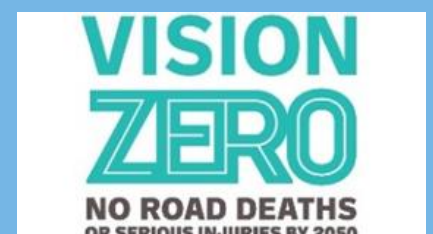


# County Monaghan Road Safety Plan 2023-2024



Our Journey Towards



## CONTENTS

<b>Forewords</b>	3
<b>Introduction</b>	7
<b>The Safe Systems Approach</b>	8
<b>Vision</b>	10
<b>Profile of County Monaghan</b>	11
<b>County Monaghan Road Network</b>	12
N2 – Dublin to Derry National Road	13
EU Collision Trends	15
Road fatalities in Ireland	16
Vehicle Ownership	16
Licensed Vehicles	16
Driving Test Pass Rates	17
County Monaghan Road Fatalities	17
County Monaghan Serious Injuries	19
<b>Road Safety Working Together Group</b>	20
Road Safety Working Together Group Membership	21
<b>Targets</b>	23
<b>Road Safety Support Groups</b>	23
<b>Dangerous Behaviours</b>	24
Distraction - Mobile Phones	24
Speeding	25
Drug Driving	26
Drink Driving	27
Fatigue	27
Seat Belts	28
Defective Tyres	29
<b>Vulnerable Road Users</b>	30
Pedestrians	30
Cyclists	31
Children	31
Motorcyclists	32
Older Road Users	32
<b>Stakeholders</b>	33
<b>County Monaghan Road Safety Action Plan 2023-2024</b>	38

## Forewords

### Monaghan Chief Executive & Monaghan Cathaoirleach



Monaghan County Council remains committed to reducing the number of road collisions in our County.

Significant changes in infrastructure and enforcement over the years since the introduction of the first national road safety strategy in 1998 has made our roads safer. However, lives continue to be lost, while others suffer life changing injuries. During the eight-year lifetime of the previous national road safety strategy 2013 to 2020, a total of 40 people lost their lives on the roads of County Monaghan and 144 sustained serious injuries<sup>1</sup>. This toll does not reflect the countless number of bereaved families and friends left to suffer the pain and grief of loss.

The County Monaghan Road Safety Plan 2023 to 2024 is the first of three action plans covering the period 2023 to 2030. The purpose of the action plan is to co-ordinate a multi-agency road safety policy and implementation at county level. It aims to deliver at a local level the national road safety strategy objective of reducing deaths by 15% and serious injuries by 10% by 2024.

The actions which are based on the principles of the 'Safe System Approach' place an emphasis on 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. Through the implementation of the plan, we will strive to reduce the number of fatalities and injuries on our roads.

For the plan to be successful a coordinated approach between Monaghan County Council, An Garda Síochána, Transport Infrastructure Ireland, Road Safety Authority and other relevant stakeholders is required. By working together and with the support of the community and road users taking responsibility for their own behaviour, we can improve safety on our roads.

We are pleased to present Monaghan County Council's Road Safety Plan 2023-2024.

*Patricia Monahan  
Chief Executive  
Monaghan County Council*

*Cllr Sean Conlon  
Cathaoirleach  
Monaghan County Council*

---

<sup>1</sup> Data for 2018, 2019 & 2020 is provisional at time of publication

## Chief Superintendent, An Garda Síochána



An Garda Síochána in County Monaghan is delighted to be associated with and to form an integral part of the Monaghan Road Safety Plan 2023 – 2024. The main aim of the Plan is to reduce the number of deaths and serious injuries arising from collisions on our roads.

In conjunction with stakeholders namely Monaghan County Council and the Roads Safety Authority we will endeavour to do this by delivering Road Safety education programmes to schools in County Monaghan. We continue to put Traffic and Roads Policing issues on the agenda at Joint Policing Committee Meetings and continue the positive and committed relationships with the Road Safety Authority, National Roads Authority and Monaghan County Council through the Collision Prevention Programme.

An Garda Síochána endeavour to reduce the deaths on the roads by a programme of enforcement carried out by the County Monaghan Roads Policing Unit based at Monaghan and moreover by all operational Gardaí.

Enforcement is regular and ongoing on a daily basis across the County Monaghan Road Network. In addition to this there are regular specialised Roads Policing Operations with focused enforcement of legislation pertaining to Heavy Goods Vehicles, Taxi Operators, Mobile Phone Users and Criminals utilising the road network. This continued enforcement is with the assistance of new technology advancements through Automatic Number Plate Reading technology and the Garda Mobility App and in conjunction with the focused “Go Safe” safety camera deployment across the county road network.

The major causes of death and serious injury on our roads continue to be Speeding, Dangerous Driving, driving whilst under the influence of alcohol or drugs, non-wearing of seat belts and distraction by using mobile phones. An emphasis continues to be placed on the prioritised enforcement of these lifesaver offences and subsequent court prosecutions.

Through programmes of education, awareness, and enforcement it is anticipated that the Road Safety Plan for 2023 to 2024 will significantly contribute to safer roads in our County.

*Alan McGovern  
Chief Superintendent  
An Garda Síochána*

## CEO, Road Safety Authority



Ireland has made significant progress over the lifetime of previous road safety strategies. Since the launch of the first ever Government Road Safety Strategy in 1998, road deaths have declined by almost 70%. None of that progress could have been possible without our key stakeholders working together in a coordinated, strategic way.

The fifth Government Road Safety Strategy 'Our Journey to Vision Zero' will adopt a transformational and partnership-based approach to road safety in to achieve a 50% reduction in deaths and serious injuries by 2030. Road safety is a whole-of-government issue and needs a whole-of-government response. We have seen how governments over the years have enacted measures that have made our roads safer from the mandatory wearing of seat belts, the lowering of drink-driving limits, the introduction of penalties for dangerous behaviours, safer infrastructure, and targeted enforcement. These measures have saved lives.

The 2020 Programme for Government commits to achieving 'Vision Zero' – i.e., no deaths or serious injuries on the roads – which we will achieve by 2050. This commitment must be matched by action, enabling funding, accountability, and good governance. Critically, we need even greater partnership and collaboration to achieve the ambitious target of Vision Zero. Vision Zero in road safety is not just a catchphrase. It is a serious commitment to end all deaths and serious injuries on our roads. Vision Zero will be delivered through embedding the Safe System approach into our national road safety policy and practice.

The Safe System approach recognises that while road safety education and training can reduce the number of road collisions, human error cannot be eliminated. It aims to reduce the likelihood of a collision occurring and, if one does occur, to ensure that the road users involved will not be killed or seriously injured. The seven areas of intervention of our Safe System approach are:

1. Safe Roads and Roadsides
2. Safe Speeds
3. Safe Vehicles
4. Safe Road use
5. Post-Crash response
6. Safe and Healthy Modes of Travel
7. Safe Work-Related Road Use

These intervention areas will drive the scope of our work, and all action plans will include actions under each of these headings. By implementing these seven priority intervention areas of the Safe System approach, we are delivering international best practice. The public has a central role to play in achieving our goals.

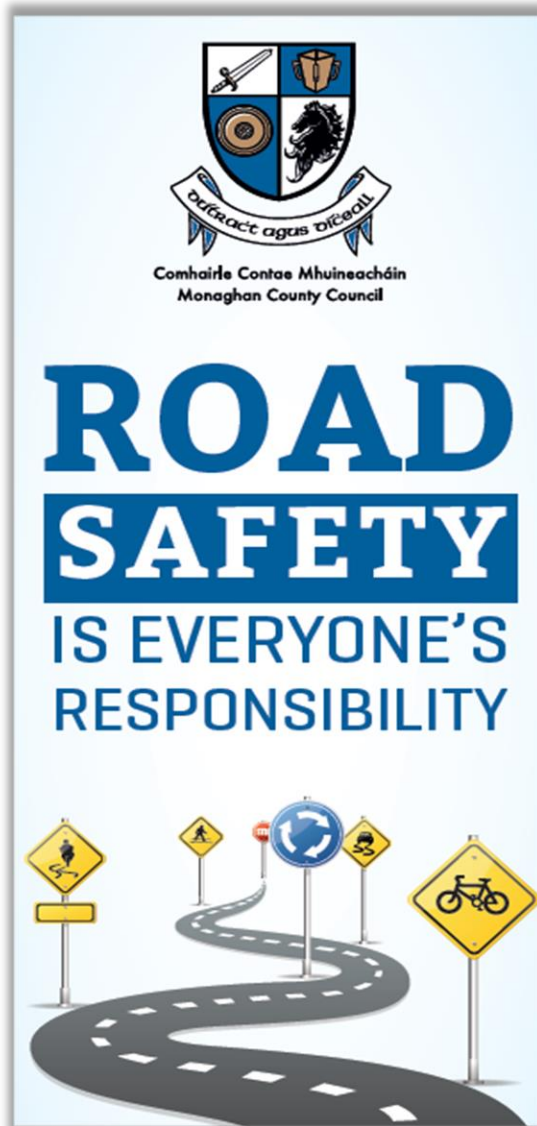
To prevent fatalities or serious injuries on our roads, we must continue to tackle road safety strategically and collectively. It will be challenging, but it is achievable with investment and support from the highest levels of leadership to local community level.

Reducing road deaths and serious injuries by 50% over the next decade is achievable. Vision Zero by 2050 is achievable. We can do it. Given our road safety journey to date, no target is too ambitious for us. The starting point is recognising that road deaths or serious injuries should not be the price to pay for our mobility.

*Sam Waide*

*CEO*

*Road Safety Authority*





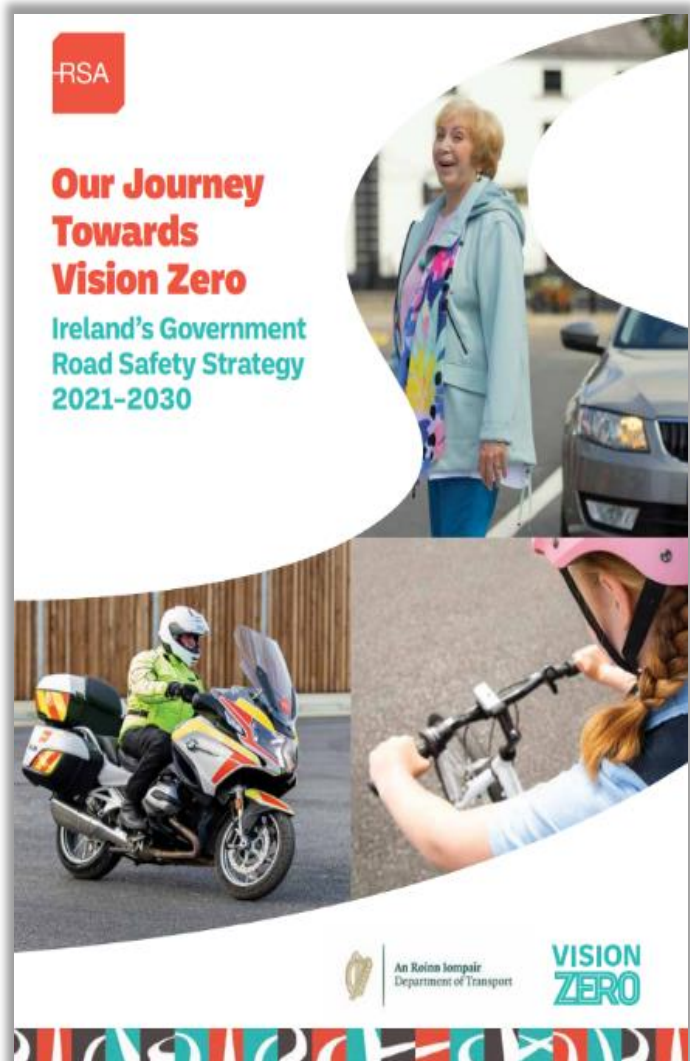
## Introduction

Since Ireland introduced its first Road Safety Strategy '*The Road to Safety 1998 – 2002*', significant progress being has been made in improving the nation's roads. However, despite this progress several challenges remain. 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.

Adopting a strategic coordinated and 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<sup>2</sup>. This achievement is set against an increase of 236% in the number of cars on the road network between 1994 and 2020<sup>3</sup>. The financial costs of road traffic collisions in Ireland are significant, conservatively estimated at €1.29 billion in 2019 across the economy<sup>4</sup>.

Road safety is a shared responsibility across all elements of the traffic management system, not just the individual road user. However, each road user must also ensure their own personal safety and responsible road use while contributing to the safety of others.



<sup>2</sup> ETSC's Road Safety Performance Index (PIN) Programme -June 2021

<sup>3</sup> Irish Bulletin of Vehicle and Driver Statistics 2021

<sup>4</sup> Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021–2030

## The Safe System Approach

Over the lifetime of the Road Safety Action Plan, vehicle and road technologies will become increasingly important, as has recently been evidenced with the development of autonomous (driverless) cars, which can sense their environment and navigate without human input. We have also seen the introduction of new modes of transport such as e-Scooters and e-Bikes which didn't exist just a few short years ago. However, human behaviour continues to still be the most important focus for road safety policy.

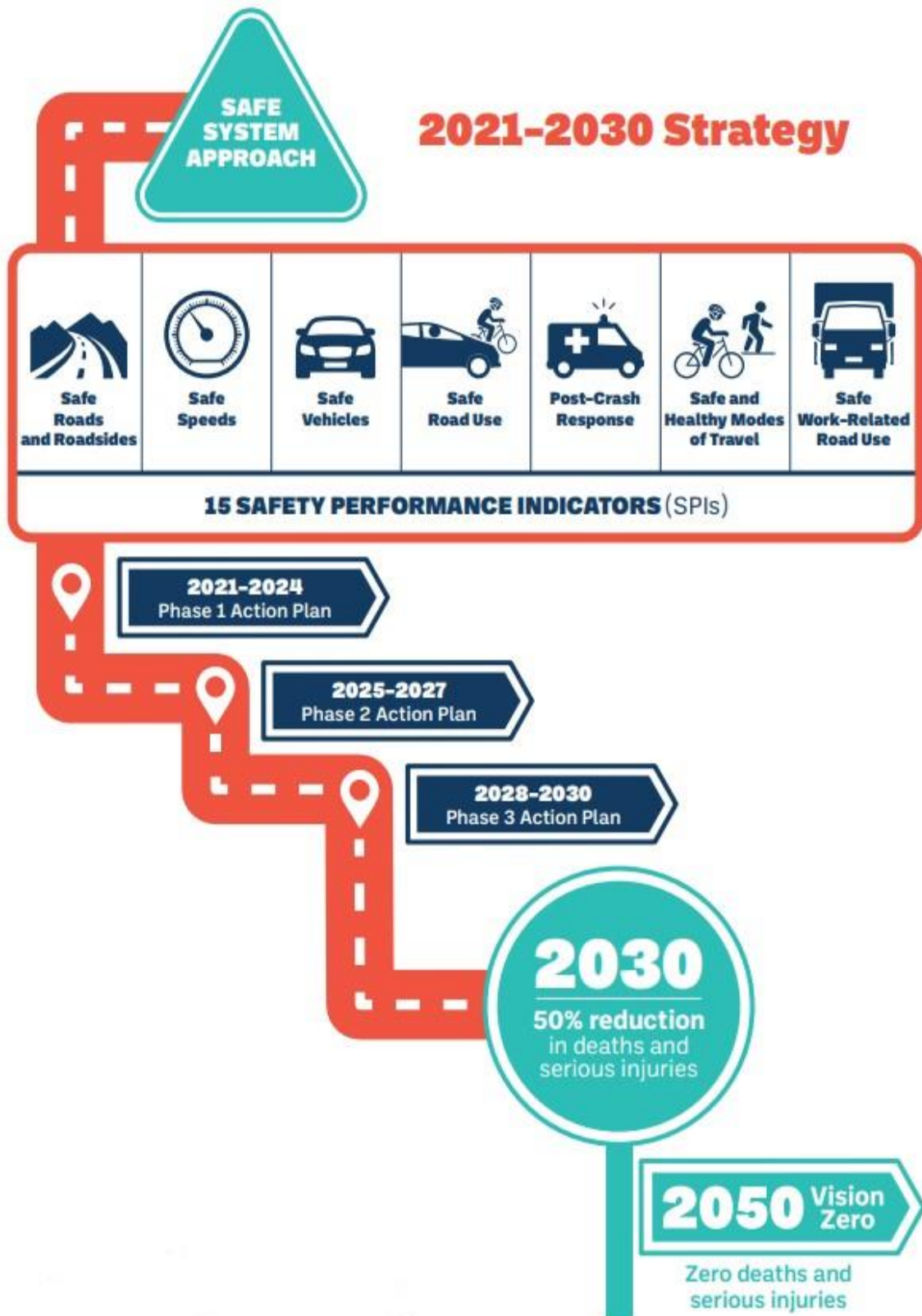
The findings of the strategy development process carried out by the Road Safety Authority as part of their research identified the holistic Safe System Approach to frame the 2021-2030 national strategy. The Safe System Approach is based on four principals:

1. **People make mistakes** when using the roads, which can lead to collisions.
2. The human body has a **limited ability** to tolerate collision impacts.
3. There is a **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.
4. **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 in the system fails.

Seven Safe System priority intervention areas have been identified as follows:

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, and the road users using them.
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 enforcement.
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.

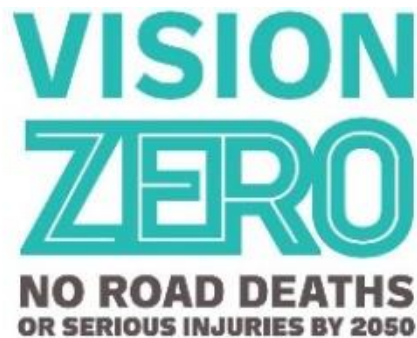




## Vision

The vision of the County Monaghan Road Safety Working Together Group is:

*To reduce the number of fatalities and serious injuries among road users in County Monaghan, in line with national casualty reduction targets and long-term goal of achieving 'Vision Zero'. This will be delivered through the Safe System Approach to road safety management."*



## Profile of County Monaghan

County Monaghan is one of the three Ulster counties in the Republic of Ireland and the most northerly inland county in the country. It comprises an area of 500 square miles representing just under 2% of the total land area of the Republic of Ireland.

Figures from the 2022 CSO Census show the total population of County Monaghan as of 3<sup>rd</sup> April 2022 was 64,832. This was equivalent to a 5.6% increase in the population over the five-year period from the previous 2016 Census figure of 61,386<sup>5</sup>. Co Monaghan was one of the counties which recorded a growth rate below the national average of 7.6% over the same period.

The County shares 108 miles of border with Northern Ireland and 90% of the county is located within 10 miles of the border. This can create challenges associated with legislative differences between the jurisdictions, but it also provides it with strategic access to the UK market. Monaghan boasts key transport linkages, providing easy access to the county. Its transportation network plays an important part in providing access to ports, airports, and markets.

Monaghan remains a predominantly rural county with approximately 80% of its residents living in population centres of less than 1,000 people. There are five main towns in the county: Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay. The county has a traditional pattern of dispersed settlement in rural areas together with a network of towns and villages distributed throughout the county. The County's population is dispersed throughout these rural areas with less than 30% of the population living in the urban areas.



<sup>5</sup><https://www.cso.ie/en/releasesandpublications/ep/p-cpr/censusofpopulation2022-preliminaryresults/geographicchanges/>

## County Monaghan Road Network

As there is no railway provision within County Monaghan, there is a heavy reliance on road transport for the movement of its people and goods. As it is predominately a rural county, more than 80% of its road network is classified as local roads.

The County has a total of 1,719 public roads with a cumulative length of 2,566 kilometres consisting of the following:

Road Type	Total No of Roads	Cumulative length (km)
National Primary	2	73.109
National Secondary	2	38.976
Regional	23	297.461
Local Primary	295	540.581
Local Secondary	322	582.168
Local Tertiary	1,075	1,033.739
<b>TOTAL</b>	<b>1,719</b>	<b>2,566.034</b>

The four National Primary and Secondary Roads in County Monaghan are:

- N2 Dublin to Derry
- N12 Monaghan to Armagh
- N53 Castleblayney to Dundalk
- N54 Monaghan to Clones

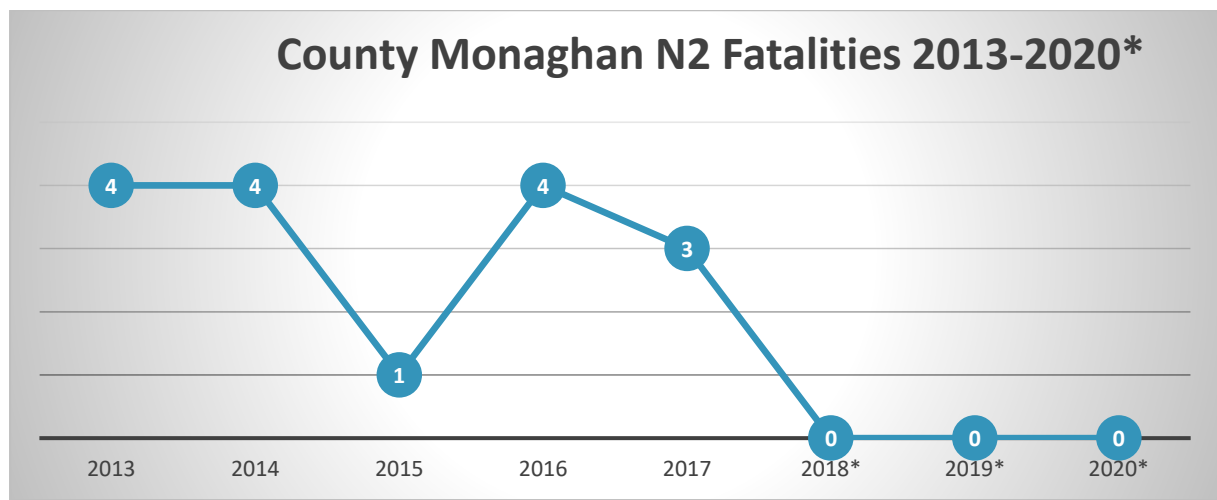


Corracrin NS, RSA 'Seatbelt Sheriff' Competition Winners 2019



## N2 - Dublin to Derry National Road

The N2 which passes through County Monaghan is the heaviest trafficked road in the county, with an average of 10,500 vehicles per day, of which 11% are Heavy Goods Vehicles. Provisional collision data from the Road Safety Authority for the period 2013 to 2020 show that of the 40 fatalities which occurred on County Monaghan roads, 16 were on the N2 Dublin to Derry National Road. None of these fatalities occurred during the years 2018 to 2020.



\*Provisional figures for 2018, 2019 & 2020

In 2016 Transport Infrastructure Ireland (TII) provided funding to Monaghan County Council to carry out an investigation of the collisions on a section of the N2 between the Monaghan/Louth border and the Castleblayney bypass. The consultants found that the rate of fatal collisions on this single carriageway road exceeded the rate of collisions on similar national primary roads. Following completion of the study, TII advised additional funding would be provided to commence the preliminary design and achieve planning consent for a 32km section of the N2 road existing from north of Ardee, Co. Louth to south of the Castleblayney Bypass

Monaghan County Council were advised the design of a 28km scheme to upgrade the N2 from Clontibret to the Northern Ireland Border Road Scheme was also to be reactivated, having been suspended in 2012. In 2018 funding was made available, and a consultant engineer was appointed to progress two major road schemes.

Both schemes were listed in the National Development Plan 2018–2027 and 2021–2030 to be progressed through pre-appraisal and early planning. They were also listed as an objective of the Northern & Western Regional Assembly's 'Regional Spatial and Economic Strategy' (RSES) 2020–2032, to be delivered to an appropriate level of service within the lifetime of the Strategy. A Preferred Route Corridor was identified for each scheme, and the Monaghan County Development Plan 2019 – 2025 included an objective: *‘To protect the selected route of the N2 upgrade road scheme between Ardee and Castleblayney and the selected route between Clontibret and the border with Northern Ireland, and to prohibit development that could prejudice their future delivery’.*

Both projects progressed to Phase 3 of the TII design process (in February 2021). Both schemes proposed to upgrade the N2 to a Type 2 dual carriageway standard, providing significant safety benefits as well as enhancing key North/South and regional connectivity.

An Environmental Impact Assessment Report and Compulsory Purchase Order are due to be prepared for the N2 Ardee to Castleblayney Road Scheme by mid- 2023. Subject to relevant approvals, an application for statutory approval could then be submitted to An Bord Pleanála in Phase 4 of the design process.

However, funding was not provided to the N2 Clontibret to Border Road Scheme to continue the design process in 2022, and the project has been suspended. It is hoped funding will become available within the lifetime of the National Development Plan to re-activate the project, and the Preferred Route Corridor continues to have protection within the County Development Plan.

## N2 CLONTIBRET to BORDER

The N2 is a national primary road facilitating connectivity between Dublin, Derry and the northwest. The proposed N2 Clontibret to Border road scheme will upgrade approximately 28km of the N2 between Clontibret and the Northern Ireland Border.

## N2 ARDEE to CASTLEBLAYNEY

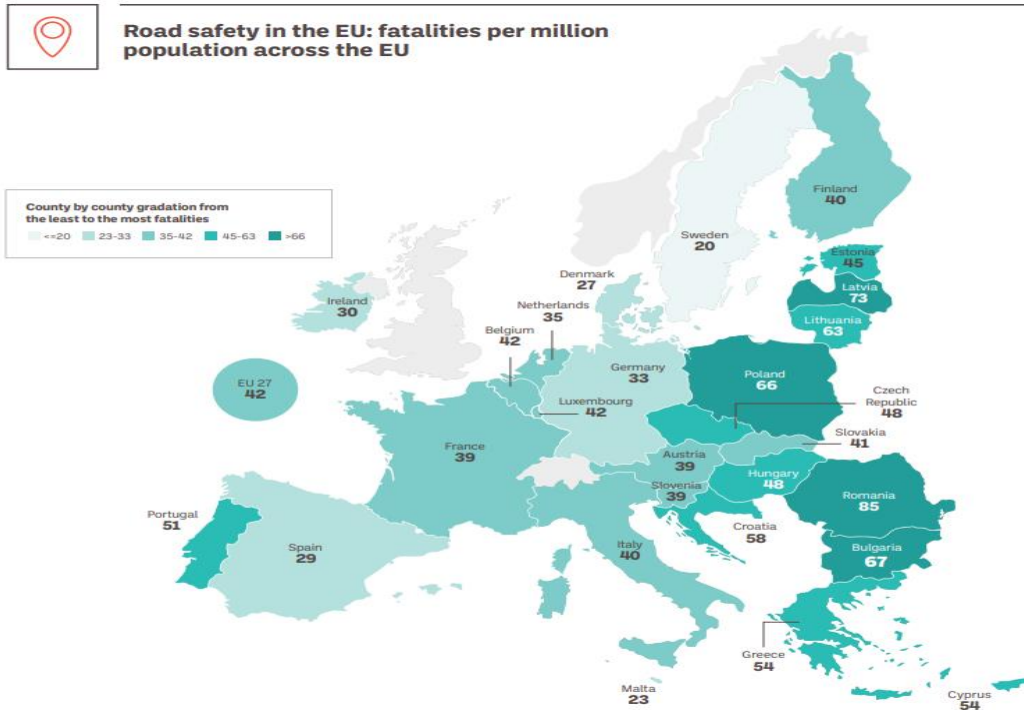
The N2 is a national primary road facilitating connectivity between Dublin, Derry and the northwest. The proposed N2 Ardee to Castleblayney road scheme will upgrade approximately 32km of the N2 between Ardee and Castleblayney.



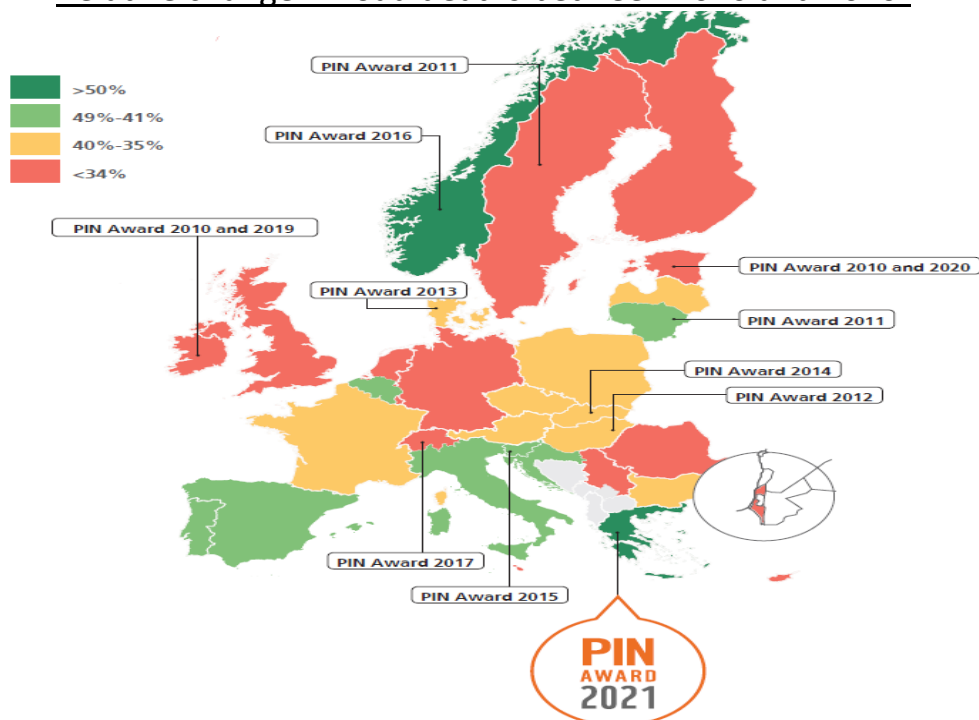


## EU Collision Trends

2020: Deaths per million inhabitants (EU28)<sup>6</sup>



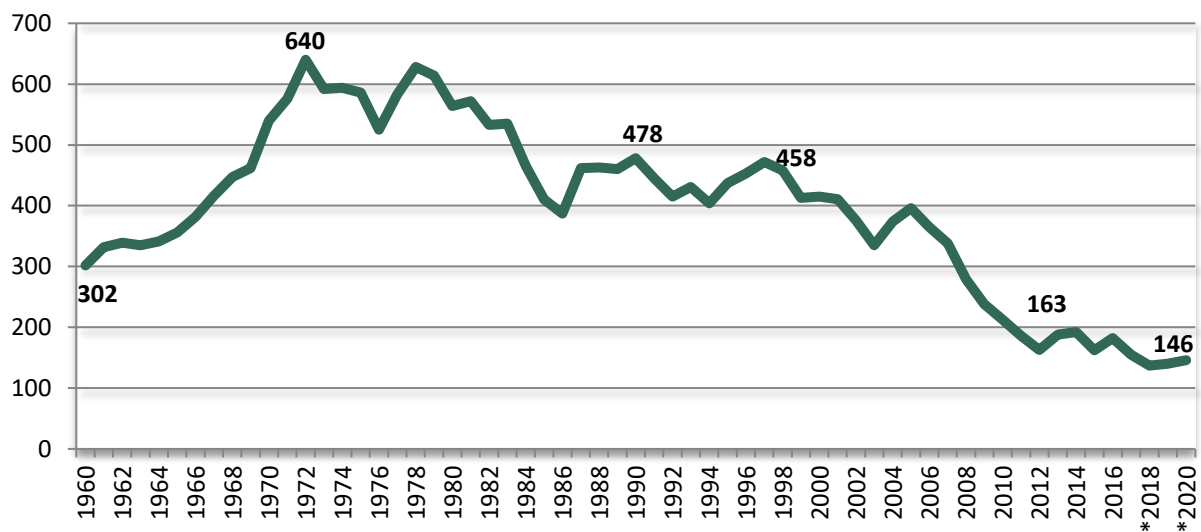
Relative change in road deaths between 2010 and 2020<sup>7</sup>



<sup>6</sup> Source: Road Safety Authority Annual Report 2020

<sup>7</sup> Source: ETSC 15<sup>th</sup> Road Safety Performance Index Report.

### Road Fatalities in Ireland 1960-2020



The number of road deaths in Ireland decreased from 212 in 2010 to 149 in 2020 – a 30% reduction. However, Ireland was one of the few PIN countries that saw an increase in road deaths in 2020 despite the Covid-19 pandemic. A 6% increase in 2020 followed the two safest years on record.

### Vehicle Ownership

As of 31<sup>st</sup> December 2020, a total of 40,403 vehicles were registered in the County Monaghan Licensing Authority Area<sup>8</sup>.

	Private Cars	Motor Cycles	Goods Vehicles	Tractors	Exempt Vehicles	PSV	Other	Total
Monaghan	27,725	367	8,766	1,735	313	299	1,198	40,403
National	2,215,127	44,819	377,890	87,592	31,940	29,641	73,975	2,860,984

### Licensed Vehicles

As of 31<sup>st</sup> December 2020, a total of 43,796 Driving Licences were registered to County Monaghan addresses<sup>9</sup>.

	Learner Permits	Annual Licence	3-year Licence	10-year Licence	Total Licences
Monaghan	2652	160	4,825	33,159	43,796
National	255,142	10,518	341,198	2,482,362	3,089,212

<sup>8</sup> Irish Bulletin of Vehicle and Driver Statistics 2021

<sup>9</sup> Irish Bulletin of Vehicle and Driver Statistics 2021

## Driving Test Pass Rates

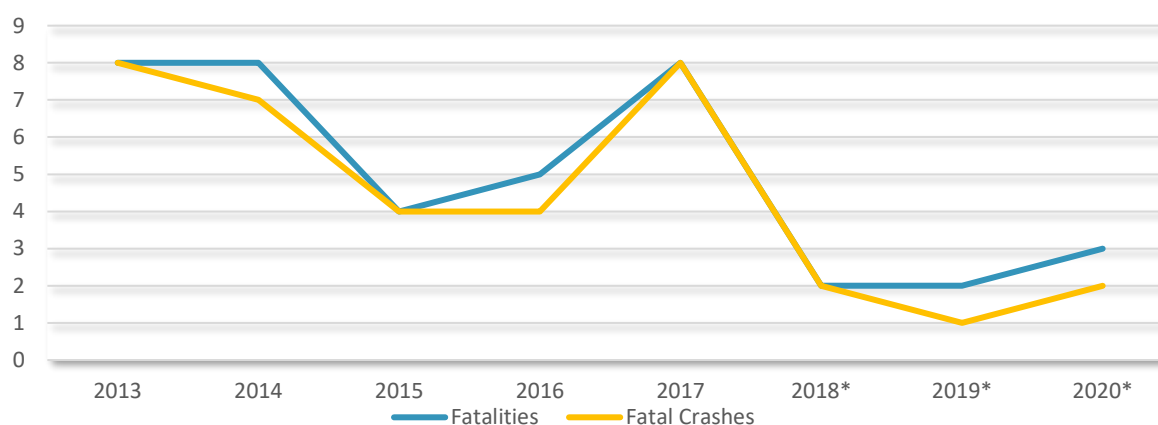
Pass rates for Monaghan test centre have seen an increase each year since 2015 and remain well above the national average over the same period<sup>10</sup>.

	2013	2014	2015	2016	2017	2018	2019	2020
Monaghan	61.52%	58.40%	55.06%	55.72%	56.18%	65.35%	65.30%	66.10%
National	55.27%	53.35%	53.95%	53.65%	52.90%	52.49%	53.90%	52.00%

## County Monaghan Road Fatalities from 2013 to 2020

A total of 40 people<sup>11</sup> have lost their lives on County Monaghan roads over the eight-year period between 1<sup>st</sup> January 2013 to 31<sup>st</sup> December 2020, equivalent to 3.07% of the total national road deaths for the same period. Figures from the CSO 2016 census population figures show that County Monaghan represents 1.29% of the total national population<sup>12</sup>.

### County Monaghan Fatal Road Traffic Accidents 2013 to 2020\*



Fatalities	2013	2014	2015	2016	2017	2018*	2019*	2020*	Total
Monaghan	8	8	4	5	8	2	2	3	40
National	188	192	162	182	155	137	140	146	1,302

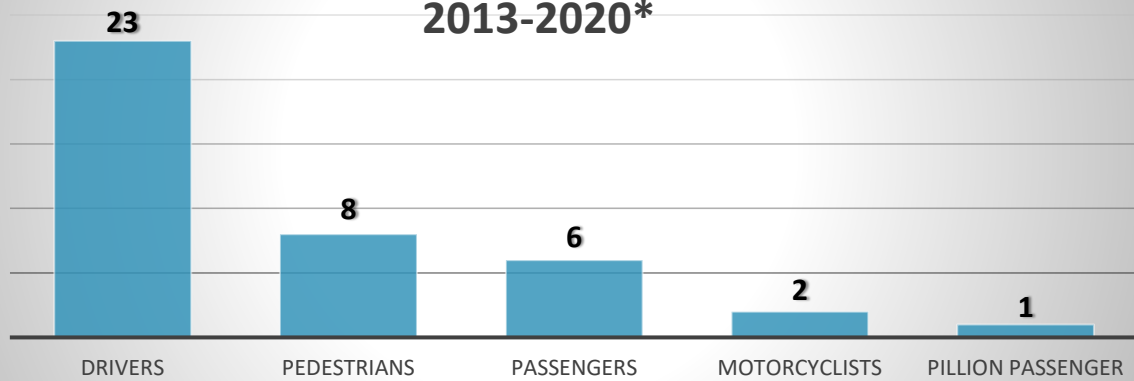
\*Provisional figures for 2018, 2019 & 2020

<sup>10</sup> RSA.ie

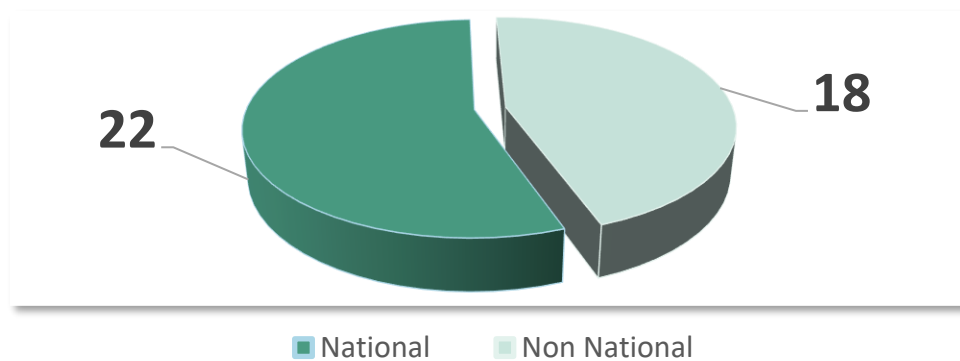
<sup>11</sup> Data for 2018, 2019 & 2020 is provisional at time of publication.

<sup>12</sup> CSO EY001: Population at Each Census from 1841 to 2016 by County

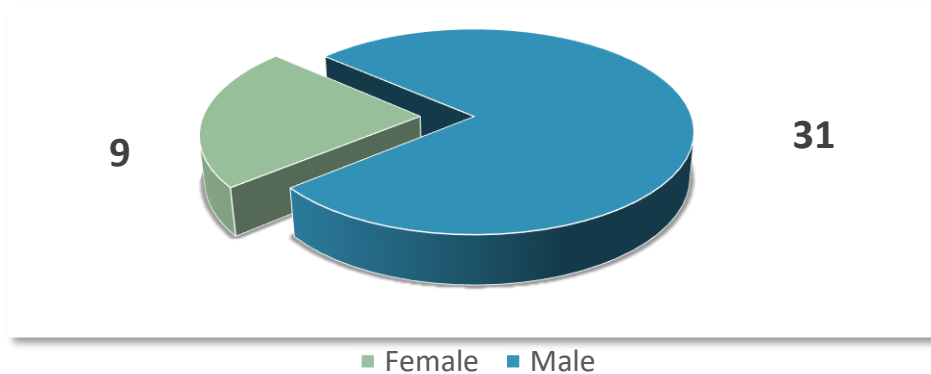
### County Monaghan fatalities by road user type 2013-2020\*

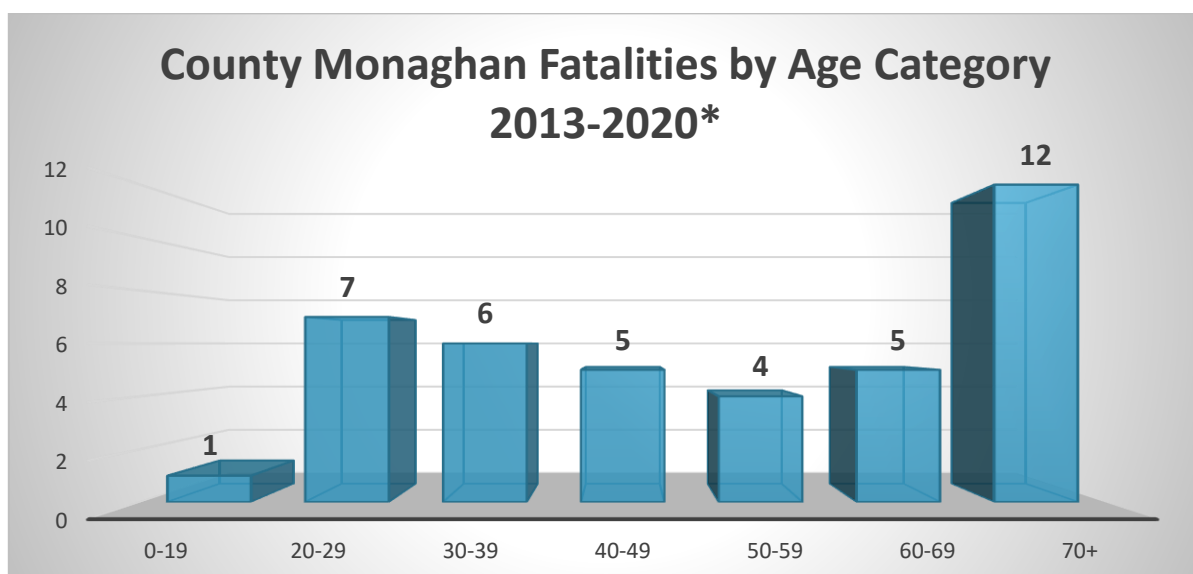


### County Monaghan Fatalities by Road type 2013-2020\*



### County Monaghan Fatalities by Gender 2013 - 2020\*





\*Based on provisional figures for 2018, 2019 & 2020

### County Monaghan Serious Injuries from 2013 to 2020\*

Serious Injuries	2013	2014	2015	2016	2017	2018*	2019*	2020*	Total
Collisions	9	10	14	15	11	19	27	16	121
Injured	16	15	17	17	13	22	27	17	144

\*Provisional figures for 2018, 2019 & 2020

Figures from the European Commission<sup>13</sup> estimate that for every death that occurs on Europe's roads there are 4 permanently disabling injuries such as damage to the brain or spinal-cord, 8 serious injuries and 50 minor injuries.

The World Health organisation (WHO,2021) has identified road traffic collisions as a global leading cause of death and disability. As most accidents are preventable; therefore, it is possible to eliminate unnecessary trauma to families, reduce the lifelong consequences of serious injuries and to ease the unacceptable financial costs on society.

<sup>13</sup> [https://ec.europa.eu/transport/road\\_safety/specialist/erso/statistics\\_en](https://ec.europa.eu/transport/road_safety/specialist/erso/statistics_en)

## Road Safety Working Together Group

Monaghan County Council plays a vital role in road safety promotion, together with its statutory obligations under roads and traffic legislation.

In line with Action 94 of the Government Road Safety Strategy for 2021-2030, *'Safe System Priority Intervention Area; Safe Roads and Roadsides'* each Local Authority is tasked with establishing a 'Road Safety Working Together Group' to co-ordinate a multi-agency road safety policy and its implementation at a local level. The ambitious road safety targets set in the strategy can only be achieved through multi-agency co-operation, together with road users taking personal responsibility for their behaviour.

The role of the Monaghan Road Safety Working Together Group is to:

- Bring together other stakeholders involved in the process.
- To foster links with organisations which have a role to play in road safety.
- Set objectives for County Monaghan in line with national government policy for the reduction and prevention of road collisions.
- Produce a Road Safety Strategy Action Plan for County Monaghan.
- Oversee the implementation of the actions identified over the period of the plan.
- Evaluate the progress of the plan.
- Produce a mid-term review outlining the progress and implementation of the plan.

The Road Safety Working Together Group has produced Monaghan's second Road Safety Action Plan covering the period 2023-2024, offering strategic direction for road safety in the County. This document is complementary to the national strategy and outlines the actions to be undertaken in County Monaghan to improve the safety of our roads.

The mission of the Road Safety Action Plan is to reduce the number of fatalities and serious collisions on the roads of County Monaghan in line with national targets. The Action Plan will be based around the holistic Safe System Approach to road safety management.



*Launch of 'Gift of a Lift' Christmas initiative*



## Stakeholders

The key stakeholders on the Road Safety Working Together Group charged with overseeing the implementation 2023-2024 plan are:

### Monaghan County Council

The Local Authority is responsible for the planning, design, improvement, and upkeep of the road network to provide a safe and efficient environment serving the needs of industry, agriculture, tourism, and the general community located within and around the County.



The Roads Department provides a number of related services i.e., road safety, winter maintenance, traffic management, speed limits, public lighting, temporary road closures, road opening licences, abnormal load permits and reporting on planning applications which relate to roads.

Through funding provided by the National Transport Authority Active Travel Fund, Monaghan County Council will deliver a variety of projects throughout the County designed to incorporate walking and cycling as part of normal daily routines through the provision of appropriate infrastructure and initiative designed to promote active travel.

The school warden service provided during term time caters for hundreds of children, enabling them to cross the road in safety.

### Monaghan Fire & Civil Protection (MFCP)

As part of Monaghan County Council, MFCP covers a broad range of functions ranging from Fire and Rescue Service and Civil Defence to Fire Prevention and Building Control.



The purpose of the fire operations section is to respond quickly and efficiently to fires and other emergencies throughout the county. This response consists of a pre-determined turnout of appliances and equipment based on the nature, magnitude, and severity of the incident. Turnout involves the mobilisation of the fire-fighting crews and the appropriate fire appliances. MFCP is committed to minimising the effects of fire and other emergencies by an effective prevention programme and provides a quality response to fires and other emergencies.

All five fire stations in the county (Ballybay, Carrickmacross, Castleblayney, Clones and Monaghan) attend road-based incidents with an emergency tender unit at both Carrickmacross and Monaghan Town providing extra resources in dealing with road traffic collisions. The trend is for a reduction in calls requiring the fire service, however, the response

of the service to road-based incidents has increased comparatively with other call types in recent years in County Monaghan.

MFCP will continue to promote road safety through community safety education and developing an operational response to road-based incidents, including continued development of fire-fighters as first responders (Cardiac First Responder and Emergency First Responder). MFCP is a dedicated stakeholder within the County Monaghan Road Safety Plan and will work on meeting our targets for 2023-2024.



### **An Garda Síochána**

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

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



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

Assistant Commissioner Hilman, Roads Policing and Community Engagement has responsibility for Roads Policing within An Garda Síochána. This includes a responsibility for the Garda National Roads Policing Bureau. A key element of the work of the Garda National Roads Policing Bureau is to analyse observed trends to identify and implement Roads Policing operations. A focus of these operations is:

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

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

## Road Safety Authority (RSA)

The mission of the Road Safety Authority is to make Irish roads safer for everyone. That means working in every way possible to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads.



They are recognised as the leading voice for road safety in Ireland and as a leading voice internationally. This recognition is built upon a strong record of driving positive change in the attitudes and behaviours of all road users, while effectively collaborating with many stakeholders, such as An Garda Síochána and the Health and Safety Authority, to save lives.

Their mission of making Irish roads safer for everyone involves delivering some key functions:

- Road safety promotion, education, and awareness
- Road safety and collision research
- Primary responsibility as the lead agency for the governance and implementation of the government's Road Safety Strategy
- Driver testing and driver licensing
- Governance and supervision of the National Car Testing Service and Commercial Vehicle Roadworthiness Testing
- Enforcement of a range of road haulage industry and driver regulations
- Regulation of the driving instruction industry
- Development and monitoring of vehicle standards
- Advising the Department of Transport and the Minister for Transport on all aspects of road safety public policy.

## Transport Infrastructure Ireland (TII)

TII was established through a merger of the National Roads Authority and the Railway Procurement Agency in 2015. TII's mission is to deliver transport infrastructure and services which contribute to the quality of life for the people of Ireland and support the country's economic growth.



TII endeavours to provide a safer network of national roads and to mitigate safety problems on existing national roads. They are working towards the objectives set out in the Government Road Safety Strategy for 2021-2030.

TII has an extensive road safety agenda aimed at reducing the number of collisions occurring on the network of national roads. It meets the requirements of EU Directive (2004/54/EC) on Road Infrastructure Safety Management through the following standards:

- Network safety ranking. Collision data is used to rank the safety of the national road network and to identify high collision locations.

- Inspections of temporary safety measures are carried out at road works to ensure that safety measure guidelines are being complied with.
- Road safety inspections are performed on national roads to identify potential safety hazards and possible solutions.
- Road Safety Impact Assessments are completed on national road schemes to determine the safety impacts of different planning options for new schemes.
- Road Safety Audits evaluate road schemes at design, construction, and completion stages to identify potential hazards to road users.

The TII Safety Section is involved in extensive road safety research activities aimed at understanding the patterns of collisions on the national road network. It also evaluates road safety remedial measures and traffic calming schemes funded by TII.

### **National Ambulance Service**

The National Ambulance Service (NAS) is the statutory pre-hospital emergency and intermediate care provider for the State.

The NAS vision is to provide excellent ambulance services to patients and the public through the highest levels of clinical and professional proficiency contributing to the improved health and wellbeing of people.



It provides pre-hospital emergency care e.g., emergency response to road traffic accidents and patients with sudden illness and injury. The NAS responds to over 300,000 ambulance calls each year, employs over 1,600 staff across 100 locations and has a fleet of approximately 500 vehicles.

## Targets

Data for 2020 on road deaths across the European Union and other countries covered by European Transport Safety Council's Road Safety Performance Index (PIN) programme, have ranked Ireland as the seventh safest out of the 28 countries that collect road collision data. Ireland recorded a total of 30 deaths per annum per million inhabitants in 2020. The average number of deaths per annum across the 28 PIN countries over the same period was 42 per million inhabitants.

Although Ireland is currently one of the better performing EU countries in terms of road safety, there is no room for complacency. The Government's vision is to continue to improve road safety performance in line with the best performing countries in the world including the Norway and Sweden both of whom recorded less than 20 deaths per annum per million inhabitants in 2020<sup>14</sup>.

The long-term goal of 'Our Journey Towards Vision Zero', Ireland's Government Road Safety Strategy 2021 - 2030 is achieving Vision Zero (i.e., zero road deaths or serious injuries) by 2050.

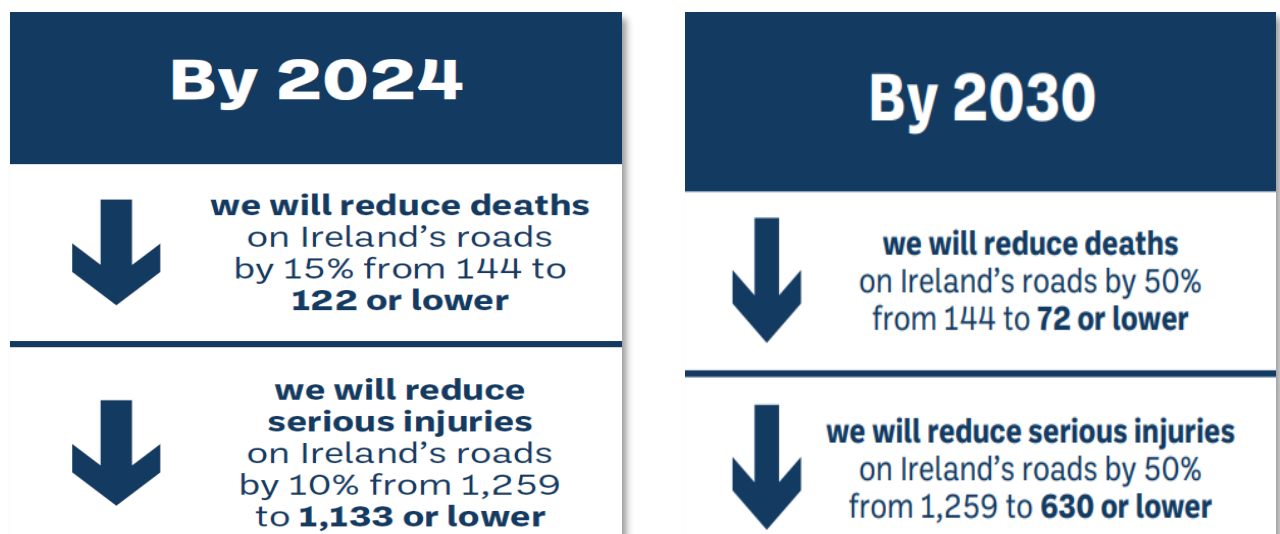
To achieve this long-term goal Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030. (An average of 2017-2019 figures for fatalities and serious injuries are being used as target baselines).

To ensure that road safety interventions and actions continue to be effective, the 2021-2030 strategy will feature three phases of action plans:

**Phase 1: 2021-2024**

**Phase 2: 2025-2027**

**Phase 3: 2028-2030**



<sup>14</sup> <https://etsc.eu/euroadsafetydata/>

As part of Phase 1 of the Action Plan, interim targets for the reduction in the numbers of fatalities and serious injuries have been set for 2024. These include a 15% reduction in the number of fatalities and a 10% reduction in the number of serious injuries.

## County Monaghan Targets

Ideally those targets which are set out at national level should be reflected in the County Monaghan Road Safety Plan. However, due to the lower numbers involved at a local level a combined average KSI (Killed and Seriously injured) numbers will be used to set targets. The Road Safety Authority have stated that the base line figure to set these targets should be based on the average number of KSI's over the period 2017-2020.

	2017	2018	2019	2020
Drivers	8	11	15	7
Passengers	5	4	3	2
Motorcyclists	2	4	3	5
Cyclists	1	2	2	1
Pedestrians	5	3	6	5
Total	21	24	29	20

## Road Safety Support Groups

### Collision Prevention Programme

The Collision Prevention Programme is a partnership that brings together An Garda Síochána and Monaghan County Council Engineers in an effort to identify collision prone locations and by taking preventive remedial action to make the roads safer by reducing the number of deaths and serious personal injuries. The County Monaghan committee continues to meet biannually.

### Joint Policing Committee

The functions and powers of Joint Policing Committees (JPCs) are set out under section 36 of the Garda Síochána Act 2005, which provides for a Committee in each Local Authority area. The JPCs provide a dedicated forum to support consultation, co-operation and synergy on policing and crime issues between An Garda Síochána, Local Authority officials, Elected Representatives and the community and voluntary sectors.

### Strategic Policy Committee

The Local Government Act, 2001 provided for the establishment of Strategic Policy Committees. They allow the elected Members of the Council to work in partnership with representatives of groups that would have an interest in specific policy areas. The Monaghan Road Safety Plan has been presented to and approved by the Transport and Community Strategic Policy Committee.



## Dangerous Behaviours

Several challenges will need to continue to be addressed to ensure the success of the County Monaghan Road Safety Plan. They include:

### Distraction – Mobile Phones

According to international research, distracted driving could be a factor in as many 20-30% of all collisions. This means that driver distraction could be a contributory factor in over 1,400 fatal and injury collisions annually. Drivers are four times more likely to be involved in a collision if they use a mobile phone while driving.<sup>15</sup>

The Road Safety Authority's Driver attitude and behaviour survey 2021<sup>16</sup> showed that almost 1 in 4 (23%) of drivers check mobile phone notifications while driving.

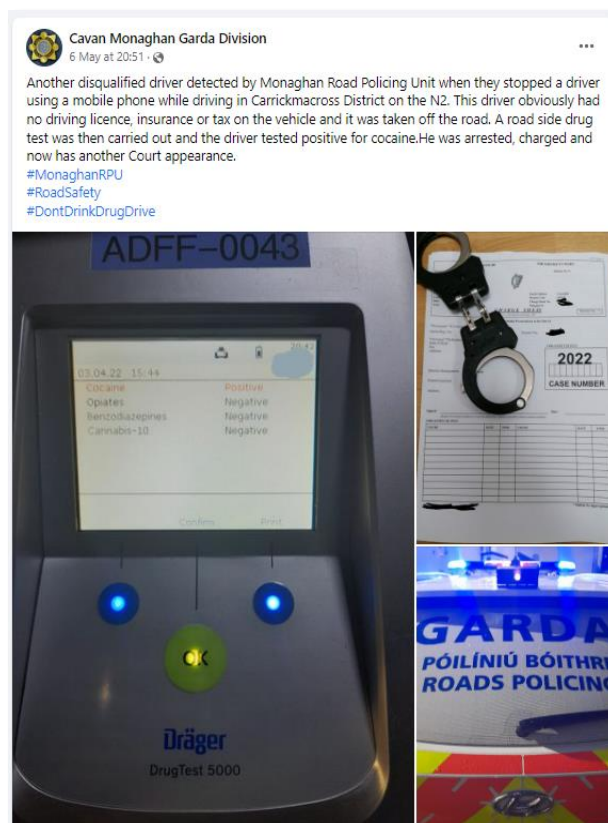
The survey also found that:

19% of respondents use their phone to read messages/emails, while 13% write messages/emails from behind the wheel. In addition, 12% of motorists admitted to using their phones to check social media.

10% of drivers admit to texting, at least sometimes, while driving and 9% of motorists check apps, at least sometimes, while driving.

Garda detections (Jan – Sept 2018-2021) show that 75% of drivers arrested for driving using a mobile phone while driving were men.

Penalty Point Statistics released by the Road Safety Authority<sup>17</sup> have shown that as of 31<sup>st</sup> December 2020 a total of 1,091 notices were issued in County Monaghan over the previous three-year period for 'Driving a vehicle while holding a mobile phone'.



<sup>15</sup> <https://www.rsa.ie/road-safety/campaigns/mobile-phones-and-distractions>

<sup>16</sup> [Cover Quantitative Research Project Delivery \(rsa.ie\)](https://www.rsa.ie/road-safety/campaigns/mobile-phones-and-distractions)

<sup>17</sup> <https://www.rsa.ie/road-safety/statistics/penalty-points>

## **Speeding**

Speed is the biggest contributory factor in road deaths in Ireland.

The Road Safety Authority Driver Attitude and Behaviour Study 2020 shows there has been a significant increase in the perceived acceptability of speeding compared to previous years.

- Between 2014 and 2019, approximately 24% of drivers through it was acceptable to exceed 50 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.
- Between 2014 and 2019, approximately 18% of drivers through it was acceptable to exceed 100 km/h speed limits by more than 10 km/h. In 2020 this rose to 34%.

The 2018 Free Speed Survey<sup>18</sup> carried out by the Road Safety Authority found that:

- 23% of car drivers broke the speed limits on motorways
- 27% of car drivers broke the speed limit on rural roads
- 44% of car drivers broke the speed limits on dual carriageways
- 52% of car drivers broke the speed limit on urban roads



The National Drugs National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 74% of drivers arrested for speeding were men, whilst 9 out of 10 driver fatalities, who were speeding were men.

Penalty Point Statistics released by the Road Safety Authority<sup>19</sup> have shown that as of 31<sup>st</sup> December 2020 a total of 4,729 notices were issued in County Monaghan over the previous three-year period for 'Speeding'.

<sup>18</sup> [https://www.rsa.ie/docs/default-source/default-document-library/rrd\\_res\\_20190204\\_freespeedsurvey2018final.pdf?sfvrsn=55642d55\\_3](https://www.rsa.ie/docs/default-source/default-document-library/rrd_res_20190204_freespeedsurvey2018final.pdf?sfvrsn=55642d55_3)

<sup>19</sup> <https://www.rsa.ie/road-safety/statistics/penalty-points>

## **Drug Driving**

Drug-driving is a complex issue that presents an array of challenges for research policy and programmes. The Road Traffic Act 2016 focuses on addressing the problem of driving while under the influence of drugs. The Act allows Gardaí to test drivers for drugs at the roadside. Current provisions for Mandatory Alcohol Testing (MAT) checkpoints provide for Mandatory Intoxication Testing (MIT) checkpoints testing drivers for both alcohol and drugs.

Under these measures, Gardaí can ask drivers to undergo a preliminary drug test and those caught driving while impaired will face a minimum disqualification of 4 years for their first offence and 6 years for their second and subsequent offence.

An offence of driving / being in charge of a mechanically propelled vehicle with the presence of three illicit drugs (Cannabis, Cocaine, and Heroin) has also been introduced. Drivers found above legal thresholds for these drugs will commit an offence without An Garda Síochána having to prove impairment.

Provisional figures released by An Garda Síochána show that 38,259 Mandatory Intoxicant Checkpoints were carried out in 2020<sup>20</sup>. (These figures are subject to an ongoing review).



Filming of Drug Driving video by Flocking Arts

<sup>20</sup> <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

## **Drink Driving**

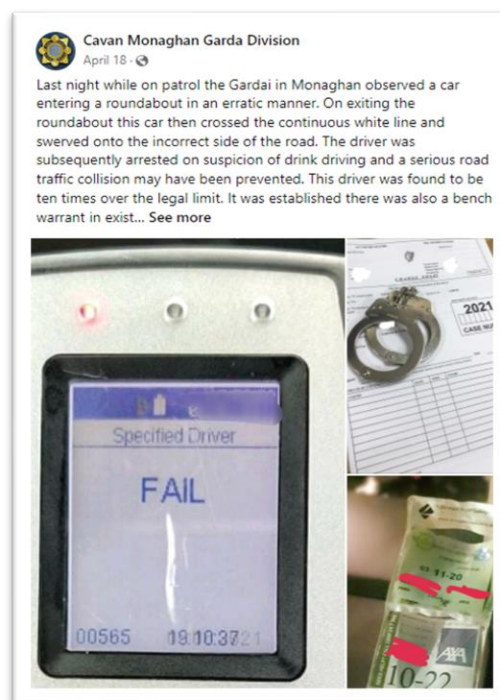
Research published by the Road Safety Authority reveals that the presence of alcohol is still a major factor in fatalities on Irish roads. The *'Road Deaths and Alcohol 2013-2017'* report released in July 2020, focused on road user fatalities that had a positive toxicology for alcohol at the time of the collision.

The research reveals that, of the 600 road user fatalities from 2013 to 2017, where a toxicology result was available, 36.5% had a positive toxicology for alcohol. Of these 219 road user fatalities with a positive toxicology for alcohol, 62% were drivers/motorcycle drivers.

Of the drivers/motorcycle drivers killed who had a positive toxicology for alcohol, the vast majority 92% were male and 82% were under 45 years of age.

Garda detections (Jan – Sept 2018-2021) show that 87% of drivers arrested for driving under the influence of drink or drugs were men

Provisional figures released by An Garda Síochána show that 104,803 breath tests were conducted countrywide in 2020<sup>21</sup> resulting in 8,069 motorists being detected driving while intoxicated. (These figures are subject to an ongoing review)



## **Fatigue**

Driving is a complex task that can be impaired by fatigue. Many sleep-related crashes are because of lifestyle issues- such as driving without adequate sleep, and some are due to medical conditions

It is estimated that driver fatigue is a contributory factor in as many as one in five fatal crashes in Ireland every year. Tiredness-related collisions are three times more likely to be fatal or result in a serious injury. Research carried out by the Road Safety Authority have found that 28% of motorists in Ireland say they have fallen asleep or nodded off, even if only for a moment when driving<sup>22</sup>.

<sup>21</sup> <https://www.garda.ie/en/roads-policing/statistics/previous-years-roads-policing-statistics/overview-2020.html>

<sup>22</sup> [https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b\\_3](https://www.rsa.ie/docs/default-source/default-document-library/driver-attitudes-and-behaviour-survey-2020.pdf?sfvrsn=6c5a630b_3)

Among people who drive for work, this increases to 33% who say they have ever fallen asleep or nodded off, even if only for a moment when driving.

Studies have shown that the groups most at risk from driver fatigue are:

1. Young men
2. People working night shifts
3. Those who drive for a living such as commercial drivers
4. People with sleep disorders, such as sleep apnoea.

Initiatives to help drivers combat the effects of fatigue include the RSA and Applegreen teaming up to provide free cups of coffee to drivers at participating Service Stations.

## **Seat Belts**

A 2020 Behavioural and Attitudinal survey carried out on behalf of the Road Safety Authority found that:

- 97% of motorists surveyed use a seat belt when they are driving
- 97% use a seat belt when they are a front passenger
- 84% use a seat belt when they are a rear passenger
- 

Despite this high level of compliance, provisional Garda figures for 2020 show that one in four passengers and drivers killed were not wearing a seat belt.

An analysis of provisional collision data carried out by the Road Safety Authority from 2017 to 2020 shows that 10% of vehicle occupants seriously injured in road traffic collisions were not wearing a seatbelt. Separate research has also shown that rates for not wearing a seat belt increases when alcohol has been consumed. Over the period 2008 to 2012 of the 196 drivers killed who had not been wearing a seat belt, 57% were recorded as having consumed alcohol prior to the crash. In the case of passengers, of the 174 who had not been wearing a seat belt, 50% were recorded as having consumed alcohol prior to the collision<sup>23</sup>.

The National Drugs National Drug Related Deaths Index (NDRDI) report 2013-2017 found that 9 out of 10 driver fatalities, not wearing a seatbelt were men.

Penalty Point Statistics released by the Road Safety Authority<sup>24</sup> have shown that as of 31<sup>st</sup> December 2020 a total of 314 notices were issued in County Monaghan over the previous three-year period for various 'Safety Belt' offences.

<sup>23</sup> RSA Fatal Collisions 2008-2012 Alcohol As a Factor Report 1<sup>st</sup> June 2016

<sup>24</sup> <https://www.rsa.ie/road-safety/statistics/penalty-points>



## **Defective Tyres**

Between 31st August 2020 and 1st September 2021, a total of 107,012 (7.68%) NCT tests received a 'Fail' result on tyres. Based on the analysis of Garda forensic road collision reports the Road Safety Authority estimate that defective tyres could be a contributory factor in as many one in ten fatal crashes annually, resulting in approximately 14 deaths each year.

A Fixed Charge Notice offence was introduced in 2016 for motorists who drive with defective or worn tyres on their vehicle. Although it was already an offence to drive a vehicle with defective or worn tyres, an €80 fixed charge was introduced (increasing to €120 after 28 days), with two penalty points endorsed on the licence on payment of the fixed charge, or four penalty points following conviction in court.

Penalty Point Statistics released by the Road Safety Authority<sup>25</sup> have shown that as of 31<sup>st</sup> December 2020 a total of 54 notices were issued in County Monaghan over the previous three-year period for various 'Tyre' related offences.



Promoting National Tyre Safety Day

---

<sup>25</sup> <https://www.rsa.ie/road-safety/statistics/penalty-points>



## **Vulnerable Road Users**

Of the forty people who lost their lives on County Monaghan Roads during the period 2013 to 2020, twenty-three (57%) were classed as vulnerable road users.

Through the Active Travel programme, the Government is committed to developing high quality walking and cycling facilities to encourage more people to switch from cars to active travel. The aim is to connect communities and to make walking and cycling attractive, safe, and accessible for vulnerable road users.



Ulster Canal Greenway, Monaghan Town

### **Pedestrians**

Pedestrians are one of the most vulnerable groups of road users, particularly older people. Census data (2016) reported that 13.82% of Ireland's population is aged 65 and above, however this age group accounted for 31% of pedestrian fatalities during the period 2016-2020<sup>26</sup> demonstrating that older people are significantly over-represented in pedestrian deaths in Ireland. The majority of those who lost their lives were female (65%).

Of the forty people who lost their lives on County Monaghan Roads during the period 2013 to 2020, eight (20%) were pedestrians.



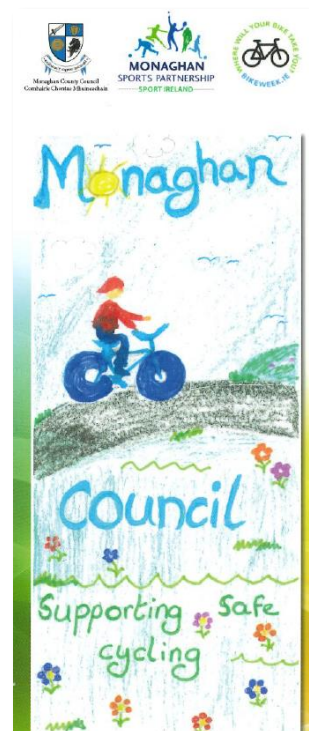
<sup>26</sup> <https://www.rsa.ie/road-safety/campaigns/older-pedestrians>

## Cyclists

The Cyclist Injury Trends 2006- 2018<sup>27</sup> report produced by the Road Safety Authority which included an in-depth review of figures for 2016, found the following.

- 73.7% of those injured in 2016 were male, while 57.1% were aged between 25 to 49.
- 47% were wearing a helmet at the time of the collision, while 41% were not; in 12% helmet-wearing was not known.
- 91.3% were injured in a multi-vehicle collision in which at least one other vehicle was involved and 84% of these involved a car.
- In 41.4% of cyclist injuries in collisions with cars, the car driver failed to observe before the collision.
- In 19.8% cyclists' injuries in a collision with a car, the cyclist failed to observe before the collision.

None of the forty road users who lost their lives on County Monaghan Roads during the period 2013 to 2020 were cyclists.



## Children

A total of 98 children (aged 0-14 years) lost their lives on Ireland's roads between 2007 and 2017. During the same period 573 children were seriously injured. Learning good road safety habits at an early age is vitally important. The Road Safety Authority have a comprehensive road safety educational programme in all pre-primary and primary schools and the Gardaí, through their schools' programme, will reinforce these messages of road safety.

The RSA's Check it Fits service is a full-time, nationwide, free, expert service which travels around the country, with experts demonstrating how to fit child car seats correctly and answering any questions.

Of the forty people who lost their lives on County Monaghan Roads during the period 2013 to 2020, one was a child.



<sup>27</sup> [https://www.rsa.ie/docs/default-source/about/cyclist-injury-trends-2006--2016-with-in-depth-review-of-2016.pdf?Status=Master&sfvrsn=8c36d026\\_3](https://www.rsa.ie/docs/default-source/about/cyclist-injury-trends-2006--2016-with-in-depth-review-of-2016.pdf?Status=Master&sfvrsn=8c36d026_3)

## Motorcyclists

Motorcyclists are over-represented in collision statistics in Ireland. They account for less than 2% of licensed vehicles but approximately 10% of road deaths. Motorcyclists are six times more likely to be killed on Irish roads than any other road user.

Of the forty people who lost their lives on County Monaghan Roads during the period 2013 to 2020, two were motorcyclists and one was a pillion passenger.

## Older Road Users

Many older people feel reliant upon their car and see driving as a necessity. Without a car many feel isolated and vulnerable. The RSA provide a 'Mobility Matters' Road Safety Programme for older road users designed to equip them with the road safety knowledge and skills required to remain mobile and independent road users.

Of the 40 people who lost their lives on Co Monaghan Roads during the period 2013 to 2020, fifteen were aged over 65. The breakdown of which was nine drivers, two passengers and four pedestrians.



Monaghan County Council and GAA supporting the 'Live to Play' road safety initiative

# Road Safety Action Plan (Phase 1: 2023-2024)

The Government is committed to 'Vision Zero', the objective of which is that by 2050 no-one will be killed or seriously injured on Ireland's roads. To ensure this long-term goal is achieved, Ireland has set a target to reduce road deaths and serious injuries by 50% by 2030.

The County Monaghan Action Plan has been structured in accordance with seven Safe System priority intervention areas that form the Government's Road Safety Strategy 2021 -2030 namely:

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

The plan identifies the lead agency responsible for their implementation, the support agency, and the target date for completion of the action.

The following agency abbreviations referred to in the Action Plan are as follows:

AGS = An Garda Síochána

RSA = Road Safety Authority

TII = Transport Infrastructure Ireland

MCC = Monaghan County Council

MFCP = Monaghan Fire & Civil Protection

HSE = Health Service Executive (To include National Ambulance Service)

LGMA = Local Government Management Agency

CCMA = County and City Management Association



Action No.	Pillar	Local Action	Lead Department or Agency	Local Responsibility	Due Date	Support Department or Agency	Linked to GRSS Action
1	Safe Roads and Roadsides	Monaghan County Council in conjunction with TII will target two Road Safety Improvement Schemes along the National Road network per annum.	Transport Infrastructure Ireland	Monaghan County Council	Annually	Roads Section	2. Deliver an average of 60 road safety improvement schemes and fund an average of four minor realignment schemes on national roads per year, to create forgiving roadsides, self-explaining roads, and a safe environment for vulnerable road users.
2	Safe Roads and Roadsides	N2 Ardee to Castleblayney Road 32km upgrade Scheme. An Environmental Impact Assessment Report and Compulsory Purchase Order to be prepared for the N2 Ardee to Castleblayney Road Scheme by Q3 2023. Subject to relevant approvals, the project is planned to progress to the statutory approvals process by Q4 2023.	Transport Infrastructure Ireland	Monaghan County Council	Q4 2024	Roads Section	3. Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024).

3	Safe Roads and Roadsides	Continue to seek funding to recommence the planning and design of the 28km N2 Clontibret to Border Road Scheme. Subject to funding becoming available, the Phase 3 Design & Environmental Evaluation process is to recommence.	Transport Infrastructure Ireland	Monaghan County Council	Q4 2024	Roads Section	3. Increase the length of divided roads on the National Primary Network from 1,310km (2020) to 1,366km (2024).
4	Safe Roads and Roadsides	Prepare and implement a series of Low-Cost Safety Scheme projects annually which have been identified in conjunction with the Municipal Districts.	Department of Transport	Monaghan County Council	Annually	Roads Section	4. Fund and implement a minimum of 150 low-cost safety schemes as identified by local authorities on the regional and local road network per year and progress the implementation of a minimum of 4 larger specific safety schemes per year.
5	Safe Roads and Roadsides	Continue to progress 24 Co Monaghan Active Travel projects, with the aim of providing safe walking & cycling infrastructure in our towns & villages.	National Transport Authority / Department of Transport	Monaghan County Council	Q4 2024	Active Travel	5. Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities will be constructed or under construction on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.



6	Safe Roads and Roadsides	In consultation with the Municipal Districts, Monaghan County Council will submit new cycling and walking projects at in 2023 and 2024 for NTA approval & funding.	National Transport Authority / Department of Transport	Monaghan County Council	Q4 2023	Active Travel	5. Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities will be constructed or under construction on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages.
7	Safe Roads and Roadsides	All LA16 forms to be completed within three months of fatal collision occurring in County Monaghan.	Monaghan County Council	Municipal District Engineers / An Garda Síochána	Annual	Road Safety Officer	61. Complete a minimum of 70% of LA 16 Collision Reporting and Evaluation Procedure forms where a fatality, or collision that is likely to become fatal, has occurred.
8	Safe Roads and Roadsides	Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Director- Road Safety Research & Driver Education	Annual	Department of Transport / LGMA / An Garda Síochána	62. Provide timely and appropriate road traffic collision data to local authorities, and agencies with responsibility for road improvement and maintenance, to inform their work.

9	Safe Roads and Roadsides	'Delivery of safe designs' training to be rolled out to appropriate staff when available.	Department of Transport	Monaghan County Council	Q1 2023	HR Training Section	64. Provide training to designers, project managers, engineers and local authorities on the delivery of safe designs based on the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual
10	Safe Roads and Roadsides	Monaghan County Council engineering staff to participate in 'Collision analysis and reporting from an engineering perspective' and 'Guidance on the design of roads utilising the Safe System Approach' training courses once available	Transport Infrastructure Ireland	Monaghan County Council / An Garda Síochána	Q4 2024	Roads Section	66. Deliver training to key stakeholders; ■ to provide guidance to An Garda Síochána and Local Authority staff on collision analysis and reporting from an engineering perspective. ■ to provide guidance on the design of roads utilising the Safe System Approach.

11	Safe Roads and Roadsides	Annual Road Works Programme for National, Regional and Local roads in County Monaghan to be uploaded to Monaghan.ie website.	Monaghan County Council	Road Safety Officer	Annual	Department of Transport	68. Each Local Authority to publish/renew their prioritised plan on road building construction and maintenance (including footpaths and cycle lanes) on an annual basis.
12	Safe Roads and Roadsides	Tender and implementation of upgrade of public lighting in Co Monaghan.	Monaghan County Council	Environment and Roads Sections	Complete	Sustainable Energy Authority of Ireland	69. Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users.
13	Safe Roads and Roadsides	Roads Section to liaise with MD's and TII when required regarding suitable locations for improvement of bus stop facilities and associated works on national roads.	National Transport Authority	Monaghan County Council	Q4 2024	Roads Section	71. Facilitate the improvement of an average of 10 rural bus stop facilities annually on the National Road Network in line with a Safe System Approach.

14	Safe Roads and Roadsides	Roads Section to liaise with MD's and TII when required regarding suitable locations for improvement of bus stop facilities and associated works on regional and local roads.	National Transport Authority	Monaghan County Council	Q4 2024	Roads Section	72. Improve visibility, lighting, and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus.
15	Safe Speeds	Continue with Collision Prevention Programme meetings for North & South Monaghan. (Minimum of two meetings per annum).	Monaghan County Council	AGS / Roads Section	Half Yearly	An Garda Síochána	7. Establish a task force to share data and information on speeding, make recommendations and urgently implement any further measures identified to reverse the trend of non-compliance.
16	Safe Speeds	Review periodic signs at schools. Roll out to other locations if deemed necessary (subject to funding).  Install Vehicle Activated Signs at suitable locations (subject to funding).	Department of Transport / Transport Infrastructure Ireland / National Transport Authority	Louth County Council / An Garda Síochána	Q4 2024	Roads Section	8. Expand speed management measures on National, Regional and Local roads using Periodic Speed Limits at schools, Vehicle Activated Signs and Average Speed Cameras in collaboration with An Garda Síochána at appropriate high-risk locations.

17	Safe Speeds	Provide feedback at Collision Prevention Programme Committee meetings to An Garda Síochána regarding potential locations for mobile safety cameras.	An Garda Síochána	Monaghan County Council	Annual	Collision Prevention Programme Committee	9. Review the operation of the mobile safety camera system to maximise its effectiveness in detecting road traffic offences.
18	Safe Speeds	<p>Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.</p> <p>Continue to organise and sponsor Transition Year Road Safety Shows in Castleblayney and Monaghan for high-risk groups.</p> <p>Placement of Variable Message Systems on roadsides to promote relevant road safety message.</p> <p>Continue rollout of the Virtual Reality Goggles road safety programme to secondary school students (TY and older)</p>	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	An Garda Síochána / Monaghan County Council	10. Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.

19	Safe Speeds	Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	CCMA / LA's	76. Conduct specific education and awareness interventions to raise awareness of the benefits of and build community support for 30kmh zones in urban areas.
20	Safe Speeds	Examine suitable locations as per Objective 3.1 of Monaghan County Walking & Cycling Strategy 2021-2026. <i>'Reduce speed limit in town centres from 50kph to 30kph to enable people on bikes to safely share the road with vehicular traffic'.</i>	Department of Transport / National Transport Authority	Monaghan County Council	Q2 2023	Active Travel	78. Extend the number of 30kmh speed limit zones in high-risk locations (urban city/town centres) for Vulnerable Road Users in line with best practice models.
21	Safe Speeds	Examine the feasibility of 30kmh speed limit or lower in school vicinities, subject to review of national policy and guidelines.	Department of Transport	Monaghan County Council	Q4 2024	Roads Section / Municipal Districts	79. Examine the feasibility of 30kmh speed limit or lower in school vicinities and report on progress.
22	Safe Vehicles	Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including:  Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle,  Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock	Road Safety Authority	Director – Vehicle Standards & Enforcement / Director – Road Safety / Research & Driver education	Annual	SIMI (Society of the Irish Motor Industry)	14. Develop a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: ■ Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle, ■ Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System (ABS), Emergency Stopping, Lane Departure, and ■ Provision of an



		Braking System (ABS), Emergency Stopping, Lane Departure, and  • Promote online facility to check NCT or CVRT vehicle test history.					online facility to check NCT or CVRT vehicle test history.
23	Safe Vehicles	Educate drivers about tyre safety, maintenance and checking and promote the national campaign.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	An Garda Síochána	87. Work with the Irish Tyre Industry Association (ITIA), REPAK ELT (end of life tyres) and An Garda Síochána to educate drivers about tyre safety, maintenance and checking. Run a national campaign jointly per annum.
24	Safe Vehicles	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	SIMI (Society of the Irish Motor Industry)	88. Conduct a public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.
25	Safe Road Use	Specific enforcement projects in Co Monaghan, focusing where necessary in areas where speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour are an issue.	An Garda Síochána	Roads Policing Unit	Annual	Road Safety Officer	16. Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.

26	Safe Road Use	Implement public education /awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.	Road Safety Authority	Director – Road Safety, Research & Driver education	Annual	An Garda Síochána / Medical Bureau of Road Safety / Health & Safety Authority	21. Implement public education/awareness campaigns which target the main causal factors for deaths, and serious injuries, and target high-risk groups. Integrate these campaigns with the enforcement plans of both An Garda Síochána and the RSA.
27	Safe Road Use	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Q1 2023	Stakeholders	22. Develop and implement a communications strategy and plan to raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular to explain Safe System and enrol the public into the Vision Zero objective.
28	Safe Road Use	Work with the Road Safety Together Working Group to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Together Working Group.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	Stakeholders	92. Actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by; • Ensuring that there is a youth representative on the Safe Road Users pillar of the RSS. • Establishing a youth representative forum (representatives of youth organisations) that will meet annually and discuss road safety issues relevant to younger people and make recommendations.

29	Safe Road Use	Review membership of current Co Monaghan RSWTG and set up half yearly meetings	Monaghan County Council	Road Safety Officer	Q1 2023	Road Safety Authority / An Garda Síochána / TII, HSE, Chief Fire Officer / Other stakeholders as required	94. Establish a Road Safety Working Together Group (RSWTG) in each Local Authority area to co-ordinate multi-agency road safety policy and implementation at a local level.
30	Safe Road Use	Publish Co Monaghan Road Safety Plan 2023 to 2024 in Q1 2023 with annual reviews to take place thereafter.	Monaghan County Council	Road Safety Officer	Annual	Road Safety Authority / An Garda Síochána / TII, HSE, Chief Fire Officer	95. Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation.
31	Safe Road Use	'Bikesafe' initiative to be rolled out in Co Monaghan as part of wider nationwide initiative in 2023.	An Garda Síochána	Roads Policing Unit	Q2 2023	Road Safety Authority	113. Rollout of 'Bikesafe' (an initiative aimed at reducing the number of motorcycle casualties) and make recommendations.
32	Safe Road Use	Implement any developments that may emerge from the Department of Transport review, specifically in relation to Traffic Wardens powers of enforcement.	Department of Transport	Monaghan County Council	Q4 2023	Municipal Districts	121. Review current arrangements in relation to traffic wardens and other authorised officers' powers of enforcement, complementary to AGS, to identify any further developments that may be appropriate, subject to legal advice.

33	Safe Road Use	Undertake and carry out Cross Border Road Safety initiative in Conjunction with PSNI at North South Ministerial Council, Armagh.	An Garda Síochána	Roads Policing Unit	Annual	PSNI, NSMC	125. Seek out opportunities for joint North/South cooperation on road safety promotion.
34	Safe Road Use	Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	Heath Service Executive	126. Implement public awareness campaigns on the danger of Driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).
35	Safe Road Use	Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.	Road Safety Authority	Director - Road Safety, Research & Driver Education Association,	Q1 2023	HAS / Irish Farmers Association / An Garda Síochána	131. Develop an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles / trailers.
36	Safe Road Use	Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers that have a drug and/or alcohol dependence.	Road Safety Authority	Director - Driver Testing & Licensing	Q1 2023	AGS, NOTM, MRBS, GP's, Drivers, Employers, HSA	132. Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers that have a drug and/or alcohol dependence.

37	Safe Road Use	Implement specific educational measures aimed at protecting vulnerable road users. In particular: ■ driver's obligation to drive in anticipation of vulnerable road users on the road, ■ awareness of pedestrians including children and impaired pedestrians, ■ safe crossing by pedestrians, ■ safe overtaking of cyclists, ■ avoidance of 'dooring', including promotion of 'Dutch reach', ■ use of personal protection equipment for pedestrians, cyclists and motorcyclists, ■ awareness of blind spots on HGVs and Buses, ■ road users and workers at road works, ■ care for young and older people, ■ use of scooters and e-scooters, ■ horse riders, and ■ the rules of the road.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	HAS/ CCMA / LA's / An Garda Síochána / Bus Éireann	133. Implement specific educational measures aimed at protecting vulnerable road users. In particular: • driver's obligation to drive in anticipation of vulnerable road users on the road, • awareness of pedestrians including children, • Safe crossing by pedestrians, • safe overtaking of cyclists, • avoidance of 'dooring', • use of PPE for pedestrians, cyclists and motorcyclists, • awareness of blind spots on HGVs and Buses, • road users and workers at road works.
38	Safe Road Use	Promote public education to support the safe use of e-scooters (micro mobility vehicles) on Irish roads, particularly for last-mile journeys.	Department of Transport, Road Safety Authority	DoT Principal, Director - Road Safety, Research & Driver Education	Q1 2023 and Ongoing	National transport Authority	134. Introduce the necessary legislation for the safe use of e-scooters on Irish roads. • Implement public education to support the safe use of these vehicles on Irish roads, particularly for last-mile journeys.

39	Safe Road Use	Promote an educational campaign on the safe use of junctions by all road users with a focus on driver interaction with cyclists.	National Transport Authority, Road Safety Authority	CEO NTA, Director - Road Safety, Research & Driver Education	Q1 2023	An Garda Síochána	135. Conduct an educational campaign promoting safe use of junctions by all road users with a focus on driver interaction with cyclists.
40	Safe Road Use	Promote the standardised guide to reducing road safety school gate risk.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, CCMA / LA's, DoE, An Taisce, DoT, NTA, National Parents Council	136. Develop and Launch a standardised guide to reducing road safety school gate risk.
41	Safe Road Use	Promote a campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc.)	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q2 2023	AGS, Fire Service, HSA, CCMA / LA's, TII	137. Conduct a road safety campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc.)
42	Safe Road Use	Roll out a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	Fire Service, AGS, NAS	138. Develop a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.



43	Safe Road Use	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q1 2023	AGS, NTA, CCMA / LA's, Community Groups	140. Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.
44	Safe Road Use	Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Director - Corporate, Policy, Strategy & Technology	Annual	Stakeholders	149. Optimise RSA.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.
45	Safe Road Use	Multi Agency policing of enforcement of HGV driver hours legislation, tachographs and vehicle roadworthiness of HGV's, trailers, and buses	An Garda Síochána/RSA enforcement	Roads Policing Unit	Annual	Road Safety Authority / Health & Safety Authority	154. Comply with EU Directive requirements in relation to driver hours, tachograph regulations and vehicle checks.
46	Post-Crash Response	Participate in Emergency First Response (EFR) first person on scene training programme for fire / emergency crews as part of a national rollout when available.	Fire Service	Chief Fire Officer	Q4 2024	National Ambulance Service	173. Pilot an Emergency First Response (EFR) first person on scene training programme for fire / emergency crews and make recommendations for a national rollout.

47	Post-Crash Response	Participation in working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.	Fire Service	Chief Fire Officer	Q4 2024	National Ambulance Service	174. Participation in working group to review and make recommendations as appropriate on the improvement of standard operating procedures at emergency call centres aimed at improving the overall emergency service response time.
48	Safe and Healthy Modes of Travel	Active Travel Unit to continue to liaise with the Municipal Districts to develop a list of proposed projects ready to submit for future funding calls.	National Transport Authority	Monaghan County Council	Annual	Active Travel	40. Continue to implement an active travel infrastructure scheme where Local Authorities can apply for funding to develop improved active travel infrastructure.
49	Safe and Healthy Modes of Travel	Promote EU Mobility Week each September.	Department of Transport	Monaghan County Council	Annual	Active Travel / Road Safety Officer	41. Encourage modal shift to support Environmental, Safety and Health objectives by promoting the use of sustainable and active modes of travel.
50	Safe and Healthy Modes of Travel	Monaghan Sports Partnership to continue to facilitate practical cycling skills programmes using approved Cycle Right tutors in schools and in the community. They will liaise with the Active Travel Unit to promote the Monaghan cycling strategy.	Department of Transport / Cycling Ireland	Monaghan County Council	Annual	Monaghan Sports Partnership	42. Promote and support an expanded Cycle Right training programme which includes online theory and practical skills for children and adults.

51	Safe and Healthy Modes of Travel	<p>Continue ongoing engagement with consultants in relation to the Monaghan County cycle network plan.</p> <p>Deliver the pedestrian and cycling road safety elements of the Monaghan County Council Walking &amp; Cycling Strategy 2021-2026, in partnership with the Walking &amp; Cycling Interdepartmental Committee.</p> <p>Continued development of Ulster Canal Greenway Project from Smithboro through to Middletown.</p>	National Transport Authority	Monaghan County Council	Q2 2023	Active Travel	176. Develop in collaboration with the relevant local authority and TII, comprehensive cycle network plans covering each local authority.
52	Safe and Healthy Modes of Travel	<p>Continue roll-out of Safe Routes to school programme at four Monaghan schools in 2023.</p> <p>Additional projects to be implemented in 2024 in consultation with Green Schools Infrastructure Officer.</p>	National Transport Authority / An Taisce	Monaghan County Council	Q4 2024	Active Travel	177. Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools.

53	Safe Work-Related Road Use	Engage with academic, business, civil society and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Director – Road Safety, Research & Driver Education	Annual	Stakeholders	47. Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.
----	----------------------------	---	-----------------------	---	--------	--------------	--

## Transition Year Road Safety events







*Bike Week Art Competition Winners*



*Leading Lights in Road Safety Award Winners*



*Seat Belt Sheriff Award Winners*



*VR Goggles Demonstration*