



Comhairle Contae
Ros Comáin
Roscommon
County Council



County Roscommon Road Safety Plan 2024-2030



VISION
ZERO

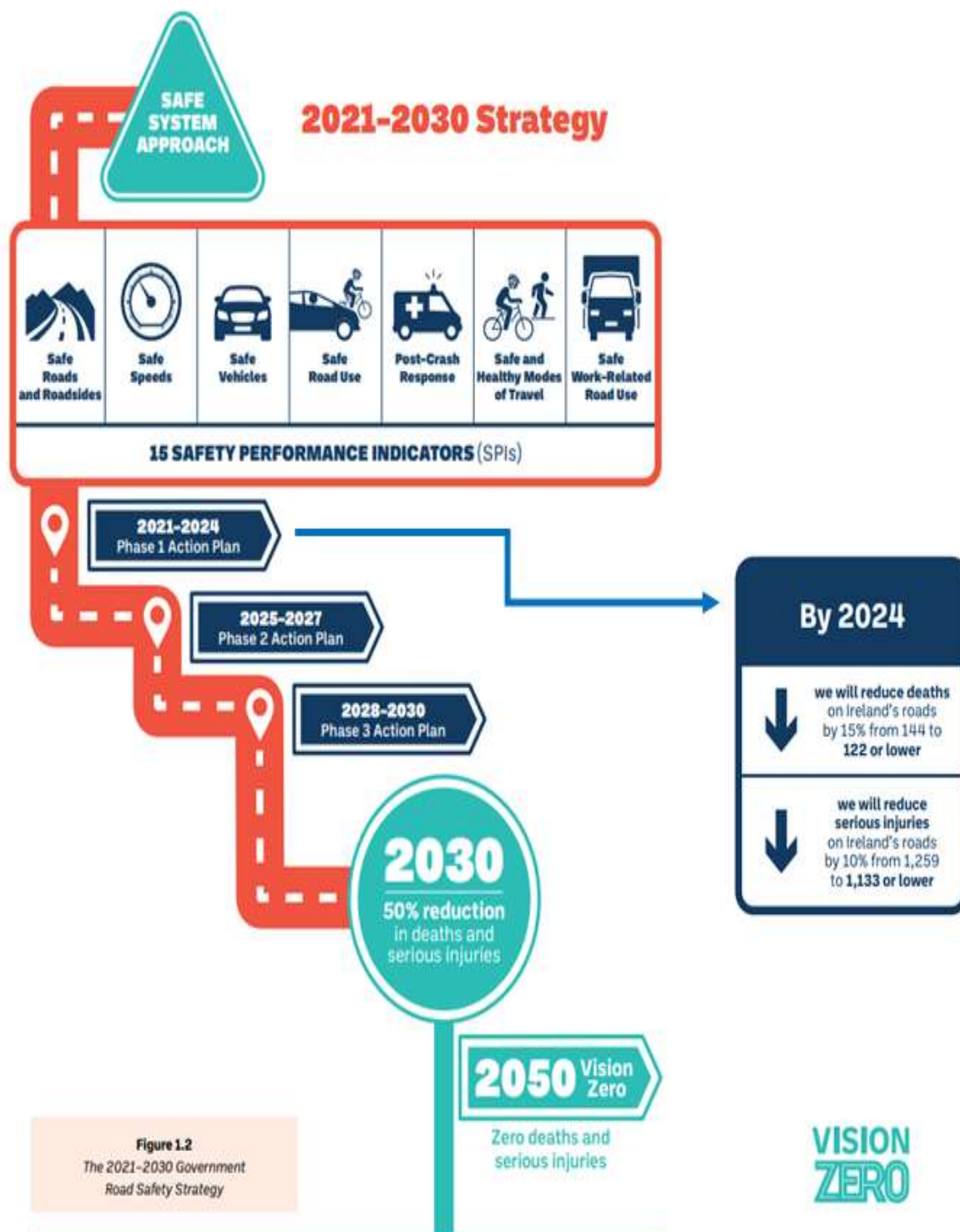


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THE JOURNEY TOWARDS VISION ZERO

“To make the roads in County Roscommon a safer place for all road users”



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Foreword

Sam Waide, CEO, Road Safety Authority

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

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

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

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

- Safe roads and roadsides
- Safe speeds
- Safe vehicles
- Safe road use
- Post-crash response
- Safe and healthy modes of travel
- 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.

1. Introduction

Roscommon County Council has an important role in promoting road safety in addition to its statutory obligations under legislation. Roscommon County Council's Road Safety Plan is aligned to the Government Road Safety Strategy 2021-2030. At the core of the 2021–2030 strategy is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero is an overarching, international, long-term goal aimed at the eventual elimination of deaths and serious injuries in road traffic collisions, with the focus of achieving not just fewer but zero deaths and serious injuries. The National Strategy was developed through extensive engagement with the public and with other key stakeholders.

The Government Road Safety Strategy 2021-2030 will be delivered in three phases as follows:

- Phase 1 Action Plan: 2021 – 2024,
- Phase 2 Action Plan: 2025 – 2027, and
- Phase 3 Action Plan: 2028 - 2030

Phase 1 runs from 2021 to 2024 and is backed by a projected €3.8bn investment. This phase includes 50 high-impact actions and 136 support actions. Local authorities have a lead role as either the lead agency or support agency for a number of these actions. All action plans within Road Safety Plans should mirror the action plans of the three phases above, to coincide with the national strategy. The Phase 1 Action Plan (2021-2024) includes two types of road safety actions:

- High-impact actions
- Support actions

1.1 Safe Systems Approach

The national Road Safety Strategy 2021-2030 is led by the Safe Systems Approach. One of the key underlying principles of the Safe Systems approach is shared responsibility. The responsibility for implementing Safe Systems across road safety policies and practices is shared among government, key stakeholders and all road users alike. The responsibility for reducing fatalities and serious injuries is therefore not solely placed on the road users but shared with all those involved in road safety, e.g., vehicle producers and infrastructure managers. The basic ethical assumption is that it is not acceptable to pay a price in deaths for the mobility that society needs. The Safe Systems approach to road safety is built on several key principles:

- **Human Behaviour** – no matter how well we are trained and educated about responsible road use, people make mistakes, and the road transport system needs to accommodate this
- **Human Frailty** – the finite capacity of the human body to withstand physical force before a serious injury or fatality can be expected is a core system design consideration
- **Forgiving Systems** – roads that we travel on, vehicles we travel in, speeds we travel at and the attitudes of road users to each other, needs to be more forgiving of human error.

The seven Safe System priority areas identified are as follows:

- Safe roads and roadsides
- Safe speeds
- Safe vehicles
- Safe road use
- Post-crash response
- Safe and healthy modes of travel
- Safe work-related road use

1.2 Profile of County Roscommon

In terms of physical profile, Roscommon is predominantly a rural county. The area of the county is 2,548 square kilometres, and the population as recorded in the 2022 census was 70,259, split evenly between males and females. The population grew by 9%, which means the number of people in the county rose by 5,715 between April 2016 and April 2022. Of this increase, 73% was due to migration and 27% due to natural increase. This suggests new communities are moving into the area. People aged over 65 account for 18.56 % of the population, with 20.07% aged under 15. (CSO, Census 2022).

Key centres of population in County Roscommon	
Roscommon	6,555
Boyle	2,915
Castlerea	2,348
Ballaghaderreen	2,387
Strokestown	850
Roosky	787
Elphin	715
Monksland part of Athlone	4,595
Cortober, Carrick on Shannon	815

1.3 Public Road Network

Roscommon County Council is responsible for the maintenance and improvement of the road network in the county. Transport Infrastructure Ireland (TII) allocates funding to operate, maintain and improve the national primary and secondary road network in the county. The Department of Transport allocates funding for the reconstruction and maintenance of regional and local roads, bridge rehabilitation, drainage programmes, safety schemes, climate adaptation and resilience schemes and works under the Community Involvement Schemes (CIS). Funding for the Active Travel Programme is provided by the National Transport Authority. The Council provides funding from its own resources to supplement the grant allocations.

In terms of infrastructure and connectivity, the county is served by the M6 Dublin to Galway motorway in the south, with the N4 and N5 national primary routes to the north. The county is also served by the N60, N61 and N63 national secondary roads. The N61 is of particular note in a regional context, running through the county on a north-south axis and being an important connection between the two designated Regional Growth Centres of Sligo and Athlone

County Roscommon road class and length (m) outlined below:

Road Class	Length (m)
Motorway	20,220
National Primary	83,492
National Secondary	148,056
Regional	375,760
Local Roads	3,423,237
Total All Roads	4,050,765

1.4 Driving Licences

A total of 3,089,212 Irish driving licences were held at the end of 2020, of which less than ten percent (8.3%) were learner permit licences.

Number of current driving licences by type and licensing authority at 31/12/2020					
	Learner Permit Licences	Annual Licences	Triennial Licences	10 Year Licences	
Nationally	255,142	10,510	341,198	2,482,362	3,089,212
Roscommon	3,346	229	6,055	36,908	46,538
				Source: Road Safe Authority	

1.5 Review of County Roscommon Road Safety Strategy 2018-2022

The County Roscommon Road Safety Strategy 2018-2022 focused on the reduction of road deaths under the headings of Education, Enforcement, Engineering and Evaluation. It provided a collaborative approach to improving awareness of the important issues surrounding road safety in the county to make the roads a safer place for all road users. Some of the main actions carried out under the Plan were:

- Seventy Safety Improvement Schemes completed on regional and local roads throughout the county
- A number of projects completed at locations across the six engineering areas under the Active Travel Investment Programme
- The hosting of the AXA Roadsafes Roadshow in 2020 in partnership with An Garda Síochána and the local Emergency Services, which delivered a hard-hitting road safety message to approximately 300 post primary students
- The roll-out of the Virtual Reality Headsets, financed by Aviva Insurance, in conjunction with An Garda Síochána, to post primary schools. This initiative promoted road safety, particularly among younger drivers
- The County Roscommon Road Traffic (Special Speed Limits Housing Estates) Bye-Laws 2018 were adopted, which introduced Special Speed Limits of 30 KPH on designated sections of roads in selected housing estates throughout the county
- The County Roscommon Road Traffic (Special Speed Limits Regional and Local Roads) Bye-Laws 2020 were adopted
- 125 National Schools participated in the Annual Road Safety Poster Competition in conjunction with An Garda Síochána at Roscommon Arts Centre
- Junior School Warden Competition
- Junior School Wardens training at national schools in Boyle, Castlerea, Elphin, Loughglynn and Strokestown
- Schools from Roscommon took part in the Annual Regional Junior School Warden Competitions
- Participated in a *TikTok Mic Drop* competition in conjunction with i-Radio. The competition had road safety as its theme with a particular focus on promoting road safety awareness among young people
- Promotion of the Road Safety Authority Ireland Interactive Shuttle. This interactive, educational road safety experience shows the dangers and challenges of driving on our roads
- Promotion of road safety awareness campaigns in conjunction with An Garda Síochána and the Road Safety Authority.

1.6 Role of the Road Safety Together Committee

Reducing the number of collisions on the road involves many different partners and stakeholders working together. In the previous Road Safety Strategy, the Road Safety Authority recognised that the ambitious road safety targets would only be met through the cooperation of all agencies involved in road safety and the shared responsibilities by all road users. A Road Safety Together Committee was set up in Roscommon which includes representatives and elected members from Roscommon County Council including the Fire Service, The Road Safety Authority, An Garda Síochána, Transport Infrastructure Ireland and the Health Service Executive. The main aims of the Road Safety Together Committee are as follows:

1. To oversee the implementation of the Road Safety Plan.
2. To discuss road safety priorities and communicate good practice.
3. To enhance the knowledge of all those on the Committee.
4. To seek funding for road safety initiatives.
5. To recommend and provide input into Roscommon County Council's transportation and road safety policies.
6. To foster links with other organisations that may have a role to play in Road Safety.
7. To review and report on progress in the Road Safety Plan.

1.7 Stakeholders

The key stakeholders on the Road Safety Together Committee will be responsible for overseeing the implementation of the Road Safety Plan.

Roscommon County Council

Roscommon County Council is responsible for the maintenance and improvement of the road network in the county. This involves ensuring road safety is a key consideration in the planning, design, construction and maintenance of roads to provide a safe and efficient road network. The Council will work with An Garda Síochána, Road Safety Authority and other groups to promote road safety awareness and reduce road deaths and serious injury accidents in line with the national targets in the Road Safety Strategy. The role of the Council's Road Safety Officer is to liaise with schools and the wider community to create awareness and promote road safety.

An Garda Síochána

Roscommon County Council and An Garda Síochána work closely on traffic issues and road safety campaigns and initiatives in the county. One of the strategic priorities in An Garda Síochána Policing Plan 2022, which represents the first of three annual plans that will give effect to An Garda Síochána Strategy Statement 2022-24, is to *"Continue to promote and enforce responsible behaviour on our roads working in partnership with the Road Safety Authority and partner agencies"*.

Road Safety Authority (RSA)

The aim of the Road Safety Authority (RSA) is to save lives and prevent injuries by helping to reduce the number and severity of collisions on Irish roads. The RSA is recognised as the leading voice for road safety nationally and internationally. The mission of the RSA is to make Irish roads safer for everyone and this 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)

Transport Infrastructure Ireland (TII), formerly the National Roads Authority, was established in September 2015 through a merger of the National Roads Authority and the Railway Procurement Agency under the Roads Act 2015. The purpose of the TII is to provide an integrated approach to the future sustainable development and operation of the national roads network.

Health Service Executive (HSE)

The Health Service Executive (HSE) is responsible for providing health and personal social services for everyone living in the Republic of Ireland. The HSE recognises that it has a key role to play in road safety as road traffic collisions are a significant social problem resulting in death, injury and long-term disability which impacts the health system as well as society as a whole. The HSE deals with the many health related outcomes of road crashes and collisions from the Ambulance Service, Accident and Emergency Services, hospital services, rehabilitation, longer term and community care. The health service deals with the trauma, tragedy and results of crashes and collisions on our roads on a daily basis.

Roscommon Fire Service

The purpose of the Fire Service is to provide a fire brigade service. The primary function of this service is the efficient and timely response to various emergencies, including fires and road traffic incidents as may occur throughout the county. The service is also engaged in the provision of a range of fire safety and enforcement functions.

2. County Roscommon Road Safety Plan 2024-2030

In line with the National Strategy, the County Roscommon Road Safety Plan 2024-2030 is designed to ensure a coordinated, collaborative and consistent approach to improving road safety for all road users. Its implementation will be dependent on the cooperation of the principal agencies charged with responsibility for road safety, with each road user playing a part in reducing casualty numbers. The Plan has been developed by Roscommon County Council, An Garda Síochána, the Road Safety Authority, the Health Service Executive and Transport Infrastructure Ireland under the auspices of the Roscommon Road Safety Together Committee. The aims and objectives of the Plan is to improve safety for all road users in the county. The Road Safety Together Committee will oversee and steer the implementation of the Plan.

2.1 Road Safety Plan Targets

At the core of the Government Road Safety Strategy 2021-2030 is the aim to achieve Vision Zero in Ireland by 2050. Vision Zero was formally adopted in Ireland's Programme for Government in June 2020 (Department of the Taoiseach, 2020) and is also the goal underpinning the EU Road Safety Policy Framework 2021-2030 "Next Steps towards Vision Zero". On an annual basis there are over 245,000 deaths and over 135,000 people seriously injured on European roads. The primary aim under Ireland's Vision Zero is that, by 2050, no one will be killed or seriously injured on Ireland's roads.

Vision Zero will be delivered through embedding the Safe System approach into local and 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.

In order to reach this long-term goal and to track the progress towards it, interim targets have been set for the period 2024-2030 in terms of achieving reductions in the number of road-related fatalities and serious injuries in Ireland. These targets have been set using the baseline of the average of the 2017-2019 figures for road-related fatalities and serious injuries. These are shown at Table 4.1

National Targets

Table 4.1 National Road Safety Strategy – Interim Targets – baseline 2017-2019		
	By 2024	By 2030
Fatalities	15% reduction in fatalities by 2024 (End of Phase I)	50% reduction in fatalities by 2030
Serious Injury	10% reduction in serious injuries by 2024 (End of Phase I)	50% reduction in serious injuries by 2030

Local Targets:

The period 2017-2020 will be used as the baseline for the setting of targets in the County Roscommon Road Safety Plan 2024-2030.

Table 4.2 Roscommon: Fatal collisions and seriously injured 2017-2020						
Collision Type	2017	2018	2019	2020	Total	Average
Fatal	4	2	3	5	14	4
Seriously injured	17	12	15	19	63	16
Total	21	14	18	24	77	
					Source: Road Safety Authority	

Applying percentages from Table 4.1 to the figures in Table 4.2, interim and longer term targets have been set for the Roscommon Road Safety Plan as shown in Table 4.3 below

Table 4.3 Roscommon Road Safety Plan Targets		
	By 2024	By 2030
Fatalities	To reduce deaths to 3 or lower	To reduce deaths to 2 or lower
Serious Injury	To reduce serious injuries to 14 or lower	To reduce serious injuries to 8 or lower

The targets being set as part of the road safety plan are ambitious and will require a concerted effort by all stakeholders.

2.2 Critical Success Factors

The key underlying principles of the Safe Systems approach is shared responsibility. The responsibility for implementing Safe Systems across road safety policies and practices is shared among government, key stakeholders and all road users alike. There are several critical success factors that will make it possible to reach our targets. These include:

- Political commitment which will be instrumental to the success of this strategy
- Timely development and implementation of evidence-based policy and legislation
- Efficient data-sharing and use of benchmarking across key stakeholders
- Innovation in the design of interventions and our approach to partnership-working
- Provision of essential funding for benefits realisation
- Provisions of safe, segregated infrastructure to facilitate modal shift towards active travel
- Behaviour changes due to enforcement interventions, education, and training
- Dedicated partnership-working with good governance and accountability
- Public and media support of our interventions and activities.

2.3 Action Planning

There are three distinct phases set out in the Government Road Safety Strategy 2021-2030 which the local safety plan should mirror. These phases are listed below as follows:

- Phase 1 2021-2024
- Phase 2 2025-2027
- Phase 3 2028-2030

Each of these action plans will include actions under the seven Safe System priority intervention areas:

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 Phase 1 Action Plan (2021-2024) includes two types of road safety actions:

- High-impact actions
- Support actions

Both the high-impact actions and support actions are essential to improving road safety in Ireland, and achieving our ambitious Phase 1, 2030 and 2050 targets. Local authorities have a role in 16 High-Impact Actions and 39 Support Actions. Completion of all these crucial activities will be dependent on a number of critical success factors, including dedicated partnership-working and data sharing across our key stakeholders.

2.4 Actions

The following tables provide an overview of actions outlined in the Government Road Safety Strategy 2021-2030:

- where Roscommon County Council has a *lead role* and the actions to be undertaken by the Council relate to these areas
- where Roscommon County Council is listed as a *support agency* in the National Strategy the Council will, subject to resources, work with the lead agencies as appropriate.

Safe roads and roadsides

Safe roads and roadsides involves the planning, design and operation of roads and roadsides and provides the framework for safe road and vehicle use.

Table 2.1 National Road Safety Strategy Actions under 'Safe roads and roadsides'		
Action No.	Action	Lead Department or Agency
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.	Department of Transport, CCMA (County and City Management Association) /LA (Local Authority)
5	Over the period 2021 – 2025, 1000km 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.	National Transport Authority, CCMA/LA's, Department of Transport
52	Develop a Network Safety Analysis (Stage 2) for the regional road network, which will include the design and prioritisation of remedial works for sections of regional roads with the highest risk of fatal or serious injury	CCMA/LA, Department of Transport
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.	Department of Transport, Transport Infrastructure Ireland, CCMA/LA's
63	Review and make recommendations for the provision of a dedicated road safety engineering resource in each Local Authority to progress road safety schemes and strategy actions.	Department of Transport, Transport Infrastructure Ireland, CCMA/LA
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.	CCMA/LA
69	Tender and implement the upgrade of public lighting to appropriate standards using LED lighting to improve visibility and enhance safety for road users	CCMA/LA

The following is a list of actions to be undertaken by Roscommon County Council as part of 'Safe roads and roadsides':

1. Assign a dedicated engineering resource to spearhead the implementation of road-safety enhancement initiatives.
2. Implement safety upgrades annually to enhance road safety.
3. Advance cycle infrastructure projects yearly to expand the primary and secondary cycling network.
4. Undertake annual improvements to roads and footpaths to enhance pedestrian and vehicular safety.
5. Ensure completion of all LA16 fatal collision reports in collaboration with An Garda Síochána.
6. Collaborate closely with An Garda Síochána and the Road Safety Authority to pinpoint high-risk collision areas within the county.
7. Maintain unobstructed footways to promote accessibility for all pedestrians.
8. Partner with An Garda Síochána to enforce regulations regarding illegal and hazardous parking on pavements, roadsides, and other areas.
9. Support the enhancement of rural and urban bus stop facilities aligned with a Safe System approach, with funding from NTA and TII (rural bus stops on national roads).

Safe speeds

Safe speeds is a central element of the Safe System approach. It involves consideration of road and vehicle planning and design, the settling of injury-minimising speed limits, as well as public education and awareness, and the enforcement of these limits.

Table 2.2 National Road Safety Strategy Actions under 'Safe speeds'		
Action No.	Action	Lead Department or Agency
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.	CCMA/LA
79.	Examine the feasibility of 30km speed limit or lower in school vicinities and report on progress.	CCMA/LA

The following is a list of actions to be undertaken by Roscommon County Council as part of 'Safe speeds':

1. Collaborate closely on daily road safety and traffic issues, ensuring road safety remains a prominent topic during quarterly public Joint Policing Committee meetings.
2. Engage in road-safety awareness initiatives, leveraging social media platforms to amplify various educational campaigns.
3. Conduct a comprehensive review of Speed Limit Bye-Laws, with a focus on implementing new national guidelines as they become available.
4. Implement Traffic Calming measures throughout the county as necessary, including enhancements at junctions, pedestrian safety enhancements, and improvements to public spaces.
5. Partner with An Garda Síochána and the Road Safety Authority to coordinate road safety campaigns targeting speed, such as organising 'Go-slow' events.
6. Collaborate closely with An Garda Síochána to identify appropriate sites for speed detection and alert systems, including the deployment of speed cameras.

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.

Table 2.3 National Road Safety Strategy Actions under ‘Safe road use’		
Action No.	Action	Lead Department or Agency
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.	CCMA/LA
95.	Each Local Authority RSWTG to publish a multi-agency Road Safety Action Plan and to publish an annual review on progress with implementation	CCMA/LA

The following is a list of actions to be undertaken by Roscommon County Council as part of ‘Safe road use’:

1. Review operation and membership of the Roscommon Road Safety Together Committee
2. Carry out an annual progress review of the Road Safety Action Plan.
3. Roscommon County Council prepare an education and awareness programme to include collaboration with the Road Safety Authority, An Garda Síochána and other relevant agencies, where applicable.
4. Support and promote the Road Safety Authority’s public education and awareness campaigns.

Safe and healthy modes of travel

Sustainable mobility is contingent on the provision of ‘reliable and realistic’ transport alternatives to complete everyday journeys. “Safe and healthy modes of travel” acknowledges that there is a difference in collision severity risk across different modes of travel. It aims to promote and protect road users engaging in public or active travel.

Table 2.4 National Road Safety Strategy Actions under ‘Safe and healthy modes of travel ’		
Action No.	Action	Lead Department or Agency
177.	Roll-out of the Safe Routes to Schools Programme and provide “front-of-school” treatments to a minimum of 500 schools	NTA (National Transport Authority) /CCMA/LA/RSA (Road Safety Authority)

The following is a list of actions to be undertaken by Roscommon County Council as part of ‘Safe and healthy modes of travel’:

1. Advance the development of active travel infrastructure projects annually, adhering to best practices.
2. Collaborate with multiple agencies to encourage sustainable and active forms of transportation.
3. Encourage schools to participate in the Cycle Right programme.
4. Collaborate with the National Transport Authority to formulate a comprehensive cycle network plan for the county.
5. Implement front-of-school treatments, where suitable, following guidelines from the National Transport Authority's Best Practice guide and road safety initiatives.

Table 2.5 National Road Safety Strategy Actions under the following headings where the Council has a limited role

Safe Vehicles	The safe vehicles element of the Safe System approach addresses the safety of road users both inside and outside the vehicle through legislative standards, consumer information, public procurement and industry initiatives.
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.
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.

3. Monitoring and Evaluation

Roscommon County Council is responsible for leading, monitoring, reporting and evaluating the implementation of the Road Safety Plan through the Road Safety Together Committee. This will require a collaborative approach across a range of organisations and agencies. Progress on the actions will be reviewed annually and a report presented to the Roads, Transportation and Emergency Services Strategic Policy Committee.

4. Appendix 1

Glossary

AGS	An Garda Síochána
CCMA	County and City Management Association
CSO	Central Statistics Office
HSE	Health Service Executive
JPC	Joint Policing Committee
LA	Local Authority
NTA	National Transport Authority
RSA	Road Safety Authority
RSTC	Road Safety Together Committee
RCC	Roscommon County Council
SPC	Strategic Policy Committee
TII	Transport Infrastructure Ireland



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VISION ZERO

**NO ROAD DEATHS
OR SERIOUS INJURIES BY 2050**



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