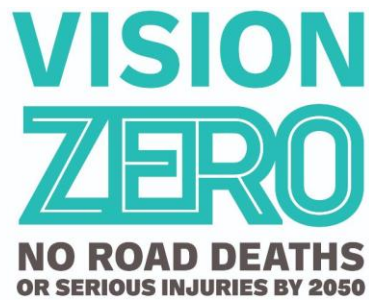


COUNTY CAVAN ROAD SAFETY PLAN PHASE 2 2025 - 2027



Comhairle Contae an Chabháin
Cavan County Council





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1. Foreword and Vision

Cavan Chief Executive & Cavan Cathaoirleach



Cavan County Council remains committed to reducing the number of road collisions in our County. There have been significant changes in infrastructure and enforcement over the years which has undoubtedly made our roads safer. From 472 road deaths in 1997 just prior to the first Road Safety Strategy, the figure was reduced to 134 in 2021. 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 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.

A Cavan Road Safety Working Together Group was established with the aim of producing a Road Safety Plan to make Cavan's roads safer. It is only through a co-ordinated approach between the Elected Members and Executive of the Council, The Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland, The Health Service Executive, The National Ambulance Service, The Cavan and Monaghan Education and Training Board and the public that we can make our roads safer for all users.

Through the implementation of this Road Safety Plan, we will strive to reduce the number of fatalities and injuries on our roads. The core element of the plan is based on 'The Safe System Approach' which emphasises the shared responsibility amongst those who design, build, manage and use the roads and vehicles to prevent or reduce collision impacts and those who provide post-crash response to mitigate injury. By working together with all the stakeholders, we will create change and safer roads for all.

We are delighted to present Cavan County Council's Road Safety Plan 2025 - 2027.

Eoin Doyle

Chief Executive

Cavan County Council

Cllr John Paul Feeley

Cathaoirleach

Cavan County Council

CEO, Road Safety Authority



Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Road Safety Strategy in 1998, road deaths have declined by almost 70%.

Ireland's latest 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 driving 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.

Sam Waide

CEO

Road Safety Authority

Chief Executive, Cavan and Monaghan Education and Training Board



Cavan and Monaghan Education and Training Board (CMETB) is a local statutory education and training authority established under the Education and Training Boards Act 2013. It was formed as a result of the amalgamation of Cavan VEC and Monaghan VEC. It provides educational services for second level and mature learners through second level, further education, vocational training, traineeships, apprenticeships, adult education, community education, outdoor education and special programmes for early school leavers.

Additional services are delivered by CMETB's Adult Education and Guidance Service, Youth Service, Arts Education and a series of specially targeted programmes across the region. CMETB will continue to contribute to the promotion of road safety through its services with a key focus on education. CMETB's mission is to lead and deliver excellence in education and training for all.

Dr Fiona McGrath

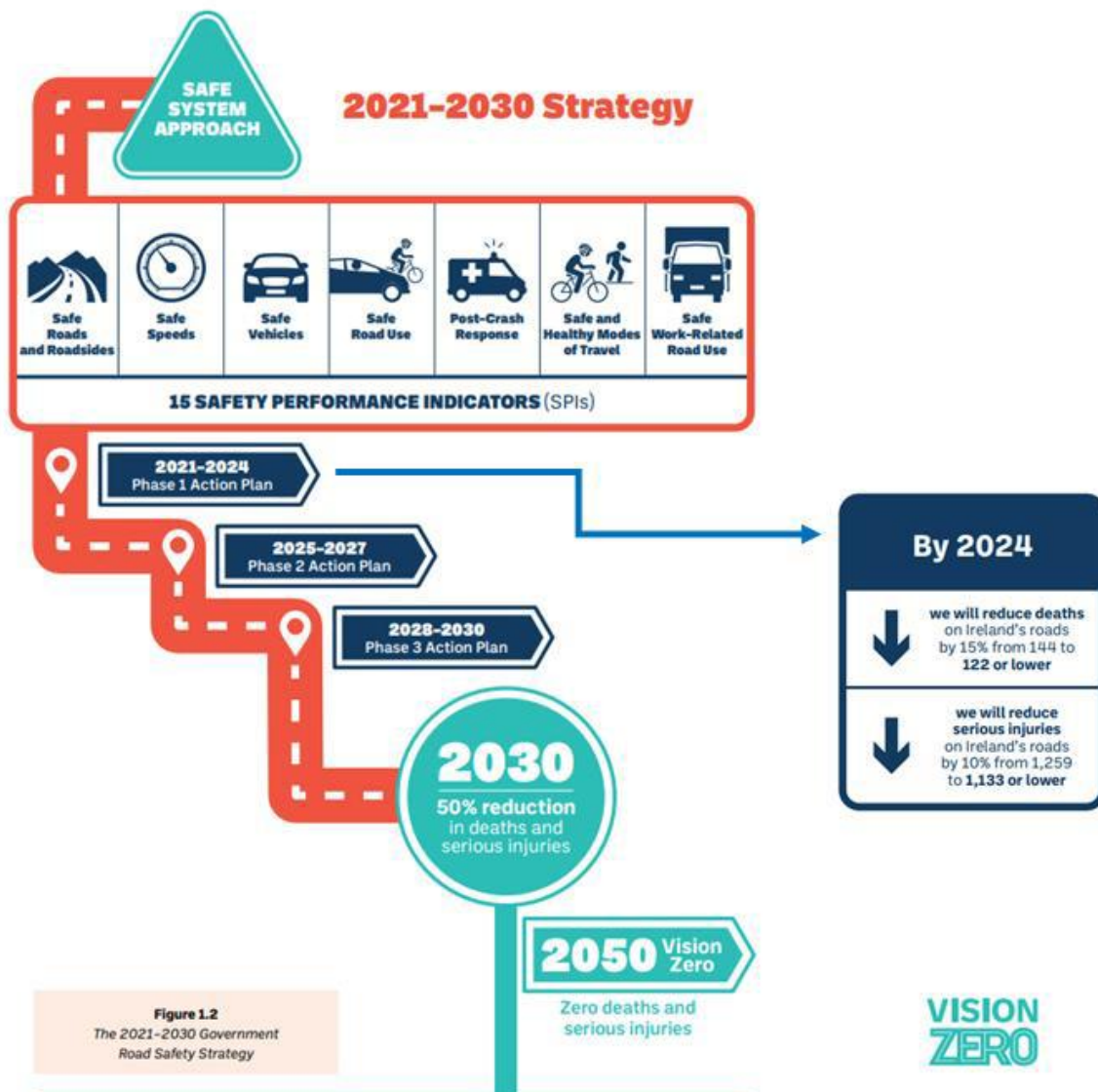
Chief Executive

Cavan and Monaghan Education and Training Board

2. Our Journey Towards Vision Zero

Our Vision

To work together to implement a Road Safety Plan to make Cavan's roads safer whilst working towards 'Vision Zero' by 2050 when no one will be killed or seriously injured on our roads.



3. Introduction

Since the launch of the first Road Safety Strategy in 1998, significant progress has been made in improving the nation's roads however several challenges remain.

Despite the progress, serious injury figures increased during the period 2013 – 2020 and while there was a reduction in fatalities, the national target to reduce deaths to 124 fatalities or fewer by 2020 was not met.

Ireland's Government Road Safety Strategy 2021 – 2030 aims to achieve a 50% reduction in deaths and serious injuries on our roads by 2030. The 2020 Programme for Government commits to achieving Vision Zero by 2050, that is no deaths or serious injuries on our roads. Adopting a strategic coordinated a multi-sectoral approach to road safety across government and key stakeholders is critical to achieving a safer, better Ireland for all.

Ireland was rated as the seventh safest country in the European Union in 2020 for road collision fatalities with 30 deaths per million of population. This achievement is set against an increase of 236% in the number of cars on the road network between 1994 and 2020.

Vision Zero will be delivered by adopting the internationally recognised 'Safe System' approach and each Action Plan includes actions under the seven priority intervention areas:

1. Safe roads and roadsides

To improve the protective quality of our roads and infrastructure.

2. Safe speeds

To reduce speeds to safe, appropriate levels for the roads being used.

3. Safe vehicles

To enhance the safety features and roadworthiness of vehicles on our roads.

4. Safe road use

To improve road user standards and behaviours in line with traffic legislation, supported by enhancement.

5. Post-crash response

To improve the treatment and rehabilitation of collision casualties.

6. Safe and healthy modes of travel

To promote and protect road users engaging in public or active transport.

7. Safe work-related road use

To improve safety management of work-related journeys.

This is a serious commitment to end all deaths and serious injury on our roads by 2050. We can do it.

This Action Plan centres on a set of 12 Primary Actions which, when pursued through a collaborative partnership approach aims to deliver significant or transformative impacts for road safety in Ireland. The senior stakeholders involved will be responsible for driving

delivery of these primary actions. The Action Plan includes a series of ongoing Supporting Actions by each partner that will deliver road safety objectives across Ireland.

The plan is designed to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all users. The committed support of all stakeholders is necessary for the success of this crucial plan.

4. Safe System Approach to Road Safety

Safe and Healthy Modes of Travel

Safe and healthy mode 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, 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.

Safe Roads and Roadsides

Safe roads and roadsides involves the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use. The aim of this priority intervention area is to support correct road use through providing 'self-explaining' roads (i.e. roads that are easy to understand and use) and forgiving roadsides (i.e. roadsides that minimise the impact of collisions) so that if a collision occurs it does not lead to death or serious injury.

Safe Vehicles

The safe vehicles element of the Safe Systems approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives. It includes measures to help avoid a collision and to mitigate the severity of a collision before it occurs. It also involves measures to reduce injury in the event of a collision and to reduce the consequences of injury. Of particular relevance here is the EU General Safety Regulation (GSR) which introduces safety requirements for new vehicles coming into effect from 2022.

Safe Speeds

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. Successful Safe System approaches ensure that the set speed limits on parts of the network are not higher than the built-in protection provided by roads, roadsides and vehicles. Although collisions may still occur, they should not lead to death or serious injury.

Safe Road Use

Safe road use incorporates a wide range of safety behaviours such as compliance with the posted speed limit, driving without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and correct use of child restraints. It involves setting road user standards (e.g. driver training and licensing requirements), developing traffic legislation and implementing targeted enforcement. 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.

Safe Work-related Road Use

Safe work-related road use involves the planned, systematic safety management of work journeys on the roads, aiming to reduce the risk of death and serious injuries. It includes journeys made using publicly or privately owned or leased motor vehicles (including motorcycles), as well as cycling or walking. It aims to ensure those driving for work have the training and resources to do so safely. It also involves the improvement of commercial vehicle enforcement measures and ensuring that employer road safety policies and vehicle safety standards are a key focus, including in procurement competitions.

Post Crash Response

Post-crash response concerns the rescue, treatment and rehabilitation of survivors of road traffic collisions and aims to reduce the severity and consequence of injuries should a collision occur. This involves the use of efficient emergency notification systems, the safe and timely transportation of qualified medical personnel and the correct diagnosis and stabilisation of the patient at the scene. It also includes the safe transport of the patient to the most appropriate facility for treatment, quality emergency room and trauma care, access to specialised rehabilitation services and support for casualties' families. Post crash response activities are supported by enhancing the collection, sharing, and analysis of collision data.

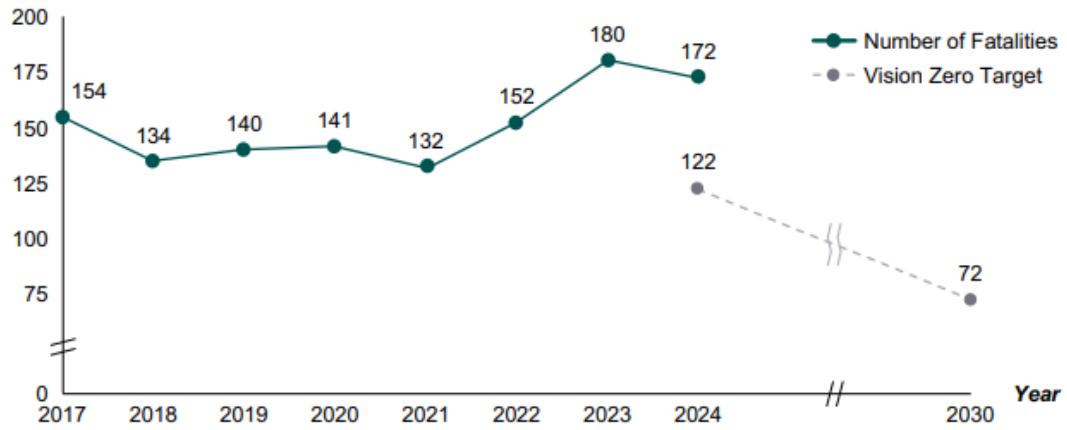
5. Ireland's Path to Vision Zero

The long-term goal of the Government's Road Safety Strategy 2021 – 2030 is to eradicate road traffic deaths and serious injuries by 2050, 'Vision Zero'. 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).



The fatality 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 improvement 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

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 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 date and analysis prior to the publication of the Phase 2 Action Plan 2025 – 2027.

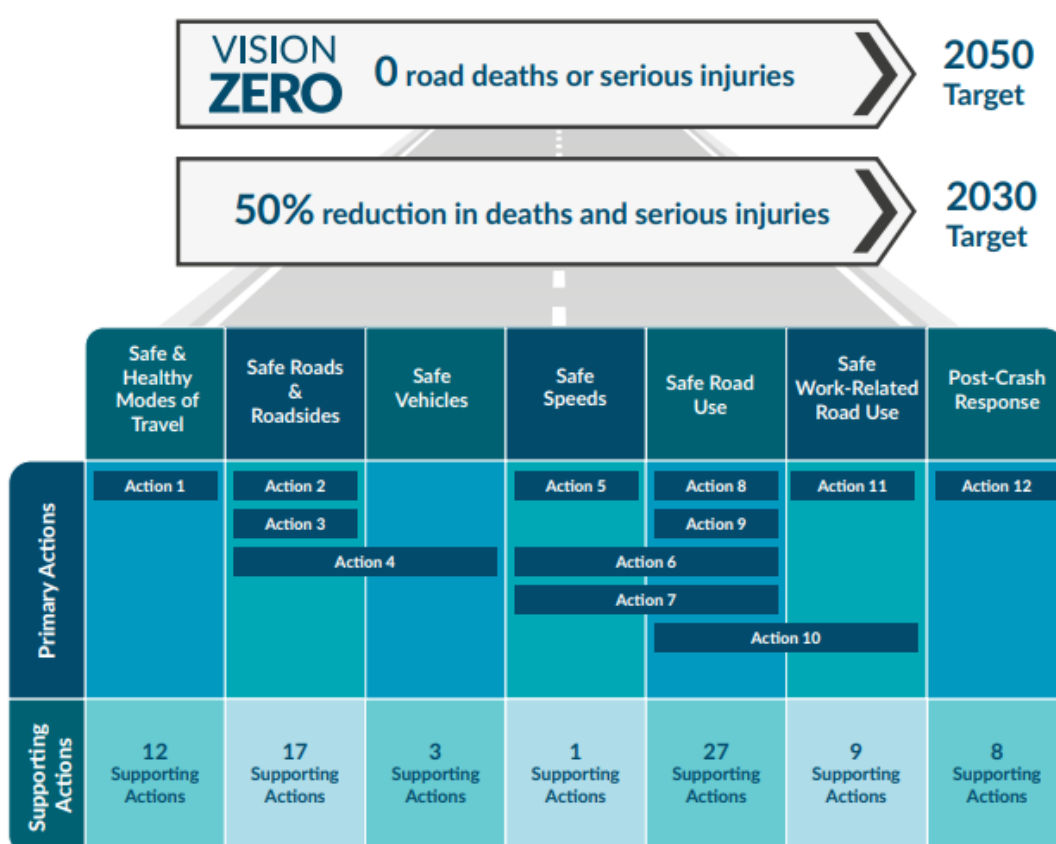
SPI	Description	2024 Trend Status
1	% of motor vehicle traffic volume with median barriers on roads with speed limits above 80 km/h to prevent the number of deaths and serious injuries in head-on collisions.	 Positive
2	% of traffic volume travelled on roads with speed limits of 80 km/h or higher that 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
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

7. 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 12 Primary Actions (previously High Impact Actions) and Supporting Actions.

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. These are listed by organisation.



8. Phase 2 Action Plan – Primary Actions:

Safe and Healthy Modes of Travel	Safe Roads and Roadside	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
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No.	Action	Lead	Support Partner(s)
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1	Invest in safety enhancements to sustainable transport infrastructure to support public transport usage and active travel modes.		
	A. Implement 13 kilometres of new, or upgraded, segregated active travel infrastructure for pedestrians and cyclists.	NTA	Local Authorities
	B. Upgrade 47 junctions or crossings to facilitate active travel modes through the provision of improved crossing facilities and speed reduction of vehicles.	NTA	Local Authorities
	C. Provide 15 safe bus stops with safe crossings where feasible in towns and rural locations to support safe public transport usage.	NTA	Local Authorities
	D. Deliver 6 additional front-of-school treatments through the Safe Routes to School Programme.	NTA	An Taisce, DOT, Local Authorities

Safe and Healthy Modes of Travel	Safe Roads and Roadside	Safe Vehicles	Safe Speeds	Safe Road Use	Safe Work-related Road Use	Post-crash response
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No.	Action	Lead	Support Partner(s)
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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:		
	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.	NTA	DOT, Local Authorities, RSA

3	Progress implementation of divided roads across the National Road Network in-line with the RISM directive and the Speed Limit Review.		
	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	Local Authorities
	B. Undertake a trial, in tandem with Action 2A, to divide existing undivided high speed (>80 km/h) National Primary Roads.	TII	Local Authorities



No.	Action	Lead	Support Partner(s)
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		
	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	Local Authorities, 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



No.	Action	Lead	Support Partner(s)
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5	Progress implementation of the recommendations of the 2023 Speed Limit Review.		
	A. Reduce the default speed limit on national secondary roads from 100km/h to 80km/h.	DOT	AGS, Local Authorities, TII
	B. Making of special speed limit byelaws 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.	Local Authorities	AGS, DOT, NTA, TII
	C. Introduce periodic speed limits at front-of-school locations on roads that are not on the national network where feasible.	Local Authorities	DOT, NTA



No.	Action	Lead	Support Partner(s)
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6	Expand the efficiency and capability of camera-based enforcement to improve road safety by changing driver behaviour.		
	A. Implement the National Safety Camera Strategy which was prepared during Phase 1.	TBC ²	TBC ²
	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, Courts Service, Local Authorities, TII

² To be confirmed following the completion of the National Safety Camera Strategy



No.	Action	Lead	Support Partner(s)
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7	Take measures to improve driver behaviour that will increase the safety of all road users.		
	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 a part of a sanction for certain road traffic offences.	DOT	AGS, Courts Service, 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, Courts Service, DOJ



No.	Action	Lead	Support Partner(s)
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8	Use enhanced Garda access to the Department of Transport's NVDF database of all licenced drivers and registered vehicles to support evidence-based roads policing enforcement.	AGS	DOT
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No.	Action	Lead	Support Partner(s)
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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 instil good behaviours from an early age.		
	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, Local Authorities
	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, Local Authorities
	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



No.	Action	Lead	Support Partner(s)
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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 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.		Courts Service, DOJ, HSE, MBRS, RSA
	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.	DOT	



No.	Action	Lead	Support Partner(s)
11	Implement a multi-agency intervention programme on safe work-related road use, including education, evidence, engagement, and enforcement activities.	HSA	AGS, NTA, RSA



No.	Action	Lead	Support Partner(s)
12	Investment 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.		
	A. Pass National Vehicle and Driver File Bill 2025 to allow Local Authorities to resume accepting and processing collision data.	DOT	LGMA, Local Authorities
	B. Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.	Local Authorities	DOT, LGMA, RSA

9. Phase 2 Action Plan – Supporting Actions:

The following pages outline the Supporting Actions being undertaken by each of the partners of the Government Road Safety Strategy. As noted earlier, 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 actions contributing to improved road safety.

Department of Transport

Over the course of the Phase 2 Action Plan, the **Department of Transport** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe roads and roadsides	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.	Local Authorities, TII
2	Safe roads and roadsides	Establish a Road Safety Engineering Group to co-ordinate and optimise the identification and the delivery of road safety engineering interventions.	Local Authorities, NTA, TII
3	Safe and healthy modes of travel	Revise secondary legislation to incorporate amendments required as a result of the new Cycle Design Manual and update Traffic Signs Manual.	NTA, RSA, TII
4	Safe and healthy modes of travel	Publish a strategy to take a systems approach to reducing vehicle kilometres travelled, air pollution and congestion, thus enhancing the conditions for safe, healthy and sustainable modes of travel particularly in urban environments.	/
5	Safe road use	Develop and pass a new Road Traffic Bill and progress a consolidated Road Traffic Act.	/
6	Safe road use	Progressively implement the reform of the Road Safety Authority consequent on the Government decision of November 2024.	RSA
7	Safe road use	Support greater cooperation on Road Safety across the entire island in line with North South Ministerial Council objectives through the two-way sharing of lessons learned and best practices with relevant road safety bodies in Northern Ireland.	AGS, DOJ, RSA
8	Safe road use	Continue to implement and enhance verified owner measures, including at vehicle registration points, and share these data for the purposes of enforcement.	/
9	Safe work-related road use	Develop enhanced enforcement powers for An Garda Síochána and RSA Transport Officers to deal effectively with commercial vehicles including the adoption of fixed charges.	AGS, RSA
10	Safe work-related road use	Transpose the provisions of Article 13 of Directive 2014/47/EU on the technical roadside inspection of the roadworthiness of commercial vehicles and national road traffic regulations and nominate competent authorities for roadside vehicles inspections for cargo securing practices.	RSA

Road Safety Authority

Over the course of the Phase 2 Action Plan, the **Road Safety Authority** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe roads and roadsides	Publish the Road Collision Facts every two years.	DOT, TII
2	Safe road use	Undertake annual, motorist self-report attitude and behaviour studies to provide data on intoxicated driving, fatigue, seatbelt and mobile phone use, and self-report attitude and behaviour studies with other road users (e.g., cyclists, motorcyclists) during alternate years.	/
3	Safe road use	Undertake quantitative surveys (observation and self-report studies) to collect and analyse data for the Strategy Safety Performance Indicators (SPI's) and the EU Key Performance Indicators (KPI's) on an annual basis.	DOT, European Commission, HSE, Local Authorities, TII
4	Safe and healthy modes of travel	Publish national risk exposure injury rates for cyclists on an annual basis through a continuation of the Risk Exposure liaison group.	CSO, DOT, NTA, TII
5	Safe road use	Formalise the process with An Garda Síochána to confirm fatal and serious injury collisions through the introduction of quarterly case review meetings.	/
6	Safe road use	Produce and publish a report on e-scooter usage in Ireland, including casualty trends, survey data, hospital data and AGS detections.	AGS, HSE
7	Safe work-related road use	Develop a profile of work-related, fatal and serious road traffic collisions through analysis of the RSA Collision Database and Coronial Data, and update this on an annual basis to inform prevention initiatives.	HSA
8	Safe road use	Put in place an agreed annual and sustained commercial vehicle enforcement plan (including annual targets) to ensure compliance with EU Directive requirements in relation to driver hours, tachograph regulations and vehicle checks.	AGS
9	Safe Vehicles	Introduce pilot test of new NCT procedures, to include testing of Advanced Driver Assistance Systems (ADAS), which are now mandatory features for new vehicles.	/
10.	Safe road use	Equip RSA inspectors with new smart enforcement technologies to include an electronic inspection data capture (EIDC) solution, remote early detection equipment to facilitate the interrogation of SMART tachograph equipped vehicles while they are in-motion, mobile weigh pads, and equipment to detect exhaust system tampering.	/

11	Safe and healthy modes of travel	Update and communicate rules of the road for active travel infrastructure.	Local Authorities, NTA
12	Safe road use	Review the content of the Rules of the Road to ensure it focuses on key road traffic regulations, is easily understood and accessible.	/
13	Safe work-related road use	Integrate third party infringements into EU Common Formula Risk Rating System.	DOT
14	Safe road use	Continue to improve the accessibility of Driver CPC periodic training through the identification of any further suitable certified courses that may be acceptable towards equivalency and explore the possible option of blended learning if appropriate to facilitate this.	AGS, HSA
15	Safe work-related road use	Develop, oversee and deliver a voluntary Driving for Work Standard (DFWS) and training programme in collaboration with industry and employers.	TCD
16	Safe road use	Analyse hospital discharge records to quantify the number of road users hospitalised following RTCs, and the number sustaining serious injuries according to the MAIS3+ medical definition and develop and disseminate reports on these to fulfil national and international reporting requirements.	ITERN, NOCA
17	Safe road use	Engage with stakeholders in health to examine if other clinical data sources can contribute to determine the extent of serious injuries from road traffic collisions in Ireland.	HSE, ITERN, NAS, NOCA
18	Safe road use	Continue to leverage the on-road driver assessment (ORDA) mechanism to support driver medical fitness evaluations by ensuring that the ORDA programme is quality assured and internationally recognised, and that ORDA providers have reached the required standard to assess driver's on road driving abilities.	/
19	Safe road use	The National Office of Traffic Medicine will review of certificates relating to Road Safety including: <ul style="list-style-type: none"> Update the Certificate in Road Safety, Mobility and Health course and promote greater uptake by road safety stakeholders Update the Certificate in Traffic Medicine and promote greater uptake by medical and healthcare professionals 	AGS, DOT, NTA, TII
20	Safe road use	Deliver the RSA communications, and awareness and partnership plan to motivate and encourage every Irish road user along their road safety journey, targeting particular audiences and topics including an increased focus on digital communications.	/

Transport Infrastructure Ireland

Over the course of the Phase 2 Action Plan, **Transport Infrastructure Ireland** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe roads and roadsides	TII to provide training to local authority engineers, planners and relevant planning authorities to incorporate safe systems approach in their review of planning applications.	DOT
2	Safe roads and roadsides	<p>Delivery of the EU Road Infrastructure Safety Management Directive – Statutory delivery, including the following programmes:</p> <ul style="list-style-type: none"> • High Collision Location (HCL) Programme • Road Safety Inspection (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 	Local Authorities
3	Safe roads and roadsides	Deliver on average four Minor Safety Improvement Schemes on National Roads per year at road sections with low safety levels, as required by the RISM Directive.	Local Authorities
4	Safe roads and roadsides	Continue to deliver training (including CPD training) in accordance with the RISM Directive to maintain a high level of professional competency in Road Safety in Ireland - Road Safety Audit and Engineering.	/
5	Safe roads and roadsides	Maintain the National RSA Portal for Road Safety Auditor Approval and Road Safety Audit records.	/
6	Safe roads and roadsides	Continue to raise public awareness of Variable Speed Limits and Lane Control Measures on the M50.	/
7	Safe roads and roadsides	Develop a programme of Park and Share facilities to remove unsafe parking and manoeuvres and to reduce pedestrian activity on hard shoulders and junctions of National Roads, including delivering a minimum of four Park and Share sites on or adjacent to the National Road Network.	Local Authorities
8	Safe roads and roadsides	Publish the first mandatory Network Wide Road Safety Assessment for national roads (based on the outputs of Road Safety Strategy Phase 1 Action Plan Action 01).	/

9	Safe roads and roadsides	Continue to participate in International Road Safety Research Programmes – DG Move, CEDR, ITF and PIARC.	/
10	Safe roads and roadsides	Increase the length of divided roads on the National Primary Network by constructing 18km of new divided road on the N21 and N28.	Local Authorities
11	Safe and healthy modes of travel	Progress the delivery of the National Cycle Network (NCN) as set out in the published plan.	Local Authorities
12	Safe and healthy modes of travel	Deliver safety improvements to national roads adjacent to schools to reduce speeds and improve active travel.	Local Authorities
13	Safe work-related road use	Co-ordinate the development and implementation of a driver education programme focused on preventing unsafe behaviours in road work zones.	DOT, Local Authorities, HSA, NTA, RSA

National Transport Authority

Over the course of the Phase 2 Action Plan, the **National Transport Authority** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe roads and roadsides	Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.	BÉ, Local Authorities
2	Safe roads and roadsides	Continue to provide training to designers, project managers, engineers and local authorities on the delivery of safe designs based on documents including the Design Manual for Urban Roads and Streets (DMURS) and the Cycle Design Manual (CDM).	TII
3	Safe and healthy modes of travel	Promote safe use of new cycling infrastructure.	DOT, RSA, TII
4	Safe and healthy modes of travel	Conduct a pilot (with supporting infrastructure) to examine the feasibility of introducing a 'cyclist turning left on red' provision. Take into account best international practice around other cycling priority measures and make recommendations.	DOT

Public Transport Companies

Bus Éireann

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe and healthy modes of travel	Implement measures to improve bus stop safety and accessibility, developing a set of best practices and recommending where legislative amendments should be considered.	Local Authorities, NTA
2	Safe and healthy modes of travel	Implement recommendations from Phase 1 national survey on school gate safety for bus collections and make recommendations to inform an action plan.	/
3	Safe vehicles	Progress the installation of CCTV in bus and operator fleet vehicles to protect passengers and other road users near the bus.	/
4	Safe work-related road use	Continue to leverage a fleet telematic system in the Bus Éireann fleet to enhance driver behaviour and skills.	/
5	Safe work-related road use	Continue to implement random alcohol and drug testing for Bus Éireann employees and school bus contract drivers.	/

Iarnród Éireann

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe and healthy modes of travel	Deliver a programme of upgrades targeting 12 high-risk road/rail interfaces per annum with a particular focus on Level Crossing and bridge strike eliminations using technology improvements.	/
2	Safe and healthy modes of travel	Deliver road safety improvements at level crossings: <ul style="list-style-type: none"> • Infrastructure (e.g. signs and lines) • Introduce six safety cameras 	/
3	Safe vehicles	Carry out a review of current road speeds at high-risk road/rail infrastructure points (level crossings and bridges) on the rail network and make recommendations on appropriate speed limits.	/
4	Safe work-related road use	Work between Iarnród Éireann and the Commission for Railway Regulation to educate road users on the correct use of railway level crossings particularly unattended crossings and where road users are interfacing with Iarnród Éireann infrastructure.	/

The Justice Sector

An Garda Síochána

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe road use	Update on enforcement activity, including emerging trends.	/
2	Safe road use	Continue to publish quarterly data on roads policing statistics on www.garda.ie .	/
3	Safe road use	Promote and make maximum use of mobility applications.	/
4	Safe road use	Continuous review of roads policing equipment to maximise capacity.	/
5	Safe road use	Engage with key stakeholders to promote road safety.	/

The Department of Justice

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe road use	Identify and address matters relating to the high level of roads policing enforcement cases which end up in court.	AGS, Courts Service, DOT, RSA, TII

The Education Sector

Cycling Ireland

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe and healthy modes of travel	Expand, promote and support the existing Cycle Right Programme to include secondary schools and adult training.	DOT

The Department of Education

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe road use	Support the development and introduction of road safety education provision in secondary schools building on the introduction of Road Safety Matters in 2024 to Transition Year.	RSA
2	Safe road use	Examine the feasibility of providing Transition Year students with access to educational materials relating to the Driver Theory Test.	RSA

Health and Safety Authority

Over the course of the Phase 2 Action Plan, the **Health and Safety Authority** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe work-related road use	Engage with the NSAI to explore the possibility of adopting and promoting ISO39001 accreditation standard or similar to assist employers' management of work-related road safety to enable employers to comply with legal obligations on managing road risk.	NSAI

Fire Service

Over the course of the Phase 2 Action Plan, the **Fire Service** will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe vehicles	Continue leveraging working group with relevant expertise to develop and publish guidelines on how to deal safely with new vehicle types such as alternative fuel vehicles involved in collisions.	/
2	Post-crash response	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.	Local Authorities
3	Post-crash response	Implement recommendations from Phase 1 working group which reviewed potential improvements of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.	/
4	Post-crash response	Establish training for first responders/emergency services on how to respond to incidents involving electric vehicles.	/

The Health Sector

Health Service Executive

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Post-crash response	Provide emotional and psychological care and support to victims, families and emergency response team affected by a road traffic collision to ensure that they receive the appropriate care and support to recover from their traumatic experience that helps to lessen the impact of the event.	/

National Ambulance Service

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Post-crash response	<p>Implement and refresh the Trauma Triage and by-pass protocol to ensure road traffic collision trauma patients have a clear pathway to appropriate care in the trauma system.</p> <p>Ensure that patients with suspected major trauma are taken directly to a Major Trauma Centre where travel times are within 45 minutes or if travel times exceed this, to the nearest Trauma Unit for rapid stabilisation and subsequent transfer to the Major Trauma Centre if the complexity of their injuries exceeds the capability of the Trauma Unit.</p>	HSE

National Office of Clinical Audit

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Post-crash response	Analyse and report on data from the major trauma audit and hospital data to establish the extent of trauma and serious injuries as a result of road traffic collisions and to work collaboratively to ensure that data can give a complete picture of the incidence, cause, management and outcomes of traumatic injury.	HSE, RSA

National Office of Trauma Services

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Post-crash response	Ensure the appropriate specialist trauma care team is in place in the trauma receiving hospital to receive road traffic collision trauma patients, to provide specialist care and treatment in line with specific profiles of injury, to ensure the best possible outcome.	HSE
2	Post-crash response	Ensure definitive trauma care and rehabilitation pathways are in place once the road traffic collision patient has been stabilised so that the appropriate care, rehabilitation and support is in place so they can lead as productive a life as possible post injury.	HSE

Local Authorities

Over the course of the Phase 2 Action Plan, the **Local Authorities** (in collaboration with the **CCMA** and/or **LGMA** as appropriate) will:

No.	Safe System pillar	Supporting Actions	Supporting Stakeholders
1	Safe and healthy modes of travel	Establish a network across Local Authorities to share best practices for the implementation of active travel infrastructure.	LGMA, NTA, TII
2	Safe road use	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.	AGS, DOT, Fire Services, NAS, RSA, TII

The Action Plan has been structure in accordance with the above identified disciplines, and a lead agency and support agency has been assigned to each specific action, as per the following agency abbreviations:

AGS	=	An Garda Síochána
CCC	=	Cavan County Council (including Elected Members & the Fire Service)
CRSWTG	=	Cavan Road Safety Working Together Group
DES	=	Department of Education and Science
DoT	=	Department of Transport
NTA	=	National Transport Authority
HSE	=	Health Service Executive (including the Ambulance Service)
RSA	=	Road Safety Authority
TII	=	Transport Infrastructure Ireland
HSA	=	Health & Safety Authority
CMETB	=	Cavan and Monaghan Education and Training Board

10. Monitoring and Evaluation

Cavan County Council is responsible for leading, monitoring, reporting and evaluating the implementation of the Road Safety Plan through the road safety groups/agencies locally. This will require a collaborative approach across a range of organisations and agencies.

All stakeholders involved in the Road Safety Working Together Group (RSWTG) are fully committed to the implementation of this plan. This initiative is supported by Senior Management in all the organisations involved.

The implementation of the Safety Plan will be reviewed and monitored by the RSWTG on a regular basis as outlined in this document.

It is the hope and expectation that the County Cavan Road Safety Plan 2025 - 2027 will significantly contribute towards improving road safety in County Cavan, as outlined in the mission statement:

“Working together to implement a Road Safety Plan to make Cavan’s roads safer.”

11. Membership

Cavan Co Co	Director of Services
Cavan Co Co	Senior Engineer, Roads Dept
Cavan Co Co	Administrative Officer, Active Travel, Roads Dept
Cavan Co Co	Administrative Officer, Roads Dept
Cavan Co Co	Road Safety Officer
Roads Design	Senior Executive Engineer
M.D.'s	Senior Executive Engineer
Fire Service	Chief Fire Officer
RSA	Road Safety Promotions Officer
Gardai	Division Inspector
	Sergeant
CETB	Manager, Supply Chain, Logistics & Procurement
HSE	Director of Operations
Ambulance Service	Paramedic Supervisor
TII	Regional Road Safety Engineer