drumshanbo Vocational School – Leitrim County Council provided financial assistance to this School towards the cost of a road safety education event which the School ran in 2023 in conjunction with the Irish School of Excellence – Approx. 70 Students benefitted from this Road Safety Programme
 - Road Safety Education Event at Mohill Community College & Youth Reach Service in Mohill in 2023 – Approx. 220 Students benefitted from this Road Safety Education event.
 - Road Safety Education Event at Ballinamore Community School & Lough Allen College, Drumkeeran in 2024 - Approx. 240 Students benefitted from this Road Safety Education event.
 - Road Safety Quiz organised by An Garda Siochana in May 2025 in conjunction with Leitrim County Council - 5 Secondary Schools in the County participated
 - Road Safety Education Event in Carrigallen Vocational School in October 2025 – Approx. 150 Students benefitted from this Road Safety Education Event.
 - The Cycle Right Programme is the National Standard for cycle safety training. In County Leitrim, the Cycle Right programme is delivered in conjunction with Leitrim Sports Partnership. This Programme continues to be provided in National Schools around the County. This Programme provides practical cycle safety and skills training to children in order to promote competent and confident cyclists.
- Ongoing Road Safety Campaigns and Promotion of road safety in conjunction with An Garda Siochana and the Road Safety Authority.
- Regional Road Safety Promotional Campaign in association with i-Radio and TikTok – In 2022, Leitrim County Council participated in this regional road safety promotion campaign - the focus of this campaign was to get young people to think about road safety. This Road Safety campaign won Gold at the IMRO Awards in 2022 and was shortlisted for an Award in the 2022 RSA “Leading Lights in Road Safety Awards”
- Over the Christmas and New Year period 2025, Leitrim County Council participated in a Road Safety advertising campaign on Shannonside FM. This Campaign was ran in cooperation with Longford and Roscommon County Council’s.
- Speed Limits – In 2024 a nationwide review of Speed Limits on rural local roads was completed. Following this review, the Speed Limit on all Rural Local Roads in County Leitrim was reduced from 80 KM/Hour to 60 KM/Hour effective from 7th February, 2025. A review of all other Speed Limits will be undertaken.
- Speed Monitoring – Speed monitoring is carried out by Leitrim County Council at locations where speeding issues have been identified. Also, Leitrim County Council has installed a large number of Driver Feedback Signs (DFS) around the county which provide drivers with feedback on their speed and the need to slow down – The results of this Speed Monitoring and data from the DFS’s is downloaded and made available to An Garda Siochana for them to carry out follow up speed enforcement checks at these locations.

Enforcement – An Garda Siochana

- Deployment of Speed Cameras at collision prone zones
- Ongoing Speed checks
- Mandatory Intoxicant Checkpoints
- Multi Agency checkpoints in conjunction with the RSA



- Enforcement of Road Traffic Legislation
 - Presence at Schools for traffic management as required
 - Road Safety Education
- Road Safety Authority (RSA) - The Road Safety Education Officer for this Region is continually involved in the provision of road safety education in Schools, Sports Clubs, Community Groups, Workplaces and other locations around the County.

While much work has been done under the Phase 1 Road Safety Action Plan 2023 – 2024, more work remains to be done to improve road safety on our roads and reverse the current trend which has seen an increase in fatalities on Irish roads.

5.4 Road Safety Initiatives Undertaken Nationally Since The Publication Of The Government Road Safety Strategy 2021 - 2030

At a National Level, since the publicitation of the Government Road Safety Strategy 2021 – 2030, many Road Safety Initiatives have been introduced, legislative changes made, and road safety promotional campaigns ran in order to improve road safety for all road users on our roads. Some of these Initiatives are set out below:-

- Fines for Road Safety Offences doubled in October 2022 – Fines for speeding doubled to €160; Fines for non wearing of seat belts and mobile phone use doubled to €120; Fines for unaccompanied learner drivers doubled to €160; Fines for non-display of “L” and “N” Plates doubled to €120
- A New roadside drug testing system was launched as part of the 2022 Christmas and New Year Road Safety Campaign – this new drug testing device has been operational since December 2022. In May 2025, the RSA launched a new Drug Driving TV-led campaign in association with An Garda Siochana to raise awareness of the consequences for a driver who drives under the influence of drugs.
- RSA E-Scooter Campaign – A new e-scooter road safety campaign commenced in May 2024 ahead of the legalisation on the use of e-scooters on Irish Roads in May 2024
- All New Vehicles to be equipped with Advanced Safety Systems – From July 2024, all newly manufactured vehicles sold in Ireland must come equipped with a range of advanced safety systems. This follows the implementation of an EU Regulation which aims to significantly reduce deaths and serious injuries on roads by mandating certain Advanced Driver Assistance Systems (ADAS) in new vehicles. The regulations cover the introduction of a wide range of technologies, including drowsiness detection, blind spot information systems, advanced emergency braking, alcohol interlock installation facilitation and intelligent speed assistance.
- Driving Test Waiting Times – In September 2025, the RSA confirmed that it has delivered on its commitment to reduce waiting times to an average of 10 weeks and increase capacity across the national driver testing service
- RSA announced a 3 Year Partnership with Electric Picnic in 2024 to deliver important life-saving road safety messages around the festival. This Partnership is part of an RSA Strategy to reach a youth audience to support them on their road safety journey, particularly with the rise in youth road fatalities. A highlight of the RSA’s presence at Electric Picnic was the Flinebox, a self service breathalyser, the same breathalyser as used by An Garda Siochana. The RSA can now make the Flinebox service available for other festivals/events – the Flinebox allows event/festival goers to plan their journeys and use the Flinebox service to make informed safe decisions.
- Transition Year (TY) Road Safety Education Training – The “**Road Safety Matters**” Programme was launched in September 2024. This Programme is an innovative teacher led programme



developed by the RSA in partnership with Irish Public Bodes (IPB) Insurance, the Department of Education and the Department of Transport. The RSA deliver the training to teachers of TY Students and the teachers in turn deliver the training to their TY Students.

- Learner Permit changes – A step towards safer and fairer Driving. New regulations were signed by the Minister for Transport to address repeated learner-permit renewals. The changes, which take effect from 1st November 2026, will ensure that learner permits continue to serve their intended purpose — to help people learn to drive safely, build real experience behind the wheel, and develop the skills needed to pass the driving test. Under the new rules, the following will apply:
 - Learner drivers will need to have taken a driving test within the previous two years to renew a third or fourth learner permit.
 - A fourth permit will be valid for one year only.
 - After seven years or four permits, a learner wishing to continue must restart the learning-to-drive process, including the theory test, lessons, and driving test.

The new measures apply to cars (B), tractors/work vehicles (W), motorcycles (A, A1, A2) and mopeds (AM).

- RSA Inaugural Road Safety Youth Forum – This Youth Forum had its first meeting in April 2024. The Forum, consisting of 20 young people between the ages of 12-25, aims to start a conversation and provide a safe space for young people to discuss their common road safety concerns. The role of the youth forum is to identify key road safety issues concerning young people and to bring the youth's perspectives and visions together to identify possible solutions to provide safer roads for road users in Ireland. This Youth Forum will meet 8 times over a 2 year period.
- In April 2024, An Garda Síochána instructed all uniformed gardaí to complete a mandatory 30 minutes of road safety policing per shift. The move came against a backdrop of rising fatalities on Irish roads
- Irish Motor Insurance Database (IMID) – Since 2024, Gardai now have access to this Database from their Garda Mobility Devices. This access provides Gardai with real-time, roadside access to vehicle insurance details via their mobile devices, significantly boosting detection of uninsured drivers and leading to thousands of seizures and prosecutions since its May 2024 launch, supported by new legislation and data including driver numbers for enhanced checks.
- Publication of the Speed Limit Review and implementation of its first phase on rural local roads. From 7th February, 2025, the Default Speed Limit on many rural local roads reduced from 80 KM/Hour to 60 KM/Hour. To support this change, the RSA launched the Rural Speed Limit Sign campaign, advising that where the default speed limits have changed from 80 KM/Hour to 60 KM/Hour, the Rural Speed Limit sign now means drive at 60 KM/Hour or below. In March 2025, the RSA further reinforced this message with the launch of a new Speeding on Rural Roads Campaign to raise awareness of speeding on rural roads.
- A powerful anti-drink driving campaign was launched by the RSA in June 2025, appealing to the public to protect their friends, and other road users, by ensuring their friends do not drink and drive.
- Many other Road Safety Campaigns were delivered including Mobile Phones and Distractions, Speeding – A Time to Talk, Speed Fallacy, Motorcycle Safety, Older Pedestrians, Driver Fatigue, Cycle Safety, Misuse of Seatbelts and Vision Zero. All Road Safety Campaigns aim to improve road safety for all road users on our roads.

5.5 Active Travel

Active Travel is defined as travelling with a purpose using your own energy. Active Travel primary modes are walking and cycling. An example of Active Travel projects includes the reallocation of overall road space to include segregated cycling lanes, widening footpaths, raised pedestrian crossings, reducing road width at crossing points and junction tightening, all with the objective of improving safety for vulnerable road users.

The Active Travel section in Leitrim County Council continues to progress the delivery of several active travel schemes through 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 the objective of our Active Travel Schemes. The projects being funded will make a real difference to our urban communities in County Leitrim by developing high-quality walking and cycling networks.



Churchfield, Dromahair – Provision of new Footpath under an Active Travel Scheme



Safe Routes to School (SRTS) Project - St. Joseph's National School, Leitrim Village

Bus Stop Enhancement Programme

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



Ballinamore – Provision of a new Bus Shelter under the Bus Stop Enhancement Programme



5.6 Delivering Our Plan

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.

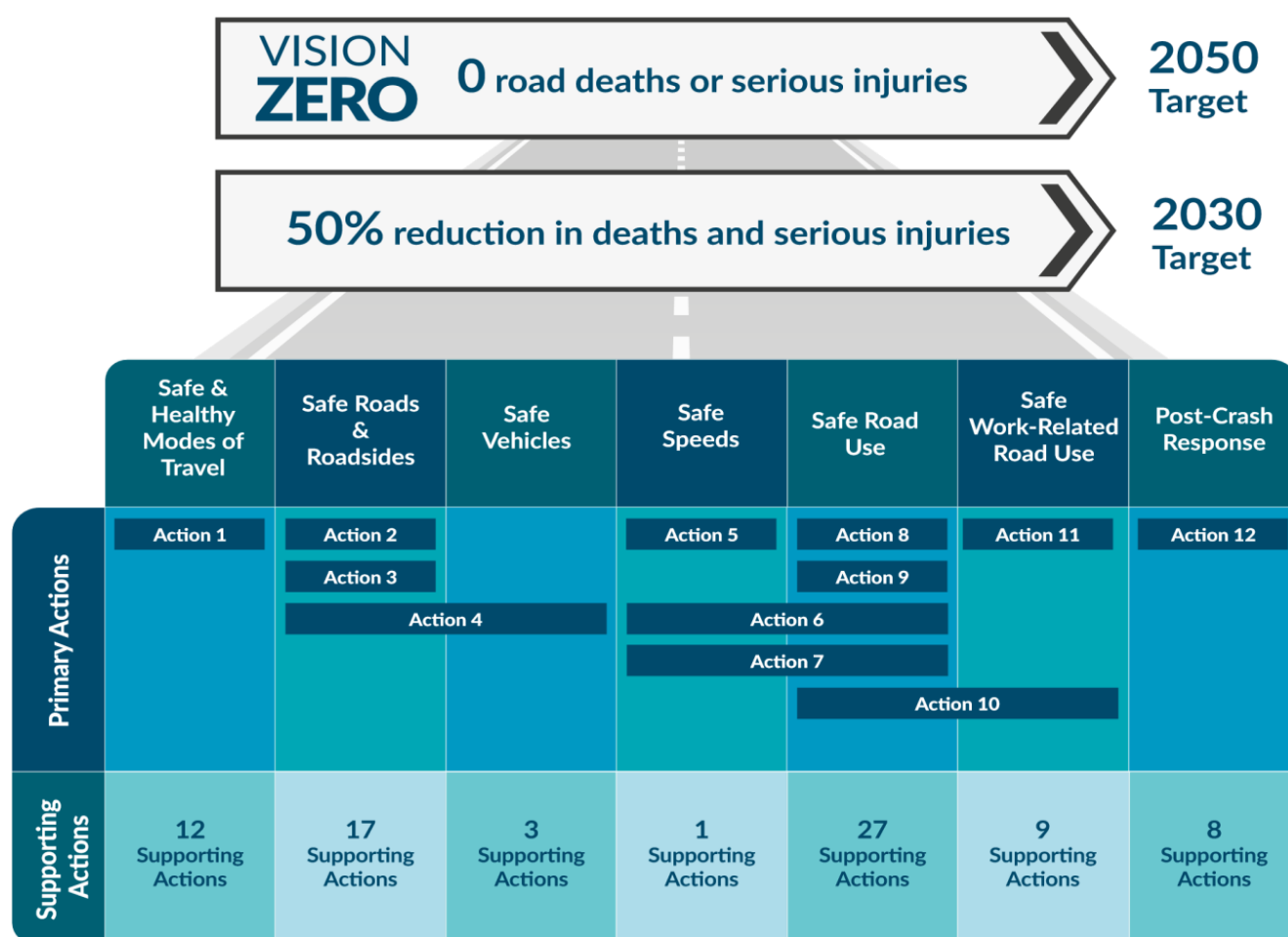


Figure 6: Government Road Safety Strategy 2021-2030 (Phase 2 Action Plan 2025-2027)

In line with the National Strategy, the County Leitrim Phase 2 Road Safety Action Plan 2025 - 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, the Road Safety Working Together Group (RSWTG) will continue to oversee and steer the implementation of the County Leitrim Road Safety Strategy 2023 – 2030 and the 3 Action Plan’s through all phases.



6. County Leitrim Phase 2 Road Safety 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 under the County Leitrim Phase 2 Road Safety Action Plan 2025 - 2027.

Priority Area 1: Safe and Healthy Modes of Travel

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

Primary Action 1	Invest in safety enhancements to sustainable transport infrastructure to support public transport usage and active travel modes	Lead/Support Partner
A	Leitrim County Council will implement 5 kilometres of new, or upgraded, segregated active travel infrastructure for pedestrians and cyclists subject to NTA Approval & Funding	NTA/LA
B	Leitrim County Council will upgrade 10 junctions or crossings to facilitate active travel modes through the provision of improved crossing facilities and speed reduction of vehicles subject to NTA Approval & Funding	NTA/LA
C	Leitrim County Council will provide 10 safe bus stops with safe crossings where feasible in towns and rural locations to support safe public transport usage subject to NTA Approval & Funding	NTA/LA
D	Leitrim County Council will deliver 5 additional front-of-school treatments through the Safe Routes to School Programme subject to NTA Approval and Funding	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 schools to reduce speeds and improve active travel subject to TII Approval & Funding.	TII / LA
3	Establish a network across Local Authorities to share best practices for the implementation of active travel infrastructure	LA / LGMA / NTA / TII
4	Collaboration between Leitrim County Council, the TII and the NTA to develop comprehensive cycle network plans covering the Leitrim area	NTA / TII / LA



Priority Area 2: Safe Roads and Roadsides

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

Primary Action 2	Expand Network Safety Analysis of the road network to identify high-risk locations, guide investment decisions, and prioritize 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 inline 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
Action	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	Delivery of the EU Road Infrastructure Safety Management Directive – Statutory delivery, including the following programmes: - High Collision Location (HCL) Programme - Road Safety Insection (RSI) Programme - Pavement Skid Resistance (SCRIM) Programme - National Road Pavement Condition Programme - Life Cycle Renewal Programmes for Road Signs and Road Lines to ensure appropriate luminosity	TII / LA
3	Leitrim County Council to deliver a number of Minor Safety Improvement Schemes on National Roads per year at road sections with low safety levels, as required by the RISM Directive subject to TII Funding.	TII / LA
4	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



5	Establish a Road Safety Engineering Group to co-ordinate and optimise the identification and the delivery of road safety engineering interventions	DOT / LA / NTA / TII
6	Review and make recommendations for the provision of a dedicated resource in Leitrim County Council to progress road safety schemes and Road Safety Strategy Actions	DOT / LA
7	Deliver Road Safety Improvement Schemes and Major and Minor Realignment Schemes on National Roads to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users subject to TII Approval & Funding.	TII / Leitrim County Council
8	Leitrim County Council will deliver an average of 9 Low Cost Safety Schemes per annum on non national roads in County Leitrim subject to DOT Funding	DOT / Leitrim County Council
9	Leitrim County Council will complete an LA16 Collision Reporting and Evaluation Procedure Form where a fatality, or collision that is likely to become fatal, has occurred.	Leitrim County Council / AGS
10	Leitrim County Council will publish its annual Road Works Programme for the construction, improvement and maintenance of the roads network in the County	Leitrim County Council / DOT / TII
11	Leitrim County Council will continue to implement and promote the Hedge Cutting Grant Scheme to encourage the cutting of roadside trees and hedges in order to improve road safety for all	Leitrim County Council
12	Develop and implement a Winter Maintenance Plan each year setting out the plan for the treatment of roads during severe weather events - Plan will include all National and Regional Roads and some strategic local roads	Leitrim County Council / DOT / TII



Priority Area 3: Safe Vehicles

The safe vehicles aspect of the Safe Systems approach aims to enhance the safety features and roadworthiness of vehicles on our roads and improve the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.

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
Action	Support Actions	Lead/Support Partner
1	Leitrim County Council are developing an up to date Fleet Management System which will include replacing older vehicles with newer vehicles and also includes Daily Vehicle Inspections	Leitrim County Council



Priority Area 4: Safe Speeds

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

Primary Action 5	Progress implementation of the recommendations of the 2023 Speed Limit Review	Lead/Support Partner
A	Reduce the default speed limit on national secondary roads from 100km/h to 80km/h	DOT / AGS / LA / TII
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.	LA / AGS / DOT / NTA / TII
C	Where appropriate Leitrim County Council will introduce periodic speed limits at front-of-school locations on roads that are not on the national network	LA / DOT / NTA
Action	Support Actions	Lead/Support Partner
1	Leitrim County Council and AGS will continue to review traffic speeds and conditions at schools and high risk locations and implement safety works where appropriate, subject to TII/DOT/NTA Approval & Funding.	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
3	Complete the Speed Limit Review for National and Non National roads including Urban areas	Leitrim County Council
4	Speed Monitoring and Driver Feedback Signs (DFS) – Leitrim County Council will continue to carry out Speed Monitoring at various locations as required and will provide new DFS's as/if required; Leitrim County Council will engage with An Garda Siochana on the results of this Speed Monitoring and the data downloaded from the various Driver Feedback Signs around the County.	Leitrim County Council / An Garda Siochana



Priority Area 5: 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. It also includes public education and awareness campaigns and harnessing the benefits of safety technologies so that we share our roads safely, mitigating the risk of fatalities and serious injuries. The aim is to improve road user standards and behaviours in line with traffic legislation supported by enforcement.

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	TBC following completion of National Safety Camera Strategy
B	Consider the use of camera-based enforcement to automatically detect mobile phone use and non-wearing of seat belts	DOT / AGS / DOJ
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	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.	RSA
B	End the practice whereby learner drivers can roll over learner permits without the requirement to sit a test.	DOT / RSA
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.	DOT / AGS / Court Services / DOJ / RSA
D	Develop the legislation for graduated speeding sanctions, ensuring a structured and proportionate approach to penalising speed violations based on severity and risk	DOT / AGS / Court Services / DOJ



Primary Action 8	Use enhanced Garda access to the Department of Transport's NVDF database of all licensed drivers and registered vehicles to support evidence based roads policing enforcement	Lead/Support Partner AGS/DOT
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.	RSA / AGS / DOE / LA
B	Coordinate and target education interventions in areas where current coverage has gaps and areas with poor or deteriorating road safety records.	RSA / AGS / DOE / LA
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 / DFHERIS / DOE
Action	Support Actions	Lead/Support Partner
1	Review the effectiveness of the Road Safety Working Together Group (RSWTG) in each Local Authority to coordinate multi-agency 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	Deliver and support road safety campaigns targeting drivers to highlight the risks faced by vulnerable road users.	RSA / LA / AGS
4	Leitrim County Council will maximise the use of our Social Media Platforms to highlight the importance of road safety and to promote road safety among all road users; Also, Leitrim County Council will engage in Regional Road Safety Campaigns with other Local Authorities in the Region as required.	Leitrim County Council / RSA / Other LA's
5	Leitrim County Council will promote and facilitate the provision of road safety education for all road users with a particular focus on young people including the holding of an annual event to promote road safety among secondary school students in conjunction with the RSA and An Garda Siochana	Leitrim County Council / RSA / AGS
6	Leitrim County Council, in conjunction with Leitrim Sports Partnership, will continue to provide assistance for the continued roll out of the "Cycle Right" Programme for school children	Leitrim County Council



Priority Area 6: Safe Work-related Road Use

Safe work-related road use aims to improve safety management of work related journeys - Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries. **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	Leitrim County Council to provide ongoing Certificate of Professional Competence (CPC) training for Leitrim County Council drivers of Heavy Goods Vehicles.	RSA / LA



Priority Area 7: 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. It aims to reduce the severity and consequences of injuries in the event of a collision.

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.	DOT / LGMA / LA
B	Identify high-risk locations based on collision data on the regional and local road network and prioritize road safety improvements based on this.	LA / DOT / LGMA / RSA
Action	Support Actions	Lead/Support Partner
1	Continue to deliver an Emergency First Response (EFR) first person on scene training programme for fire/emergency crews and make recommendations for a national rollout	Fire Service / LA
2	Leitrim County Council will engage with An Garda Síochána by holding regular meetings to discuss Collision Prevention and to ensure communication and cooperation between Leitrim County Council and other agencies.	Leitrim County Council / AGS



7. Conclusion

The County Leitrim Phase 2 Road Safety Action Plan 2025 - 2027 provides the framework and pathway towards improved road safety within our county. Road Safety is the responsibility of all road users and all road users must play their part in making our roads a safer place.

This plan provides a holistic approach to reducing traffic related injuries and fatalities by prioritizing education, enforcement and engineering while emphasizing 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

ADAS	Advanced Driver Assistance System
AGS	An Garda Siochana
BÉ	Bus Éireann
CCMA	City & County Managers Association
DFHERIS	Department of Further and Higher Education, Research, Innovation and Science
DFS	Driver Feedback Sign
DOE	Department of Education
DOJ	Department of Justice
DOT	Department of Transport
GRSS	Government Road Safety Strategy
HSA	Health and Safety Authority
HSE	Health Service Executive
IMID	Irish Motor Insurance Database
IPB	Irish Public Bodies
KM	Kilometer
KPI	Key Performance Indicator
KSI's	Killed and Seriously Injured
LA	Local Authority
LCC	Leitrim County Council
LED	Light-Emitting Diode
LGMA	Local Government Management Agency
MBRS	Medical Bureau of Road Safety
NSAI	National Standards Authority of Ireland
NTA	National Transport Authority
NVDF	National Vehicle and Driver Database
RISM	Road Infrastructure Safety Management
RSA	Road Safety Authority
RSWTG	Road Safety Working Together Group
SPI	Safety Performance Indicators
SRTS	Safe Routes to School
TII	Transport Infrastructure Ireland
TY	Transition Year



Comhairle Chontae Liatroma
Leitrim County Council

