



Comhairle Contae Mhúineacháin
Monaghan County Council

County Monaghan Road Safety Strategy 2021-2030

Phase 2 Action Plan 2026-2027





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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 have 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. 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 Phase Two 2026 to 2027 is the second 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 fatalities and serious injuries by 50% by 2030.

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 2026-2027.

**Robert
Burns**

Chief Executive
Monaghan
County Council

**Cllr. Aidan
Campbell**

Cathaoirleach
Monaghan
County Council





Chief Superintendent

An Garda Síochána in County Monaghan is pleased to support and play an integral role in the Monaghan Road Safety Plan – Phase Two 2026 to 2027. The shared ambition of this Plan is simple but critically important: to reduce the number of deaths and serious injuries on our roads and to make our communities safer for everyone who uses them.

Road safety is a responsibility that we all share. Achieving safer roads requires strong collaboration between public services, local communities, and every road user. An Garda Síochána is proud to work in partnership with Monaghan County Council, the Road Safety Authority, and other stakeholders to support the delivery of education, prevention, and enforcement initiatives across the County.

Education remains a vital element of prevention. In partnership with our stakeholders, Gardaí will continue to deliver road safety education programmes in schools throughout County Monaghan, helping young people understand the importance of responsible road behaviour from an early age.

Engagement with communities and partners also remains central to this work. Road safety will continue to be a key priority at Local Community Safety Partnership meetings and An Garda Síochána will maintain strong and positive collaboration with Monaghan County Council, the Road Safety Authority and the National Roads Authority in identifying and addressing emerging risks on our roads.

Alongside education and engagement, enforcement remains an essential part of protecting road users. The County Monaghan Roads Policing Unit, supported by operational frontline Gardaí across the County, will continue to carry out proactive roads policing operations throughout the road network. These operations are supported by modern technology including Automatic Number Plate Recognition (ANPR) and the Garda Mobility App, together with the continued deployment of Go Safe safety cameras.

Targeted operations will focus on behaviours that are known to cause the most serious collisions, including speeding, dangerous driving, driving under the influence of alcohol or drugs, failure to wear seatbelts, and driver distraction caused by mobile phone use. Addressing these 'lifesaver offences' remains a priority for An Garda Síochána. However, enforcement alone cannot make our roads safe. Every journey involves a personal choice, and the decisions made by drivers, cyclists, motorcyclists and pedestrians ultimately determine the safety of our roads.

Through continued education, awareness, enforcement and strong partnership with our communities, we are confident that the Monaghan Road Safety Plan 2026 to 2027 will make a meaningful contribution to safer roads for everyone who lives in, works in, and travels through County Monaghan. Every life on our roads matter and every one of us has a role in protecting it. Thank you for your continued support in keeping road users safe.

Alan McGovern | Chief Superintendent
Louth Cavan Monaghan Division
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**

Chief Executive
Road Safety Authority (RSA)

*Visit to St Louis Girls NS,
Monaghan to discuss road safety
at School Warden crossing point.*



Introduction

The Government **Road Safety Strategy 2021-2030** is Ireland's fifth Road Safety Strategy. The primary objective of the Strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030.

Delivery of the Strategy is structured around three distinct phases:

- **Phase 1 Action Plan: 2021-2024**
- **Phase 2 Action Plan: 2025-2027**
- **Phase 3 Action Plan: 2028-2030**

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

1. **Safe and healthy modes of travel**
2. **Safe roads and roadsides**
3. **Safe vehicles**
4. **Safe speeds**
5. **Safe road use**
6. **Safe work-related road use**
7. **Post-crash response**

Dividing the Road Safety Strategy 2021-2030 into three Action Plans allows for reprioritisation of activities at the end of each phase based on emerging road safety trends. This provides an opportunity to leverage lessons learned in the prior phase to inform the development of the next. The review of the Phase 1 Action Plan 2021-2024 was conducted in quarter four of 2024 and quarter one of 2025, and the lessons learned emerging from this review have informed this Phase 2 Action Plan 2025-2027.

The Phase 1 review was delivered through a combination of desktop analysis and stakeholder engagement with the organisations tasked with delivering the actions in the Action Plan. In addition to this, the Road User Safety Forum was established by the Department of Transport and provided inputs to inform the Phase 2 Action Plan. The Forum comprises a mix of road users representing different interest and advocacy groups, as well as general road users representing a range of backgrounds and perspectives.

A key lesson learned from Phase 1 is that the Phase 2 Action Plan should focus on a more streamlined set of high-impact actions with clear targets. The Phase 2 Action Plan centres on a set of 12 Primary Actions requiring collaboration across all road safety partners and with the potential for transformative impacts. These include, for example, continued investment in safe sustainable transport, rollout of safer default speed limits, the much-expanded use of data sharing, camera-based enforcement and other technology advancements, and the development and delivery of an integrated programme of road safety education across a person's life. These primary actions are supplemented by 77 supporting actions, many of which will also bring substantial road safety benefits.

Safe System Approach to Road Safety

The Government Road Safety Strategy 2021-2030 has been developed in line with the Safe System approach. The actions included in this Phase 2 Action Plan are defined across seven priority intervention areas, accordance with the specific road safety needs of Ireland.

Safe and Healthy Modes of Travel

Safe and healthy modes of travel acknowledges that there is a substantial difference in fatal and serious injury risks across different modes of travel. It involves the promotion of the safer modes (e.g., public transport, 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 involve 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 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 consequences 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 supports for casualties' families. Post crash response activities are supported by enhancing the collection, sharing, and analysis of collision data.

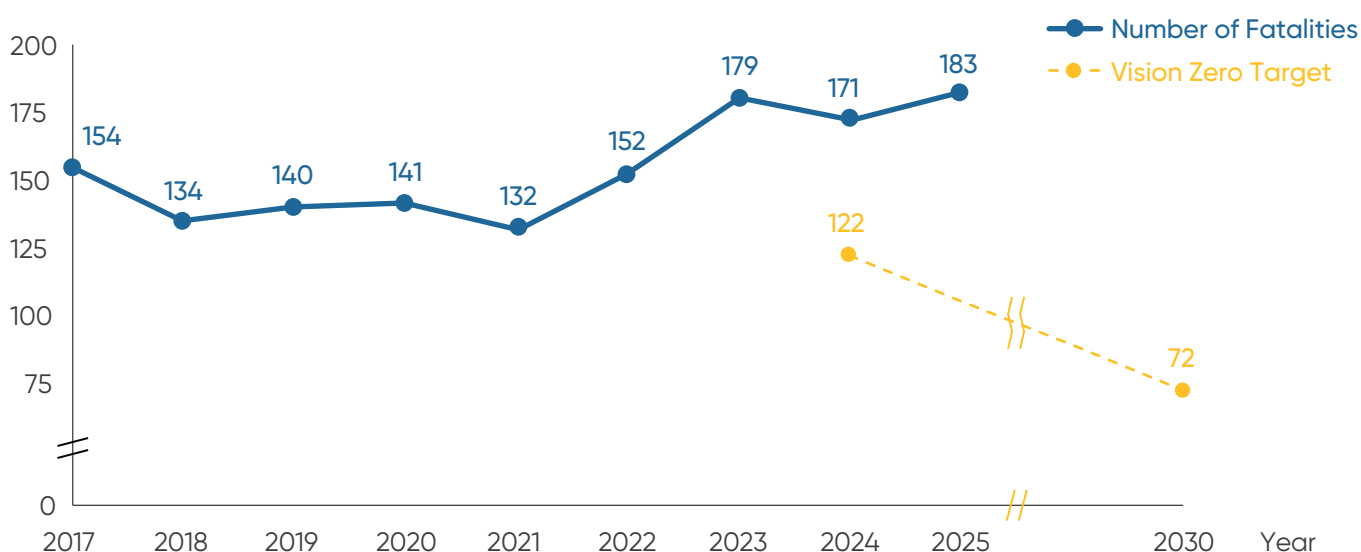
Ireland's Path to Vision Zero

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



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

To be on course to achieve Vision Zero by 2050, Ireland would need to reduce fatalities by 2030 to 72 annually. The chart below shows the pathway to this 2030 target compared to the number of fatalities recorded in each year of the Strategy so far. The trends of recent years make achieving this target challenging. While fatalities increased in 2022 and 2023, 2024 showed some stabilisation and then improvement, however in 2025 the number of fatalities increased to 183. Improvements can be made but any progress needs to be sustained.



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

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 most recent Central Statistics Office Census show the total population of County Monaghan as of April 2022 was 65,288. The number of people in the county rose by 3,902, (equivalent to 6%) between April 2016 and April 2022. Over the same period, Ireland's population grew by 8% from 4,761,865 to 5,149,139.

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 five main towns: 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.



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
TOTAL	1,719	2,566.034

The 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

Visit to Killeevan NS
to promote
'Be Safe Be Seen'

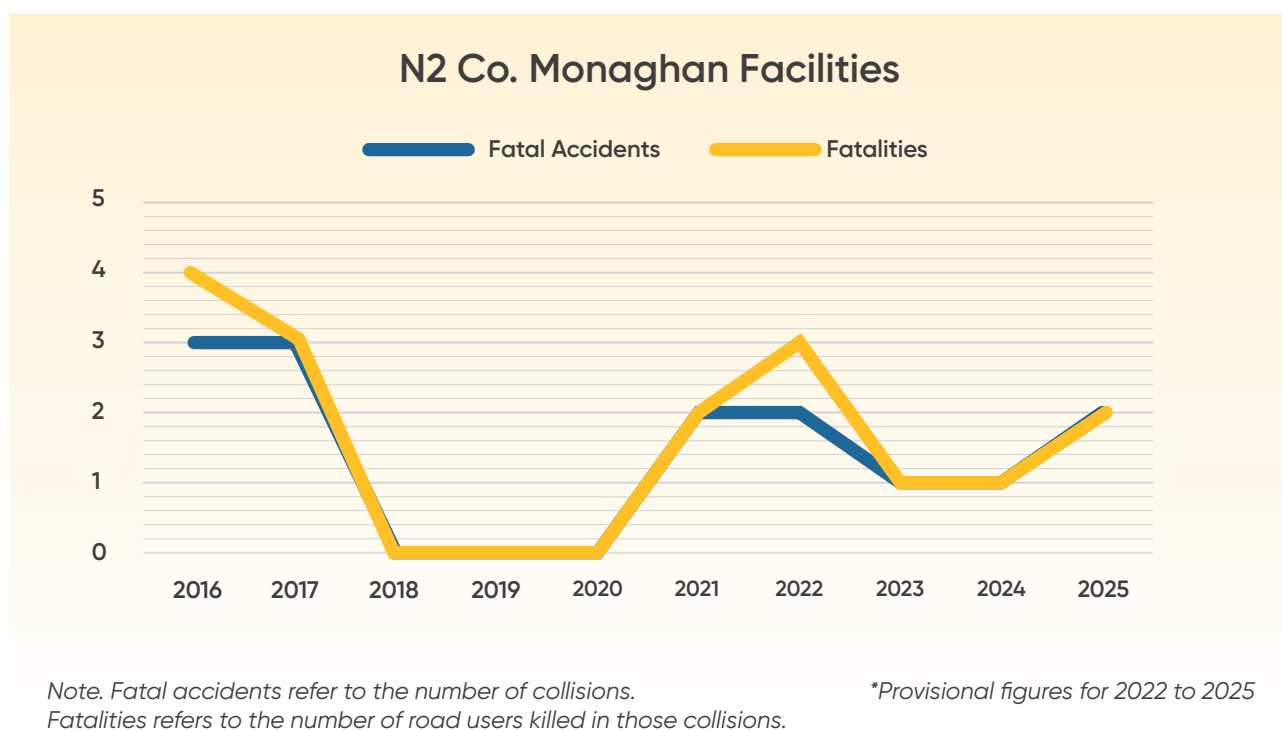


N2 – Dublin to Derry National Road

The N2 which passes through County Monaghan is the heaviest trafficked road in the county, with an average of just under 12,000 vehicles per day, of which over 10% are Heavy Goods Vehicles.



Provisional collision data from the Road Safety Authority for the period 2016 to 2025 show that of the 45 fatalities which occurred on County Monaghan roads, 16 were on the N2 Dublin to Derry National Road.



Since 2018, Monaghan County Council has been progressing two major schemes to upgrade the N2.

N2 CLONTIBRET to BORDER

The road scheme proposes to realign 28km of the existing N2 to a dual carriageway standard, while also bypassing the towns/urban areas of Monaghan Town, Corracrin and Emyvale. As part of the project, it is proposed to provide Active Travel facilities along the full length of the existing N2, connecting Clontibret, Monaghan town, Corracrin, Emyvale and the Northern Ireland Border with high quality, consistent walking and cycling facilities.

This road is currently at Design & Environmental Evaluation stage, with this phase of the project being part-funded by the European Unions' Connecting Europe Facility funding. This is a long-term project - it is planned to submit the project to An Coimisiún Pleanála in 2027 for approval. Subject to funding and approvals, construction is expected to start after 2030 and is likely to take 3 years.

N2 ARDEE to CASTLEBLAYNEY

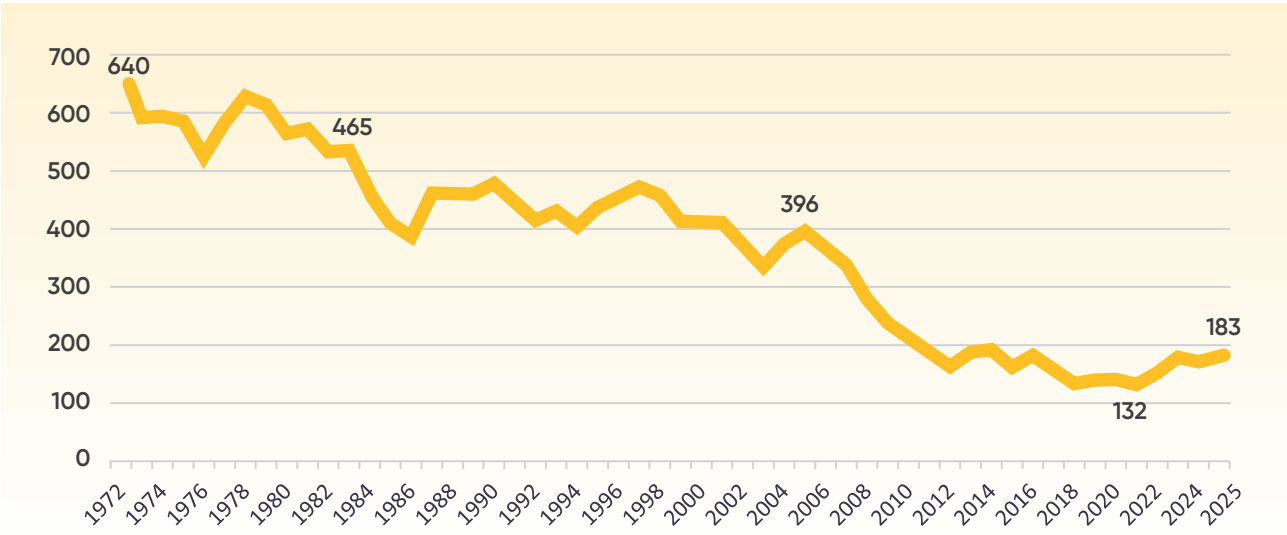
The road scheme proposes to upgrade 32km of the existing N2 to a dual carriageway standard. This will be an online alignment, following the route of the existing road. Active travel facilities will also be provided along the edge of the road, providing a safe and consistent walking and cycling route for communities living between Ardee, Carrickmacross and Castleblayney.

Design of this project commenced in 2018, however progress was suspended between 2023 and 2026 due to lack of funding. Funding has been provided to recommence the design in 2026, however this is a long-term project. It is hoped to be in a position to submit the project to An Coimisiún Pleanála for approval in 2028. Subject to funding and approvals, construction is expected to start after 2031 and is likely to take 3 years.



STATISTICS

Road Fatalities in Ireland – Long Term Trend 1972-2025



Vehicle Ownership

As of 31st December 2024, a total of 30,843 private cars were registered in the County Monaghan Licensing Authority Area, an increase of 903 from the 2023 figure of 29,940.

Licensed Vehicles

In 2024 total of 49,020 Driving Licences were registered to County Monaghan addresses.

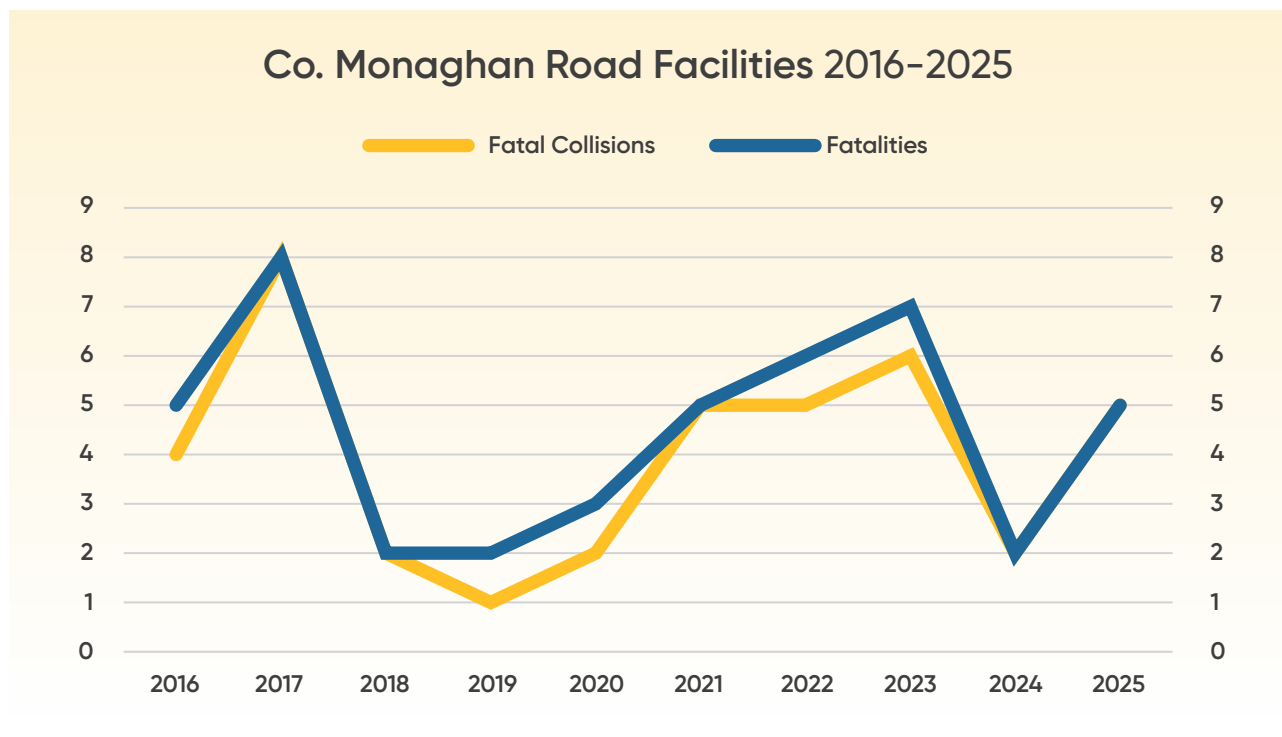
	Learner Permits	Annual Licence	3-year Licence	10-year Licences	Total Licences
Monaghan	3,635	282	4,334	40,769	49,020
National	375,190	15,240	307,710	2,840,592	3,538,732

Driving Test Pass Rates

Pass rates for Monaghan test centre remain above the national average over the same period. As of 31 December 2025, the pass rate for County Monaghan was 69.5% compared to the national pass rate of 53.3%.

County Monaghan Road Fatalities from 2016 to 2025

Provisional figures show a total of 45 people lost their lives on County Monaghan roads over the ten-year period between 1st January 2016 to 31st December 2025, equivalent to 2.87% 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.



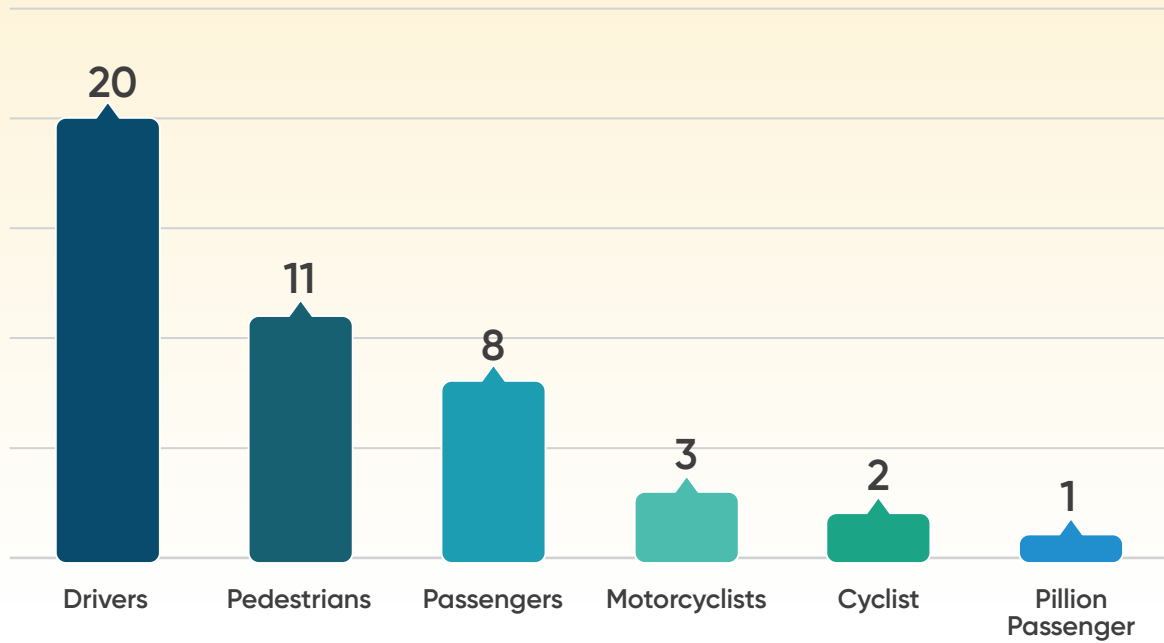
Fatalities	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Total
Monaghan	5	8	2	2	3	5	6	7	2	5	45
National	182	154	134	149	141	132	152	179	171	183	1,568

County Monaghan Serious Injuries from 2015 to 2024

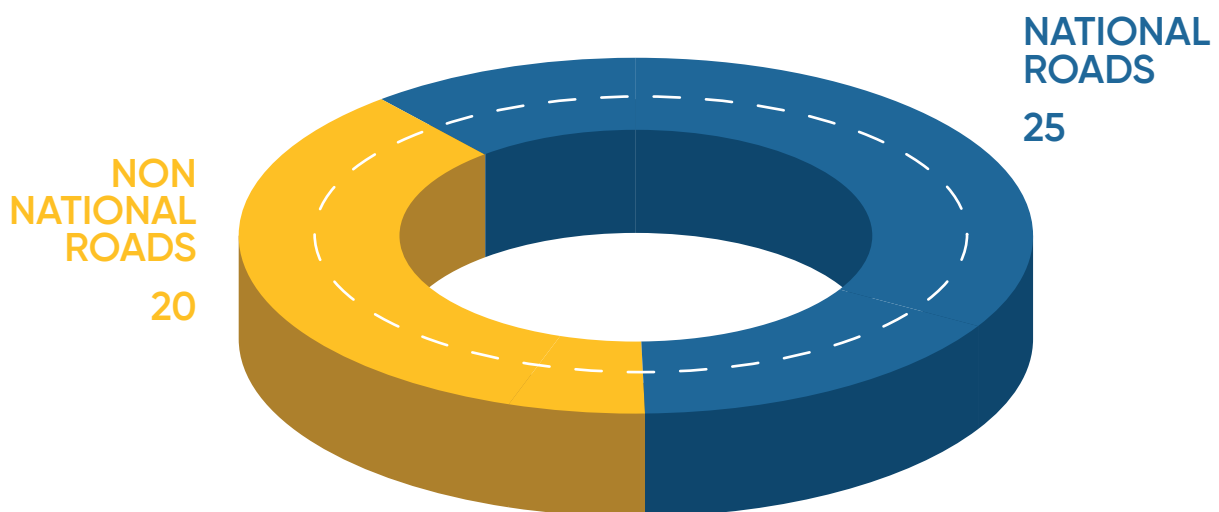
Serious injuries	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Collisions	14	15	11	19	27	18	23	29	24	30	210
Injured	17	17	13	22	27	20	28	36	27	33	240

**Provisional figures for 2022 to 2025*

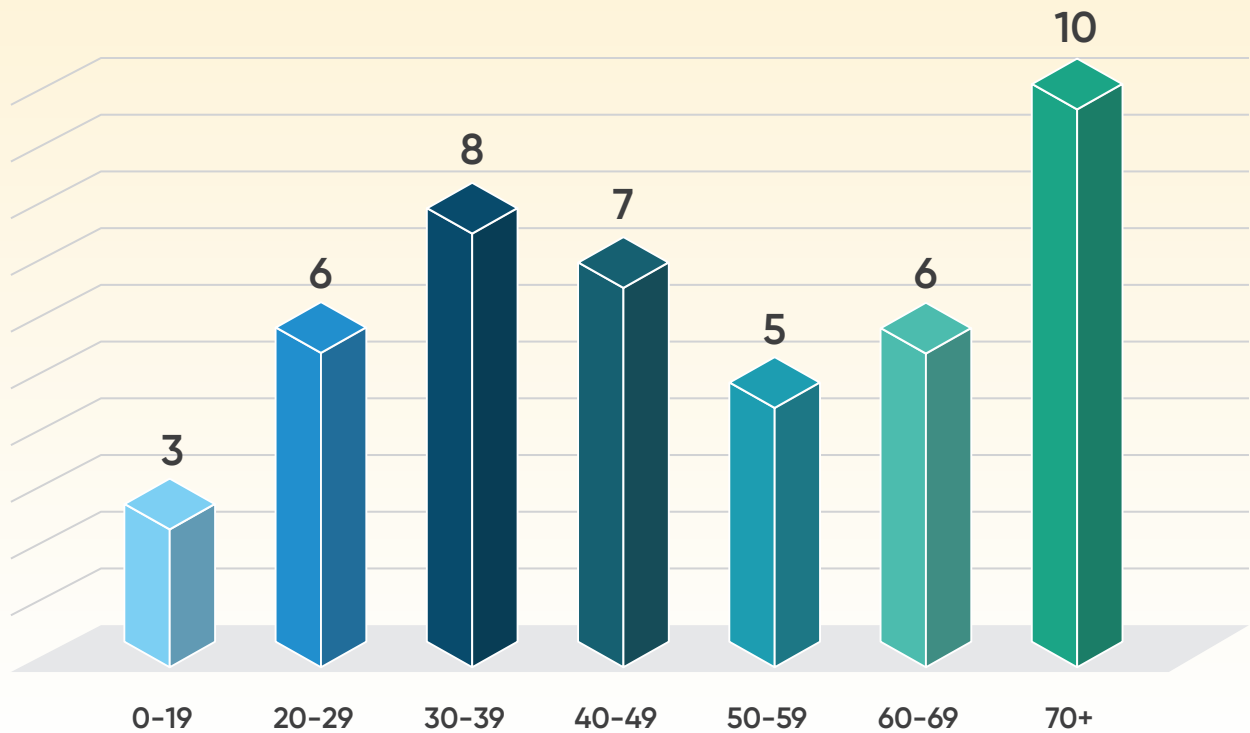
Fatalities by Road User Type 2016 - 2025



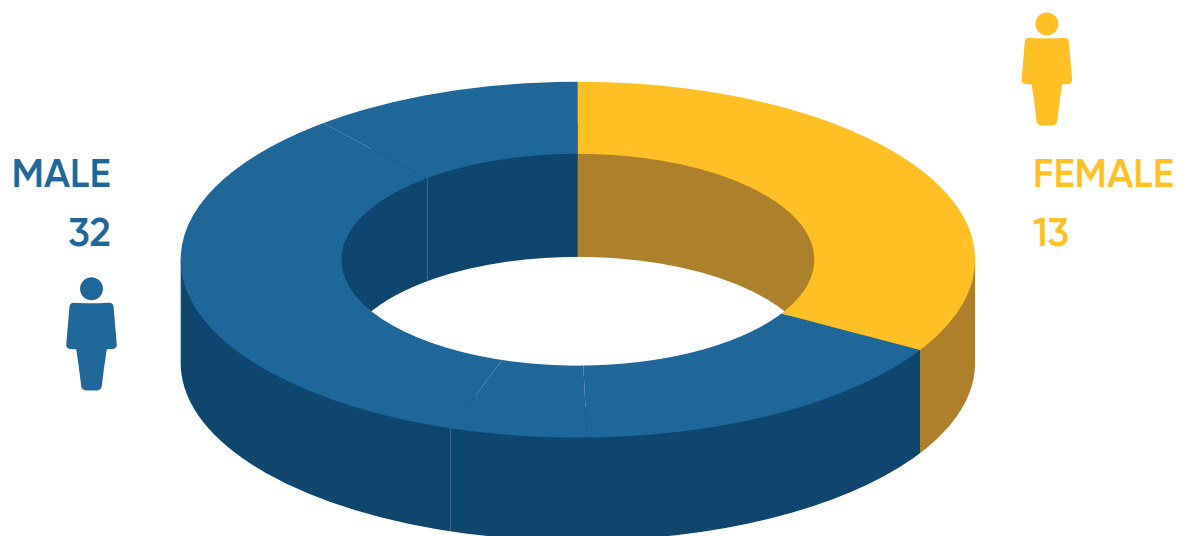
FATALITIES BY ROAD TYPE 2016-2025



Fatalities by Road User Type 2016 – 2025



FATALITIES BY GENDER 2016-2025



Figures from the **European Commission** 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.

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. The County Monaghan Road Safety Working Together Group is tasked with co-ordinating 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.

*Visit to Scoil Mhuire NS, Clontibret
to promote Active Travel*



The Road Safety Working Together Group has produced Phase Two of the Co Monaghan Action Plan covering the period 2026-2027, 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 is based around the holistic Safe System Approach to road safety management.

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.

Local Community Safety Partnership

The objective of the Local Community Safety Partnership is to improve community safety and well-being through a collaborative, community-led approach by bringing together residents, local authorities, public bodies and community representatives to create and implement local community safety plans. The LCSP will replace and build on the excellent work which the Monaghan Joint Policing Committee (JPC) achieved over many years.

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.

Road Safety promotion at launch of Monaghan Stages Rally 2026



Stakeholders

The key stakeholders on the Road Safety Working Together Group charged with overseeing the implementation 2026-2027 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.



Local Authority Energy Decarbonisation Award at the LAMA All Ireland Community & Council Awards for Innovation in Road Maintenance project.

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 2026-2027.

*RSA Leading Light in Road Safety Award
presented to members of Monaghan
Fire and Civil Protection*



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.

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.

National Transport Authority

The NTA is responsible for developing and implementing strategies to provide high quality, accessible, sustainable transport across Ireland.



The NTA works with local authorities throughout Ireland to deliver active travel infrastructure that facilitates cycling, walking and wheelchair use. The Safe Routes to School (SRTS) Programme is designed to encourage as many pupils and students as possible in primary and post-primary schools to walk, cycle and wheel. The programme is coordinated by the SRTS Team at An Taisce, in partnership with the National Transport Authority (NTA) and the local authorities. The programme is an initiative of the Department of Transport, is supported by the Department of Education and forms part of the National Development Plan (2021-2030).

The Bus Stop Enhancement Programme allocated €500,000 in 2024 and again in 2025 to each Local Authority in Ireland to fund the enhancement of bus stop infrastructure within its administrative area.

Transport Infrastructure Ireland

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 Roads

It is the general duty of TII to secure the provision of a safe and efficient network of national roads, having regard to the needs of all users. Under the Government's Infrastructure Guidelines, TII is the approving authority for national road projects and works in partnership with local authorities, who are the road authorities for all roads, including national roads.

Greenways, Active Travel & the National Cycle Network

In September 2021, TII became the approving authority for greenways on behalf of the Department of Transport. TII is investing €60m a year in greenways up to 2030, supporting local authorities to deliver more than 200km of greenways as part of the National Cycle Network, and a further 100km of recreational greenways.

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 responses to road traffic accidents and patients with sudden illnesses 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.



Phase 2

Action Plan Overview

The structure of the Phase 2 of the Government's Action Plan 2026-2027 is outlined below. It follows the same approach as Phase 1, with Primary Actions (previously High Impact Actions) and Supporting Actions.

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

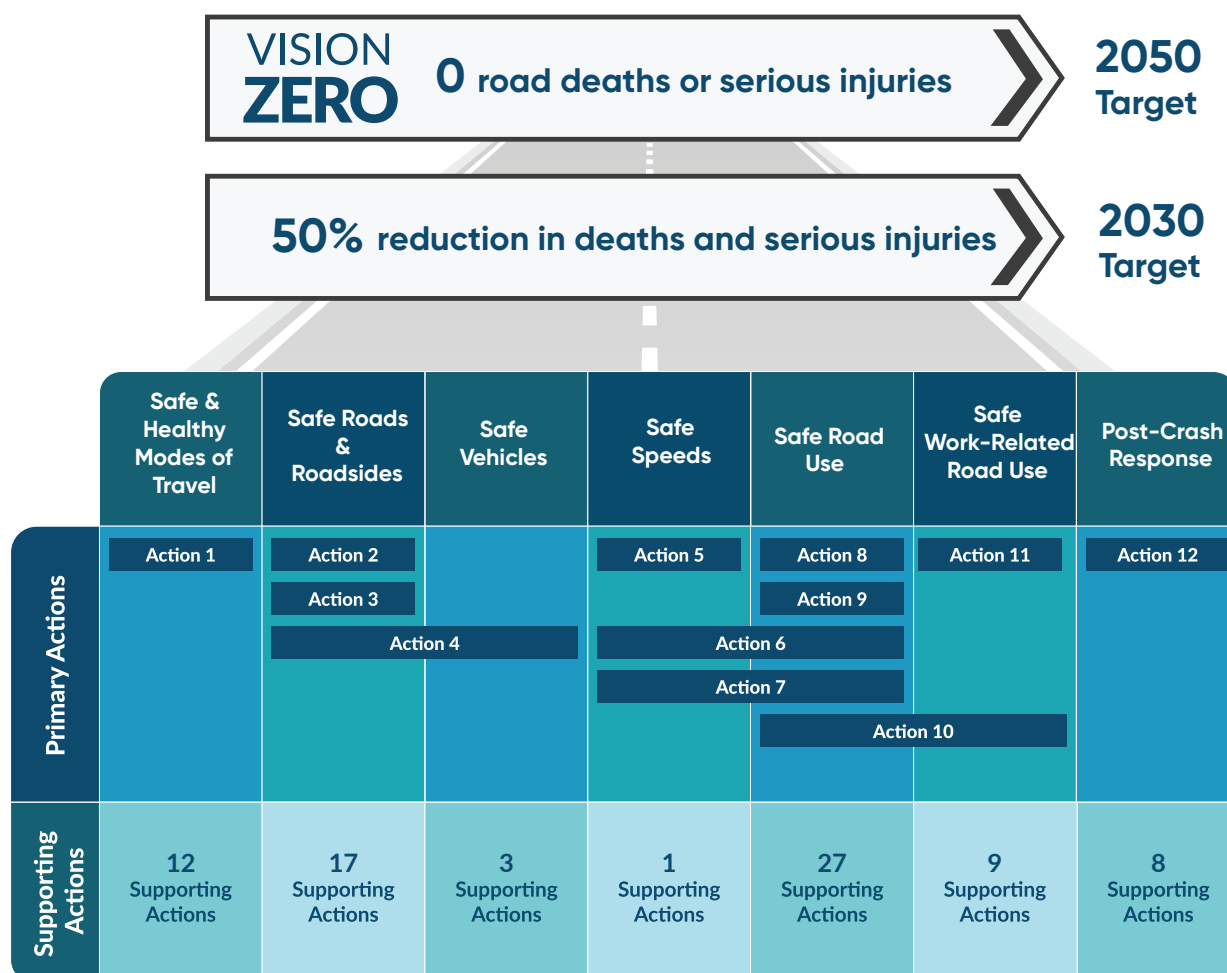
SPI	Description	2024 Trend Status
1	% of motor vehicle traffic volume with median barriers on roads with speed limits above 80 km/h to prevent the number of deaths and serious injuries in head-on collisions.	 Positive
2	% of traffic volume travelled on roads with speed limits of 80 km/h or higher that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

Actions

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

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

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



Road Safety Action Plan

Phase 2: 2026-2027

Both the Government and the County Monaghan Road Safety Working Together Group are 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 Primary and Supporting Actions for County Monaghan are as follows.

Primary Actions



1. Invest in safety enhancements to sustainable transport infrastructure to support public transportation usage and active travel modes.
 - A. Implement upgraded, segregated active travel infrastructure for pedestrians and cyclists.
 - B. Upgrade junctions or crossings to facilitate active travel modes through the provision of improved crossing facilities and speed reduction of vehicles as per the recommendations from the Urban Speed Limit Review.
 - C. Provide safe bus stops with safe crossings where feasible in towns and rural locations to support safe public transport usage in line with the Bus Stop Enhancement Programme.
 - D. Deliver additional front-of-school treatments through the Safe Routes to School Programme as per recommendations from An Taisce, subject to funding from the National Transport Authority.



2. 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 once the relevant legislation has been enacted.
 - B. Making of special speed limit bye-laws to extend the number of 30km/h speed limit zones in urban and built-up areas, combined with infrastructural works where feasible, to reduce collision risk.
 - C. Introduce periodic speed limits at front-of-school locations on roads that are not on the national network.

- D. Speed limit on all roads adjoining schools in urban areas be set to 30km/h by way of either a permanent speed limit or a periodic speed limit.
- E. Introduction of reduced speed limits on roads adjacent to schools in rural areas following recommendation that roads adjacent to schools in rural areas should have a speed limit of 50km/h.

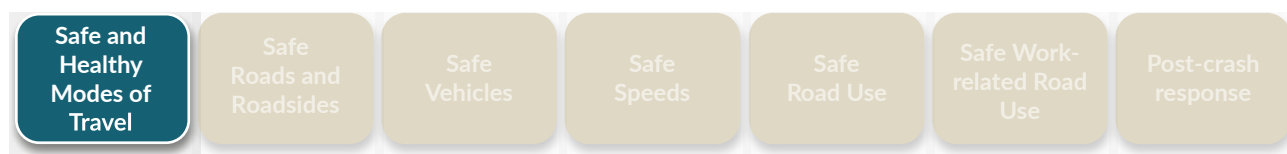


- 3. Use enhanced Garda access to the Department of Transport's NVDF database of all licenced drivers and registered vehicles to support roads policing enforcement in County Monaghan.
- 4. Education is a key measure in addressing and improving driver behaviour and in achieving better safety outcomes for all road users. While education is important for road users of all ages, the focus of the Strategy is on drivers of the future to instill good behaviours from an early age.
 - A. Map out the currently delivered road safety education initiatives (RSA, AGS, Monaghan County Council) across the county to ensure best use of resources.
 - B. Coordinate and target education interventions in areas where current coverage has gaps and areas with poor or deteriorating road safety records.
 - C. Continue the delivery of the annual Transition Year road safety education programme as part of sustained intervention for installing good road safety behaviours.



- 5. 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. Identify high-risk locations based on collision data on the regional and local road network and prioritise road safety improvements based on this.
 - B. Implement recommendations from the RMO (Road Management Office) upon completion of LA16 forms following fatal road traffic collisions.

Supporting Actions



1. One established, participate as a member of a network across Local Authorities to share best practices for the implementation of active travel infrastructure (in collaboration with the CCMA and / or LGMA).
2. Communicate updated rules of the road for active travel infrastructure to County Monaghan Road users, once complete by the Road Safety Authority.
3. Progress the delivery of the **Monaghan Walking & Cycling Strategy 2021-2026** as set out in the published plan.
4. Deliver safety improvements to national roads adjacent to schools to reduce speeds and improve active travel, as per recommendations from An Taisce's **Safe Routes to School programme**.



1. TII to provide training to local authority engineers and planners to incorporate safe systems approach in their review of planning applications.
2. Delivery of the **EU Road Infrastructure Safety Management Directive**, through guidance from Transport Infrastructure Ireland to include:
 - High Collision (HCL) Programme
 - Road Safety Inspection (RSI) Programme
 - Pavement skid resistance (SCRIM) Programme
 - National Road Pavement Condition Programme
 - Life Cycle Renewal Programme for Road Signs and Road Lines to ensure appropriate luminosity.
3. Deliver Minor Safety Improvement Scheme on road sections with low safety levels (subject to funding).
4. Develop Park and Share facilities to remove unsafe parking and manoeuvres and to reduce pedestrian activity on hard shoulders and junctions.
5. Improve visibility, lighting and age-friendly seating at regional and local bus stops to enhance safety for those waiting for a bus, as per funding from TII's Bus Stop Enhancement Programme.



1. Review effectiveness of the Road Safety Working Together Group (RSWTG) to coordinate multi-agency road safety policy and implementation at a local level and implement any recommendations.
2. Prepare a calendar of events to promote various road safety initiatives throughout the year.
3. Encourage every road user in the county along their road safety journey, targeting audiences and topics including an increased focus on digital communications.
4. Continuation of multi-agency checkpoints to enforce road safety and compliance. To detect dangerous driving behaviours, fraudulent documents, vehicle safety issues, tachographs and vehicle roadworthiness of HGV's, trailers, and buses.
5. Support the delivery of road safety actions identified within both the Local Community Safety Partnership Strategic Plan and the Monaghan Local Economic and Community Plan.



1. Continued participation in Emergency First Response (EFR) first person on scene training programme for fire/emergency crews.

Multi-agency promotion of 'Gift of a Lift'
Christmas road safety campaign



Measuring Success

The Government Road Safety Strategy 2021-2030 has the ambition of guiding Ireland towards "Vision Zero", the long-term goal of eradicating road traffic deaths and serious injuries by 2050. A milestone objective is to reduce fatalities and serious injuries by 50% by 2030, compared to a baseline of the average over the period 2017-2019.

Due to the lower numbers involved at county level, a combined average KSI (Killed and Seriously injured) numbers have been used to set targets over the same period. For County Monaghan the combined KSI figure for the three years 2017 to 2019 was 74. A reduction of 50% by 2030 equates to a KSI figure of 12 per annum.

Reporting and Monitoring Progress

The progress of the Road Safety Action Plan will be reported to Monaghan County Council's Chief Executive and elected members through the monthly Chief Executive Report. An annual progress report will be prepared in consultation with the Co Monaghan Road Safety Working Together Group and presented to the Transport and Community Strategic Policy Committee and summarised in Monaghan County Council's annual report.



St. Marys Boys
National School

Plean Gníomhaíochta um Shábháilteacht ar Bhóithre

Céim 2: 2026-2027

Tá an Rialtas agus Grúpa Chontae Mhuineacháin um Oibriú Le Chéile ar Shábháilteacht ar Bhóithre tiomanta do 'Fís Nialais', ag a bhfuil an cuspóir nach mbeidh daoine ag fáil bháis nó á ngortú go dona ar bhóithre na hÉireann faoi 2050.

Chun a chinntiú go mbainfear an sprioc fhadtéarmach seo amach, tá sprioc leagtha síos ag Éirinn líon na mbásanna ar bhóithre agus líon na ngortuithe tromchúiseacha a laghdú 50% faoi 2030. Is iad seo a leanas Príomhghníomhartha agus Gníomhartha Tacaíochta Contae Mhuineacháin.

Príomhghníomhartha



1. Infheistiú i bhfeabhsuithe sábháilteachta ar bhonneagar iompair inbhuanaithe chun tacú le húsáid iompair phoiblí agus modhanna taistil ghníomhaigh.

- Bonneagar taistil ghníomhaigh, atá uasghrádaithe agus scoite, a chur chun feidhme do choisithe agus rothaithe.
- Acomhail nó crosairí a uasghrádú chun modhanna taistil phoiblí a éascú trí áiseanna trasnaithe feabhsaithe a sholáthar agus trí luas feithiclí a laghdú de réir mholtaí an Athbhreithnithe ar an Luasteorainn Uirbeach.
- Stadanna bus sábháilte, le crosairí sábháilte, a chur ar fáil nuair is féidir i mbailte agus i suíomhanna tuaithe chun tacú le húsáid shábháilte iompair phoiblí i gcomhréir leis an gClár Feabhsaithe ar Stadanna Bus.
- Bearta breise os comhair scoileanna a sholáthar tríd an gClár Bealaí Sábháilte chun na Scoile de réir mholtaí An Taisce, faoi réir maoiniúcháin ón Udarás Náisiúnta Iompair.



2. Dul chun cinn a dhéanamh ar chur chun feidhme na moltaí a rinneadh in Athbhreithniú 2023 ar Luasteorainneacha.

- An luasteorainn réamhshocraithe a laghdú ar bhóithre náisiúnta den dara grád ó 100km/u go 80km/u nuair a bheidh an reachtaíocht ábhartha rite.
- Fodhlíthe speisialta um luasteorainneacha a dhéanamh chun líon na limistéar ina bhfuil luasteorainn 30 km/u i gceantair uirbeacha agus foirgnithe a mhéadú, in éineacht le hoibreacha bonneagair nuair is féidir, chun riosca imbhuailtí a laghdú.
- Luasteorainneacha tréimhsiúla a thabhairt isteach i suíomhanna os comhair scoileanna ar bhóithre nach bhfuil sa líonra náisiúnta.

- D. Luasteorainn 30 km/u a shocrú ar gach bóthar atá taobh le scoileanna i gceantair uirbeacha, trí luasteorainn bhuan nó luasteorainn thréimhsiúil a úsáid.
- E. Luasteorainneacha laghdaithe a thabhairt isteach ar bhóithre atá in aice le scoileanna i gceantair tuaithe de réir an mholta gur cheart luasteorainn de 50km/u a bheith ar bhóithre in aice le scoileanna i gceantair tuaithe.



3. Rochtain fheabhsaithe na nGardaí ar bhunachar sonraí NVDF na Roinne Iompair, ina bhfuil gach tiománaí ceadúnaithe agus feithicil chláráithe, chun tacú le forfheidhmiú póilíneachta ar bhóithre Chontae Mhuineacháin.
4. Is príomhbhearta é an t-oideachas chun aghaidh a thabhairt ar iompraíocht tiománaithe, agus í a fheabhsú, agus chun torthaí sábháilteachta níos fearr a bhaint amach do gach úsáideoir bóthair. Cé go bhfuil an t-oideachas tábhachtach d'úsáideoirí bóthair i ngach aoisghrúpa, diríonn an Straitéis ar thiománaithe amach anseo chun dea-iompraíochtaí a spreagadh ó aois óg.
 - A. Na tionscnaimh oideachais um shábháilteacht ar bhóithre atá á soláthar faoi láthair (RSA, AGS, Comhairle Contae Mhuineacháin) a leagan amach ar fud an chontae chun a chinntiú go mbaintear an úsáid is fearr as acmhainní.
 - B. Idirghabhálacha oideachais a chomhordú agus a spriocdhíriú i gceantair ina bhfuil bearnaí sa chlúdach reatha agus i gceantair ina bhfuil drochthaifid sábháilteachta ar bhóithre nó ina bhfuil na taifid sin ag dul in olcas.
 - C. Leanúint ar aghaidh ag soláthar an chláir bhliantúil um oideachas sábháilteachta ar bhóithre don Idirbhliain mar chuid d'idirghabháil leanúnach chun dea-iompraíochtaí a spreagadh maidir le sábháilteacht ar bhóithre.



5. Féadann infheistíocht i bhfeabhsuithe ar bhonneagar feabhas mór a chur ar shábháilteacht ar bhóithre. Nuair is féidir, ba cheart a leithéid d'infheistíochtaí a bheith bunaithe ar fhianaise. Trí chomhroinnt agus úsáid sonraí imbhualtí a fheabhsú, is féidir bonn eolais níos fearr a chur faoi idirghabhálacha um shábháilteacht ar bhóithre agus na hidirghabhálacha sin a fheabhsú.
 - A. Suíomhanna ardriosca a shainaithint, bunaithe ar shonraí imbhualtí ar an líonra bóithre réigiúnacha agus áitiúla agus tús áite a thabhairt d'fheabhsuithe ar shábháilteacht ar bhóithre dá bharr sin.
 - B. Moltaí na hOifige um Bainistiú Bóithre (RMO) a chur chun feidhme nuair a bheidh na foirmeacha LA16 líonta tar éis imbhualtí marfacha tráchta ar bhóithre.

Gníomhartha Tacaíochta



1. Nuair a bheidh sé socraithe, páirt a ghlacadh mar bhall de líonra ar fud na nÚdarás Áitiúil chun dea-chleachtais a roinnt maidir le cur chun feidhme bonneagair taistil ghníomhaigh (i gcomhar le CCMA agus / nó LGMA).
2. Rialacha bóthair nuashonraithe maidir le bonneagar taistil ghníomhaigh a chur in iúl d'úsáideoirí bóithre i gContae Mhuineacháin chomh luath is a bheidh siad déanta ag an Údarás um Shábháilteacht ar Bhóithre.
3. Dul chun cinn a dhéanamh maidir le **Straitéis Siúlóide & Rothaíochta Chontae Mhuineacháin 2021-2026** a sholáthar mar atá leagtha amach sa phlean foilsithe.
4. Feabhsuithe sábháilteachta a sholáthar ar bhóithre náisiúnta atá in aice le scoileanna chun luasanna a laghdú agus taisteal gníomhach a fheabhsú, de réir na moltaí ó **chlár Bealaí Sábháilte chun na Scoile** de chuid An Taisce.



1. Tá BIÉ chun oiliúint a chur ar fáil d'innealtóirí agus do phleanálaithe na n-údarás áitiúil chun cur chuige an Chórais Shábháilte a ionchorprú ina n-athbhreithniú ar iarratais phleanála.
2. **Treoir an AE maidir le Sábháilteacht an Bhonneagair Bóthair** a Bhainistiú a chur chun feidhme, de réir teorach ó Bhonneagar Iompair Éireann, agus an méid seo a leanas a áireamh ann:
 - An Clár um Shuíomhanna Ard-Imbhualite (HCL)
 - An Clár um Chigireacht ar Shábháilteacht ar Bhóithre (RSI)
 - An Clár um Fhrithsheasmhacht in aghaidh Sciorradh ar Phábháil (SCRIM)
 - An Clár um Bail na Pábhála ar Bhóithre Náisiúnta
 - An Clár Athnuachana Saolré do Chomharthaí Bóthair agus Línte Bóthair chun Ionrachas cuí a chinntiú.
3. An Scéim um Mionfheabhsuithe ar Shábháilteacht a sholáthar ar chodanna bóithre ar a bhfuil leibhéil ísle sábháilteachta (faoi réir maoiniúcháin).
4. Áiseanna Páirceála agus Comhroinnte a fhorbairt chun deireadh a chur le páirceáil neamhsábháilte agus le hainlithe contúirteacha agus chun gníomhaíocht coisithe ar ghuaillí crua agus ag aomhail a laghdú.
5. Infheictheacht, soilsiú agus suíocháin atá oiriúnach d'aoisghrúpaí éagsúla a fheabhsú ag stadanna bus réigiúnacha agus áitiúla chun an tsábháilteacht a fheabhsú dóibh siúd atá ag fanacht leis an mbus, de réir mhaoiniú Chlár BIÉ um Fheabhsú Stadanna Bus.



1. Athbhreithniú a dhéanamh ar éifeachtacht an Ghrúpa um Oibriú le Chéile ar Shábháilteacht ar Bhóithre (RSWTG) maidir le beartas agus cur chun feidhme ilghníomhaireachta um shábháilteacht ar bhóithre a chomhordú ar an leibhéal áitiúil, agus aon mholtaí a chur chun feidhme.
2. Féilire imeachtaí a ullmhú chun tionscnaimh éagsúla um shábháilteacht ar bhóithre a chur chun cinn i rith na bliana.
3. Gach úsáideoir bóthair sa chontae a spreagadh ar feadh a thurais sábháilteachta ar bhóithre, agus díriú ar spriocghrúpaí agus ar ábhair ar leith, lena n-áirítear béim níos mó ar chumarsáid dhigiteach.
4. Leanúint ar aghaidh le seicphointí ilghníomhaireachta chun sábháilteacht agus comhlíontacht a fhorfheidhmiú ar bhóithre. Iompraíochtaí tiomána contúirteacha, doiciméid bhréagacha, fadhbanna sábháilteachta i bhfeithiclí, tacagraif agus ródacmhainneacht HGVanna, leantóirí agus busanna a bhrath.
5. Tacú le soláthar na ngníomhartha sábháilteachta ar bhóithre a sainaithníodh i bPlean Straitéiseach na Comhpháirtíochta Áitiúla um Shábháilteacht Pobail agus i bPlean Eacnamaíoch agus Pobail Áitiúil Chontae Mhuineacháin araon.



1. Rannpháirtíocht leanúnach sa chlár oiliúna Céadfhreagartha Éigeandála (EFR) don chéad duine ag láthair na heachtra, le haghaidh criúnna dóiteáin/éigeandála.

Cur chun cinn comhpháirteach ar 'Gift of a Lift' – feachtas sábháilteachta ar bhóithre na Nollag







