



# County Sligo Road Safety Strategy 2025 - 2030



**VISION  
ZERO**

## County Sligo Phase 1 Road Safety Action Plan 2025–2027

**Sligo.**



Sligo County Council  
Comhairle Chontae Shligigh

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## **Foreword**

Sligo County Council is committed to reducing the number of road collisions in our County.

The Government Road Safety Strategy 2021 – 2030 has very ambitious targets for reducing deaths and serious injuries on Irish roads over the duration of the Strategy and the 3 Phases of Action Plans within the Strategy. Achievement of the targets as set out in the Government Strategy is dependent on several critical success factors including co-operation and dedicated partnership working between all the key stakeholders involved in road safety.

This Road Safety Strategy 2025 -2030 and Phase 1 Action Plan 2025-2027 is our roadmap for reducing deaths and injuries on our roads over the period 2025 – 2027 and onwards to 2030, with the aim of ultimately achieving the long-term goal of Vision Zero (zero road deaths or serious injuries) by 2050.

The actions contained within the Strategy and Plan are based on the principles of the 'Safe System Approach', which have an emphasis on 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 this plan, we will strive to reduce the number of fatalities and injuries on our roads.

This Road Safety Strategy and Plan is a significant step in making our roads safer for everyone, addressing the 7 Safe System Priority Intervention Areas including Education, Engineering, Enforcement and Policy Evaluation issues.

This Plan will be monitored, reviewed and implemented by our multi-agency Road Safety Working Together Group (RSWTG) which includes representative from An Garda Síochána, the Road Safety Authority, Sligo County Council, the Education Sector, Transport Infrastructure Ireland (TII), the Health Service Executive (HSE), An Taisce – Green Schools and the Community & Youth Sector.

On behalf of Sligo County Council, I am pleased to present the County Sligo Road Safety Strategy 2025 – 2030 and the County Sligo Phase 1 Road Safety Action Plan 2025 – 2027.

Martin Lydon CE, Sligo County Council

## 1 Introduction

### 1.1 Government Road Safety Strategy 2021 – 2030

The Government Road Safety Strategy 2021 – 2030 was launched in December 2021. The new Strategy has very ambitious targets in terms of reducing road deaths and injuries on Irish roads over the duration of the Plan. The Primary aim of the Strategy is to reduce the number of deaths and serious injuries on Irish roads by 50% by 2030 as follows: -

*Table 1: Government Road Safety Strategy 2021-2030 target reductions in fatalities and serious injuries.*

Current Average Road Deaths per annum	144	Targeted Reduction	72 or lower
Current Average Serious Injuries per annum	1,259	Targeted Reduction	630 or lower

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

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

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

15% reduction in fatalities by **2024 (End of Phase I)**

10% reduction in serious injuries by **2024 (End of Phase I)**

50% reduction in fatalities by **2030**

50% reduction in serious injuries by **2030**

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

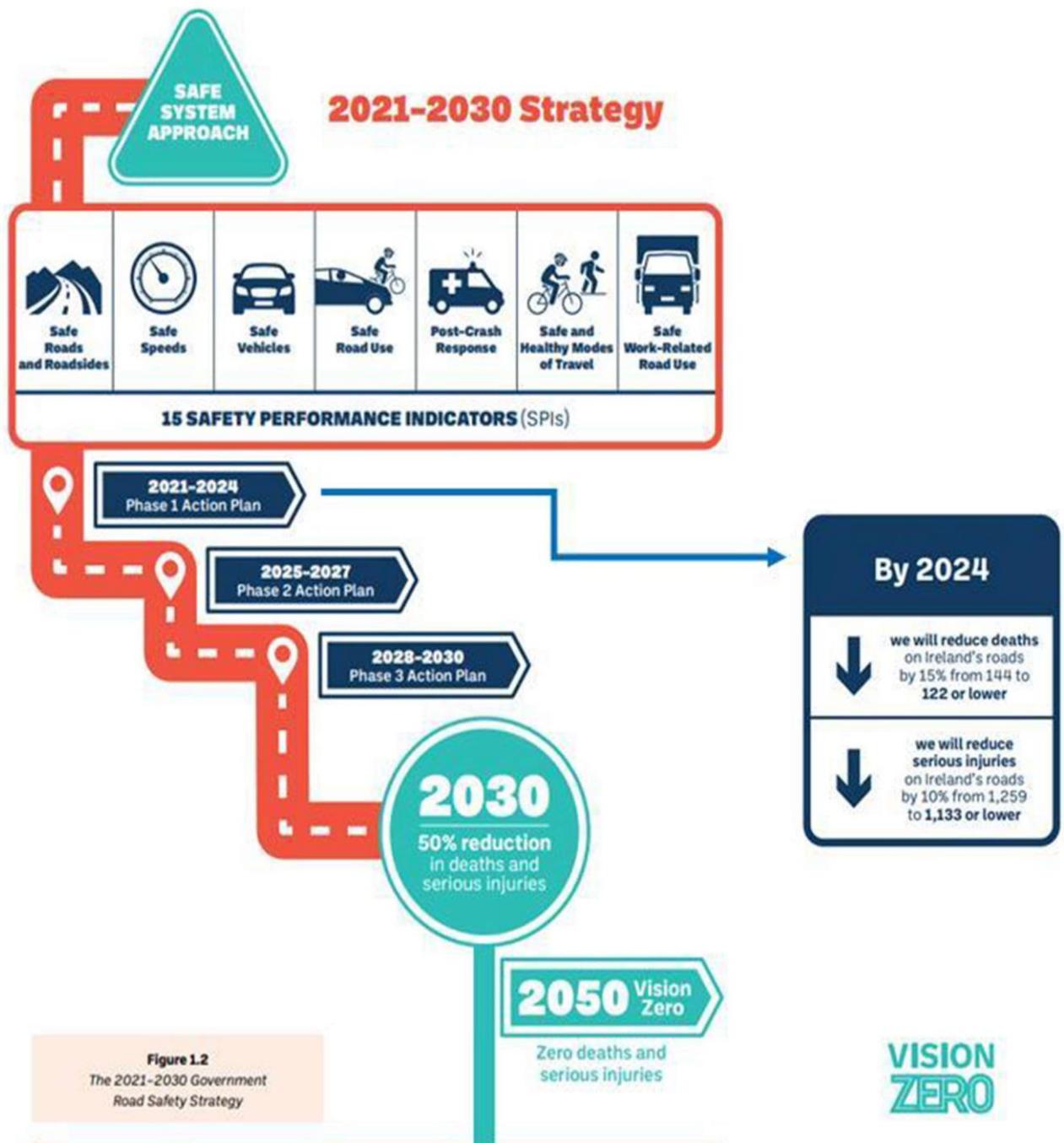


Figure 1: Road Map to Vision Zero (source: Figure 1.2- The 2021-2030 Government Road Safety Strategy)

## 1.2 Safe System Approach to Road Safety

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

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

## 1.3 Safe System Priority Intervention Areas

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

### 1. Safe Roads and Roadsides

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

### 2. Safe Speeds

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

### 3. Safe Vehicles

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

#### 4. Safe Road Use

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

#### 5. Post-Crash Response

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

#### 6. Safe and Healthy Modes of Travel

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

#### 7. Safe Work-Related Road Use

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

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

### 1.4 Safety Performance Indicators (SPIs)

There are 15 key Safety Performance Indicators (SPI's) included in the Government Road Safety Strategy (GRSS) 2021 – 2030. Examples include, the percentage of vehicles travelling within the speed limit and the percentage of motor vehicle occupants wearing a seat belt.

## 2 Profile of County Sligo

### 2.1 Introduction

County Sligo, located in the province of Connacht, in the north-west of Ireland, encompasses a total land surface of approximately 1,837.11 sq.km. It is bordered by counties Leitrim, Roscommon and Mayo, and flanked to the west by almost 200 km of Atlantic coastline.

The main urban area is Sligo Town, which is considered a regionally important centre, serving as the administrative, commercial, service, health and educational focus for a large hinterland. It has a significant industrial role and also acts as a distribution centre in the North-West. The County's rural areas are supported by services provided in the smaller towns of Ballymote, Tobercurry and Enniscrone.

Sligo's population is 70,198 (2022 census – 7% increase from 2016), with approximately 20,000 living in Sligo Town.

### 2.2 Vehicles Licensed in County Sligo.

Table 2 below outlines the number and type of vehicles licensed in County Sligo

Licensing Authority	Private cars	Motor-cycles	Goods Vehicles	Tractors	PSV Vehicles	Exempt Vehicles	Other Classes	Total
Sligo	33,351	574	6,726	1,422	364	519	1,941	44,897

*Table 2: The number and type of vehicles licensed in County Sligo*

### 2.3 Driving Licenses in County Sligo

Table 3 below illustrates the number of current driving licenses by type in County Sligo

Licensing Authority	Learner Permit Licenses	Annual Licenses	Triennial Licenses	10 Year License	Total Number of Driving Licenses
Sligo	4,337	304	5,283	41,122	51,046

*Table 3: The number of current driving licenses by type in County Sligo*

## 2.4 Roads Network in County Sligo

The Roads Network in the County consists of Local, Regional, National Primary and National Secondary Roads. Sligo County Council maintains a road network of approx. 2903km broken down as follows:

<b>Road Network</b>	<b>KM</b>
National Primary Roads	105 km
National Secondary Roads	47 km
Regional Roads	240 km
Local Roads	2,504 km
<b>Total</b>	<b>2,896 km</b>

## 2.5 Active Travel Infrastructure in County Sligo

A total of 24 Active Travel Projects has been completed between 2020 and 2024. Table 4 below outlines the types of projects under active travel umbrella

<b>Project Description</b>	<b>Amount</b>
New footpaths	3500m
Pedestrian crossings	14 no.
Footpaths to Schools	1200m
Upgrade of existing footpath	1450m
Shared facilities	500
Traffic calming and table top junctions	8no.

*Table 4: Types of projects under active travel*

## 2.6 Greenways in County Sligo

The following Greenways are to be developed:-

- Sligo Greenway – Circa 33km
- SLNCR Greenway – Circa 17km

### 3 National Statistics

Statistics for both Fatalities and Serious Injuries on Irish Roads have been obtained from the RSA with the initial data compiled by An Garda Síochána. The paragraphs and figures contained in this section summarise the data available. Please refer to Appendix 1: Road Safety Authority Statistical Information for further details

#### 3.1 National Statistics – Fatalities

Figure 2 below provides an overview of the information available regarding the number of fatalities on Irish roads in 2024

#### Overview



- As of 31 December 2024, An Garda Síochána have recorded **161** fatal collisions, which have resulted in **175** fatalities on Irish public roads and public places such as car parks. Three of these fatalities occurred in carparks and are not included in the figures published in this report.
- This report is based on **158** fatal collisions, which have resulted in **172** fatalities on Irish public roads over the period 1 January-31 December 2024.
- This represents **11 fewer** fatal collisions and **8 fewer** deaths (**-4%**) compared to provisional data for 2023.
- Note, incidents that occur in carparks and other non-public roads are excluded from the RSA official figures per historic trends and EU convention. However, AGS may include these collisions as they record incidents that have occurred in public places. This means RSA and AGS collision figures may differ.

Figure 2: Overview of the number of fatal collisions on Irish roads in 2024

Figure 3 below outlines the long-term trends in relation to fatal collisions on Irish roads

#### Long-term trend



■ The monthly average for 2023 was **15 fatalities**, monthly average 2024 was **14 fatalities**.

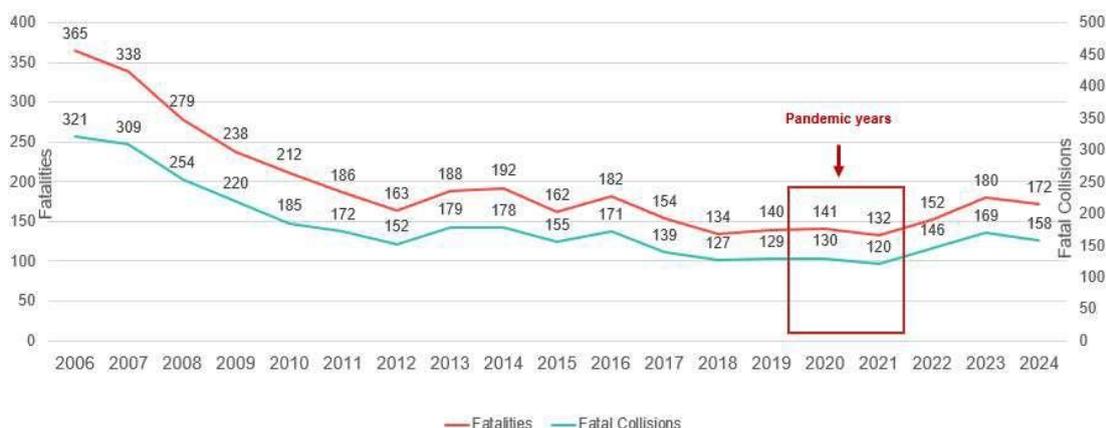


Figure 3: Long-term trends in relation to fatal collisions on Irish roads

Figure 4 below outlines the road user profile over the last five years



Of fatalities in 2024, three in four (74% , 127) were male and quarter (26%, 45) were female.

Figures for 2021 to 2024 are provisional and subject to change

Figure 4: Road User Profile of the last five years

Figure 5 below demonstrates the number of fatalities per county.

### Fatalities by county 2024

Dublin (22), Cork (18), Mayo (19) and Donegal (17) – 44% of fatalities occurred in these four counties.

Comparable fatality figures for these four counties in for the past five years:

County	2019	2020	2021	2022	2023
Dublin	19	19	20	12	15
Cork	14	20	8	13	14
Mayo	3	5	5	5	11
Donegal	8	10	7	8	10



Figure 5: The number of fatalities per county.

### 3.2 National Statistics – Serious Injuries

For every road fatality, there are over eight people seriously injured. A serious injury is an injury for which the person is detained in hospital as an in-patient or any of the following injuries whether or not detained in hospital: -

- Fractures
- Concussions
- Internal Injuries
- Crushing
- Severe cuts and lacerations
- And/or severe general shock requiring medical treatment

Figure 6 below provides an overview of the data on road traffic accidents resulting in serious injury in 2024.

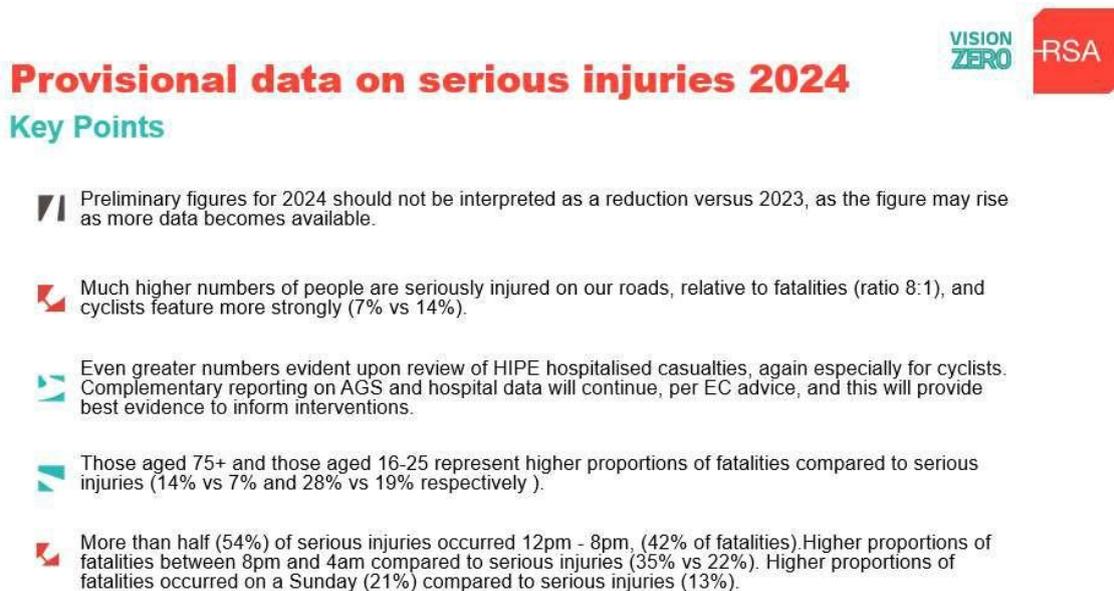


Figure 6: Overview of the data on road traffic accidents resulting in serious injury in 2024.

Figure 7 below portrays the long terms trends on road accidents resulting in serious injury. The target of reducing Serious Injuries is a difficult challenge. Since 2014 there has been a steady increase in the number of people seriously injured in road traffic collisions in Ireland each year with the exception of 2020

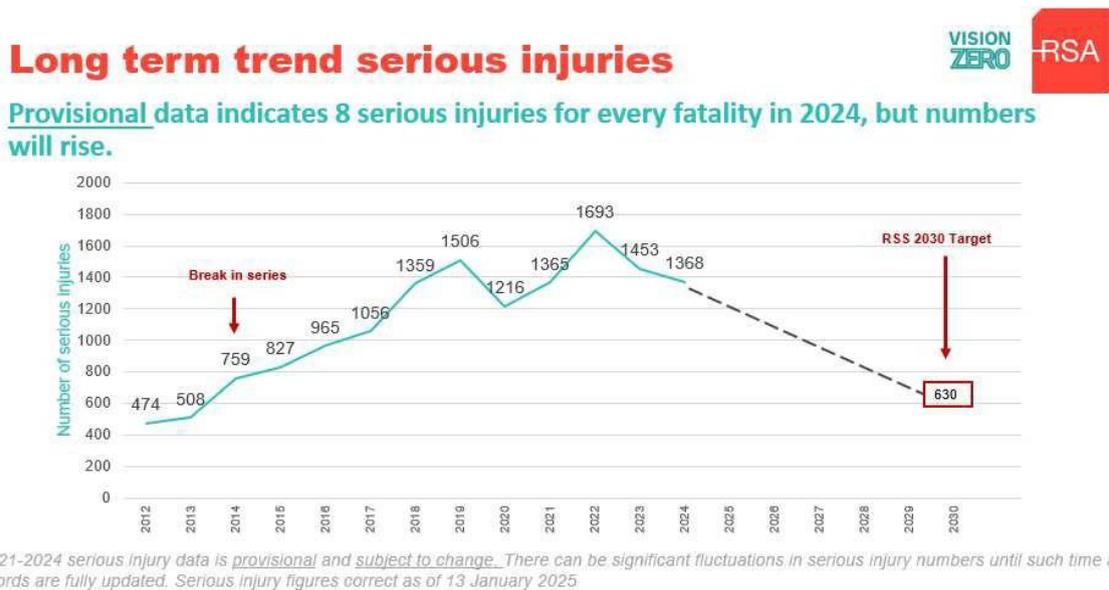
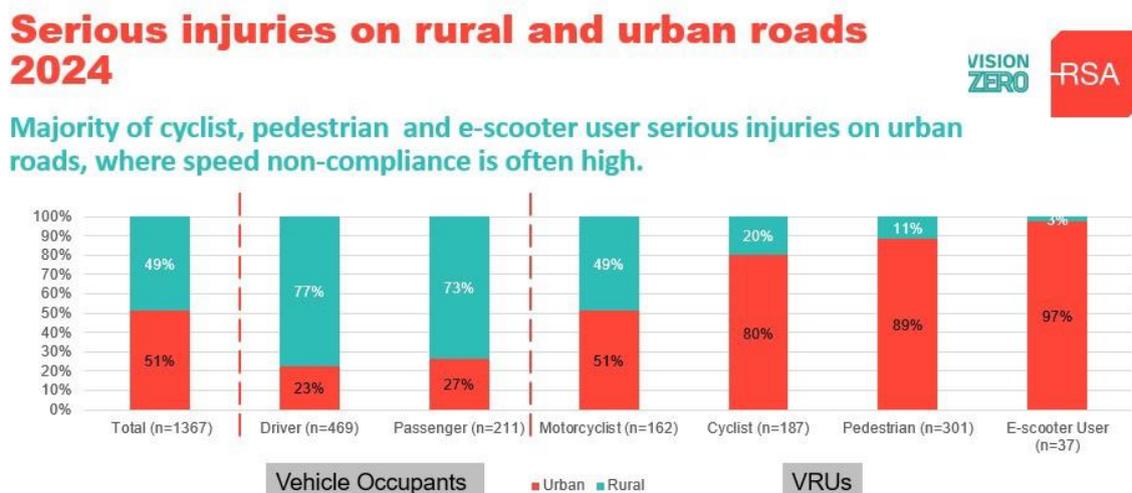


Figure 7: Long terms trends on road accidents resulting in serious injury

Figure 8 below illustrates the mix of accidents in urban and rural settings and the category of road users involved.



Prevalence of cyclist and pedestrian serious injuries on urban roads must be considered in engineering and education interventions, particularly re speed management.

*Figures are provisional and subject to change. Speed limit unknown for 1 casualty in 2024.*

Figure 8: The proportion of accidents in urban and rural settings and the category of road users involved

## 4 Road Safety Working Together Group (RSWTG)

### 4.1 Introduction

The Road Safety Working Together Group (RSWTG) involves several key Stakeholders working together to promote and improve Road Safety. The aims and objectives of the Road Safety Strategy and Action Plan will only be achieved through the cooperation of all the Stakeholders involved in road safety and the shared responsibility of all road users. The County Sligo Road Safety Working Together Group is made up of the following Stakeholders: -

☒ Sligo County Council – Representatives include: -

- Senior Engineer, Roads & Infrastructure
- Senior Executive Engineer, Road Design
- Senior Executive Engineer, Active Travel
- Road Safety Officer, Sligo County Council
- Chief Fire Officer, Sligo County Council
- Municipal District Manager's

☒ Road Safety Authority -

- Road Safety Education Officer, RSA
- Senior Road Safety Promotion Officer, RSA

☒ An Garda Síochána – Roads Policing Unit

☒ Transport Infrastructure Ireland (TII)

☒ Road Safety Engineer for County Sligo

☒ An Taisce, Green Schools

☒ North Connaught Youth Services Health Services Executive (HSE) The focus of the RSWTG over the coming years will be as follows: -

- ☒ To oversee the implementation of the County a Sligo Road Safety Strategy and County Sligo Road Safety Action Plans
- ☒ To discuss road safety priorities and promote and encourage good practice among all road users
- ☒ To promote and develop road safety initiatives
- ☒ To promote road safety policy, education, and shared responsibility among all road users
- ☒ To foster links and co-operation with other agencies and organisations who have a role to play in road safety

- ☒ To review and evaluate progress made on the achievement of the aims and objectives as set out in the Road Safety Strategy and Action Plan.

#### 4.2 Sligo County Council

Sligo County Council is responsible for the construction and maintenance of all public roads, footpaths, bridges and cycling infrastructure in the County. Road Safety is a key consideration in the planning, design, construction and maintenance of all public roads, footpaths, bridges and cycling infrastructure in the county. Many Departments of Sligo County Council are involved in and have responsibility for Road Safety: -

##### Roads & Infrastructure Department:

The Roads and Infrastructure Department is directly responsible for the construction and maintenance of public roads, bridges, footpaths and cycling infrastructure in the County. This includes: -

- ☒ Planning, design, construction, improvement and maintenance of public roads, footpaths, bridges and cycling infrastructure
- ☒ Traffic management, traffic calming and public parking
- ☒ Installation & maintenance of public lighting
- ☒ Installation, upgrade and maintenance of pedestrian crossings and other traffic calming infrastructure.
- ☒ Safety works on public roads both national & non national
- ☒ Speed limit review and implementation
- ☒ Signage on public roads
- ☒ winter maintenance
- ☒ Licensing of abnormal loads

##### Active Travel Department

- ☒ Responsible for the planning, design and construction of all Active Travel Infrastructure in the County –
- ☒ Primarily footpaths and cycling infrastructure
- ☒ Public lighting of active travel infrastructure
- ☒ Responsible for implementation of the “Safe Route to Schools” programme
- ☒ Provision of bus stops

#### Fire Service

- ☒ Fire Service responds to road collisions and other road-based events/incidents
- ☒ The Fire Service Department respond to emergency calls outs and assist in the planning and management of events etc.

#### Motor Taxation of Vehicles

- ☒ Taxation of vehicles for use on public roads

#### Planning Department

- ☒ Reviews and decides on all planning applications having regard to the road safety impact of such planning applications

#### Capital Projects Office

- ☒ Planning, design & construction of public realm schemes in our main towns
- ☒ Traffic management, traffic calming and public parking as part of any public realm schemes

- ☒ Public lighting as part of any public realm schemes Road Safety Office
  - ☒ The Road Safety Office is part of the Roads & Infrastructure Department of Sligo County Council.
  - ☒ Responsible for promotion of road safety on an ongoing basis
  - ☒ Co-ordination of road safety education in conjunction with the RSA and An Garda Síochána
  - ☒ Organisation of events to promote road safety and provide road safety education to the public with a particular focus on road safety promotion and education among young people
  - ☒ Work with the RSA and An Garda Síochána in the promotion of road safety and road safety education
  - ☒ Responsible for coordinating the road safety strategy and action plan
  - ☒ Responsible for organising the Road Safety Working Together Group



#### 4.3 Road Safety Authority (RSA)

The mission of the Road Safety Authority (RSA) 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. The RSA 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 behaviors of all road users, while effectively collaborating with many stakeholders, to save lives.

##### Key Functions:

The RSA 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 2021 – 2030.
- ☒ 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.
- ☒ Working with stakeholders to ensure a coordinated response and ensure our collective resources are used wisely and efficiently.



#### 4.4 An Garda Síochána – Roads Policing Unit

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 behavior 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 deny 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 the responsibility to enforce all road traffic legislation.

#### Road Safety Unit

The Road Safety Unit's overall aim is the reduction of road deaths and serious injuries and the improvement of road safety generally. The unit was established in 2001 and is based in the Garda National Roads Policing Bureau. The unit works with groups and organisations in the community to promote road safety among all road users:

- Schools and colleges
- Youth Clubs
- Senior Citizens
- Local organisations
- Industry groups

An Garda Síochána and the Road Safety Authority fully embrace the goal of VISION Zero which is to end all road fatalities and serious injuries by 2050.

An Garda Síochána 'Lifesaver Project'.

The national launch of the project took place on the 18th October 2023. The Lifesaver Project is a road safety education program delivered by members of An Garda Síochána. It is a hard hitting and realistic road safety presentation highlighting the devastating effects that road traffic collisions have on people's lives. It is a two-hour programme of interactive engagement with the audience supported by video inserts and personal experiences of road traffic collision victims and/or their families. The program delivers a strong road safety message that help's address the current rising death and serious injury collision on our roads. The project is being rolled out nationwide with Gardaí from across the country already trained in delivering the presentation. It has been delivering the Lifesaver Project to TY students in Secondary Schools in the Sligo District for the academic years 2023/ 2024/ 2025 to present.



#### **4.5 Transport Infrastructure Ireland**

Transport Infrastructure Ireland (TII) was established through a merger of the National Roads Authority (NRA) and the Railway Procurement Agency (RPA) under the Roads Act 2015, with effect from 1<sup>st</sup> of August 2015. The primary function of TII is to provide an integrated approach to the future development and operation of the national roads network and light rail infrastructure throughout the Republic of Ireland. TII are responsible for the management of the Road Infrastructure Safety Management Directive, EU RISM 2008/96/ECRISM which includes, GE-STY-01022 (HD 15) Network Safety Ranking, CC-STY-04002 (HD 16), Temporary Safety Measures Inspections, Road Safety Inspections CC-STY-04002 (HD 17), Road Safety Impact Assessment PE-PMG-02001 (HD 18).

In Sligo, the National Primary Road Network is 105km long and the National Secondary Road network is 47km long. The National Primary Roads Network of 105km in County Sligo is made up of 4 Routes:

- ☒ N4 – The N4 in County Sligo extends from the County Boundary with County Roscommon

in the south of Sligo (Townland of Lecarrow) to Sligo Town at the intersection of the N4/N15 and N16. The total length of the N4 in County Sligo is 35km.

- ☒ N17 – The N17 in County Sligo extends from the County Boundary with County Mayo in the southwest of Sligo (Townland of Bellahy) to the junction with the N4 National Primary Route in Toberbride, Collooney. The total length of the N17 in County Sligo is 34km.
- ☒ N15 - The N15 in County Sligo extends from the County Boundary with County Leitrim in the north of Sligo (Townland of Grellagh) to Sligo Town at the intersection of the N4/N15 and N16. The total length of the N15 in County Sligo is 27km.
- ☒ N16 - The N16 in County Sligo extends from the County Boundary with County Leitrim in the northeast of Sligo (Townland of Gortnagrelly) to Sligo Town at the intersection of the N4/N15 and N16. The total length of the N16 in County Sligo is 9km.

The National Secondary Road Network of 47km in County Sligo is made up of 1 Route:

- ☒ N59 – The N59 in County Sligo extends from the County Boundary with County Mayo in the west of Sligo (Townland of Carraun) to Carrowgobbadagh Td, Ballysadare, where it intersects at an interchange with the N4 National Primary Route. The total length of the N59 in County Sligo is 47km. TII produce a list of High Collision Locations (HCL) (HD15) along the National Routes based on data gathered from the Garda Pulse system, data from the Road Safety Authority (RSA) and data from the Department of Transport. The sites identified in County Sligo (High Collision Locations) are reviewed by Sligo County Council who identify sites that warrant treatment. Sligo County Council then prepare a feasibility report for submission to the TII for funding for specific safety schemes on national roads.

TII also carry out Road Safety Inspections (HD17) on the network and issues/hazards identified in these inspections are forwarded to Sligo County Council to develop suitable road improvements and seek funding from TII, if required.

TII is committed to interagency co-operation and will continue to assist all of the stakeholders in their efforts to reduce the incidence and severity of collisions on all roads.

TII have a Regional Road Safety Engineer, and a Road Safety Inspection Engineer based in the region who liaises with Sligo County Council on issues regarding road safety on National Roads in County Sligo.

Sligo's Regional Design Office are responsible for the delivery of the following project types on behalf of Sligo County Council. All schemes are funded by Transport Infrastructure Ireland (TII):

- ☒ PAVEMENT ASSET REPAIR AND RENEWAL: Periodic maintenance of the existing road asset. This is achieved through overlay and inlay works and edge strengthening on existing road pavement. Schemes are identified through the Pavement Asset Management System by TII Network Maintenance and then delivered by Sligo County Council.
- ☒ NATIONAL ROAD SAFETY IMPROVEMENT SCHEMES: These are low-cost interventions on the National Road Network to address identified road safety issues. The location of Road Safety Improvement Schemes is determined by analysing collision history and through road safety inspections. This analysis is undertaken by Road Safety Engineers employed by TII.
- ☒ NATIONAL ROAD SCHEMES: Schemes to improve the safety and efficiency of the national road network to make it fit-for-purpose for freight, business and social travel. This includes online improvements, minor realignments, and major new road projects.

The above project types contribute to improved road safety on the national road network in County Sligo.



#### 4.6 An Taisce Green-Schools Travel Programme

The Green-Schools Travel Programme has been in operation since 2008. Green-Schools works in partnership with Local Authorities. The Programme is funded by the Department of Transport and administered through the National Transport Authority. The Programme's aims are as follows:

- ☒ To increase the number of students and teachers who actively travel to school (walk, cycle, scoot).
- ☒ To promote other sustainable journeys (park 'n' stride, carpool and public transport).
- ☒ To enhance active travel infrastructure.
- ☒ To encourage 30km/hr. school speed zones.

Walkability audits and cyclability audits are an integral part of our work, the findings of which are submitted to Local Councils, which has resulted in improved infrastructure around schools. The Programme provides funding for the national cycle training program in Primary Schools - Cycle Right. This Programme is currently being piloted in secondary schools also. Green-Schools Travel delivers fully funded cycle and scooter parking in schools to further support active travel. Schools that are taking part in their Green-Schools Travel scheme have a dedicated Travel Officer to support, encourage and inform the school population and wider community.

The goal is to instill a behavioral change in travel habits to and from school for the benefits of health, well-being and the environment.

### Safe Routes to School

The Safe Routes to School Programme (SRTS) aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing improvements to walking and cycling facilities. The programme is coordinated by the SRTS Team, which is part of the Environmental Education Unit 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). In 2022 the programme was identified as a Pathfinder Programme of projects (2022 - 2025) under the National Sustainable Mobility Policy.



**The programme will give your school the opportunity to:**

1. Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access;
2. Improve access routes to school by improving walking and cycling infrastructure; and
3. Increase the number of students who cycle to school by expanding the provision of cycle parking.



The Safe Routes to School (SRTS) programme aims to improve ongoing issues of safety and congestion at the school gate and on routes to school. The programme will support active travel to school.

The programme is funded by the Department of Transport through the National Transport Authority (NTA).

The Safe Routes to School team will co-ordinate the programme and dedicated SRTS Infrastructure Officers will work with schools during the process. Local authorities will play a key part in delivering the infrastructure along access routes and at the school gate. Funding will be made available to the local authorities for infrastructure related to the programme.





#### 4.7 North Connaught Youth & Community Service Ltd

North Connaught Youth & Community Services (NCYCS) is a regional youth service provider covering Sligo, Leitrim and Mayo. It's aims are:

- ☒ To support the development of young people
- ☒ To enable them to take greater control of their own lives by making decisions
- ☒ To exercise responsibility and contributing to the development of both their community and their society

#### Mission Statement

"To affirm the importance of young people and support them and those who work with them through the provision of services in their communities" including

- ☒ Mainline youth service
- ☒ Youth Information Service – center based and outreach
- ☒ Special projects aimed at rural disadvantage in Leitrim and Mayo
- ☒ Garda Youth Diversion Programmes in Sligo, Ballina and Castlebar
- ☒ Programmes for adult leaders including child protection, bullying, suicide, drugs, and challenging behavior, etc.
- ☒ Health promotion programs and Issue based workshops– raising awareness among young people, volunteers, parents and the general public on issues such as drugs, alcohol, HIV, etc.
- ☒ Teen Between Support service – a listening, advise and support service for young people who are experiencing difficulties as a result of their parents' separation/divorce
- ☒ Inter-club activities
- ☒ Summer Camps
- ☒ Youth Club Support work
- ☒ SMILY LGBTI+ Youth Support
- ☒ International Youth Exchanges

The NCYCS is delighted to be represented on the County Sligo Road Safety Working Together Group to represent young people in the region on Road Safety issues.



Feidhmeannacht na Seirbhíse Sláinte  
Health Service Executive

#### 4.8 Health Service Executive (HSE)

The Health Service Executive (HSE) plays a vital role in road safety in Ireland, primarily through public health initiatives, emergency medical response, and injury prevention programmes. The HSE contributes to the following key areas:

##### ☒ Injury Prevention and Public Health Campaigns

- The HSE collaborates with the Road Safety Authority (RSA), An Garda Síochána, and local authorities to promote safe driving behaviours and decrease accidents
- It collaborates with the RSA on campaigns and advocates for helmet use, seatbelt adherence, and pedestrian safety (e.g. wearing high-visibility clothing) to mitigate injury risks.

##### ☒ Promoting Active Travel

- The HSE champions increased investment in cycling and walking infrastructure as healthier and safer transport alternatives, which diminishes reliance on cars and enhances public health (reducing obesity, heart disease, and illnesses related to air pollution).
- The HSE encourages local authorities to prioritise walking and cycling in urban planning efforts.
- It conducts health campaigns highlighting the benefits of active travel for fitness, mental well-being, and environmental sustainability.
- It supports bike-to-work schemes for HSE staff to encourage cycling.
- The HSE provides health advice on reducing car dependency and fostering walkable communities.

##### ☒ Road Safety and Public Health Policy

The HSE plays a policy advisory role in advocating for road safety legislation that safeguards public health, including:

- Strengthening enforcement of speed limits and drink-driving regulations.

- Encouraging reduced vehicle speeds in urban areas (30 km/h zones).
  - Supporting the development of pedestrian-friendly public spaces.
  - Advocating for the reduction of traffic-related air pollution to enhance respiratory health.
  - Promoting the decrease of traffic noise pollution to improve mental health.
- ☒ Data Collection and Research
- The HSE gathers and disseminates data on road traffic injuries and fatalities to facilitate the development of improved safety policies.
  - It collaborates with organisations like the RSA to analyse trends and enhance road safety measures.
- ☒ Emergency Medical Response
- The HSE provides ambulance and paramedic services through the National Ambulance Service (NAS) to respond to road traffic incidents.
  - It ensures that hospitals and trauma centres are equipped to treat victims of accidents.
- ☒ Rehabilitation and Long-term Care
- The HSE offers rehabilitation services for individuals injured in road traffic collisions, including physiotherapy, occupational therapy, and psychological support.
  - Long-term care is available for those who sustain life-altering injuries from accidents.
- ☒ Mental Health Support
- The HSE provides support services for trauma survivors, the families of victims, and emergency responders who experience psychological distress as a result of road accidents.
- ☒ Workplace Road Safety
- As an employer, the HSE promotes safe driving practices among its employees, particularly those involved in patient transport and community healthcare services.

- As part of Health and Safety at work practices, the HSE has implemented a Safe Driving for Work Policy (2023). It is the responsibility of line managers to ensure that staff are aware of this policy, and employees are expected to comply with its guidelines.

## 5 Road Safety Planning Aims and Objectives

### 5.1 County Sligo Road Safety Strategy 2025 – 2030.

The County Sligo Road Safety Strategy 2025-2030 has been developed and adopted in line with the Government Road Safety Strategy and aims to ensure a co-ordinated, collaborative and consistent approach to improving road safety for all road users. The County Sligo Road Safety Strategy 2025 – 2030 will include 2 Actions Plans as follows: -

- County Sligo Phase 1 Road Safety Action Plan 2025 – 2027
- County Sligo Phase 2 Road Safety Action Plan 2028 – 2030

### 5.2 Aims and Objectives Road Safety Strategy 2025 – 2030

The principal aims of the County Sligo Road Safety Strategy 2025 – 2030 and Phase 1 Road Safety Action Plan 2025 - 2027 are as follows:

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

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

## 5.3 County Sligo Road Safety Action Plan 2025 – 2027

The aim of the Government Road Safety Strategy 2021 – 2030 and Phase 1 Action Plan 2021 – 2024 are set out in the Table below:-

*Table 5: Government Road Safety Strategy 2021 – 2030 – Interim Targets (baseline 2017-2019)*

	By 2024	By 2030
<b>Fatalities</b>	We will reduce deaths on Ireland's roads by 15% from 144 to 122 or lower	<b>We will reduce deaths on Ireland's roads by 50% from 144 to 72 or lower</b>
<b>Serious Injuries</b>	<b>We will reduce serious injuries on Ireland's roads by 10% from 1,259 to 1,133 or lower</b>	<b>We will reduce serious injuries on Ireland's roads by 50% from 1,259 to 630 or lower</b>

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

Table 6 below outlines the number of fatalities and the number of serious injuries on roads in County Sligo in the period 2020 to 2024

*Table 6: The number of fatalities on Sligo Roads from 2020 to 2024*

County	Injury	2020	2021	2022	2023	2024	Total
<b>Sligo</b>	Fatalities	2	1	6	4	4	17
	Serious injuries	19	19	24	14	17	93

Using the Targets as set at National Level – 15% Reduction by 2024 and a 50% reduction by 2030, the Targets of the County Sligo Road Safety Strategy 2025 – 2030 and Phase 1 Road Safety Action Plan 2025 – 2027 are set out below:-

- **County Sligo Phase 1 Road Safety Action Plan 2025 – 2027:** The aim is for a 20% Reduction in Killed and Seriously Injured by 2027 –
- **County Sligo Road Safety Strategy 2028 – 2030:** The aim is for a 50% Reduction in Killed and Seriously Injured by 2030 -

- **Vision Zero** – The aim is for a 100% Reduction in Killed and Seriously Injured by 2050 (No deaths or serious injuries on Roads in County Sligo by 2050).

Year	Target 2027	Target 2030
Fatalities & Serious Injuries	To reduce Fatalities & Serious Injuries on roads in County Sligo by 20%	To reduce Fatalities & Serious Injuries on roads in County Sligo by 50%

The achievement of the above targets will require the continued effort and co-operation of all bodies involved in road safety and will also require that all road users play their part in reducing road collisions by taking responsibility for their own behavior on roads.

These specific targets will be considered and reviewed at the end of the lifetime of the County Sligo Phase 1 Road Safety Action Plan 2025 – 2027, to evaluate whether targets were achieved, and if not achieved, why and whether the Road Safety Action Plan was a success.

## 6 County Sligo Road Safety Action Plan 2025 – 2027

### 6.1 Introduction

Appendix 2: County Sligo Road Safety Action Plan outlines the proposed interventions, under the Safe System Priority Intervention Areas, as outlined in the Government Road Safety Strategy 2021 – 2030 and the Local Actions which have been identified for inclusion in the County Sligo Phase 1 Road Safety Action Plan 2025 – 2027:-

### 6.2 Educational Measures

- ☒ Road Safety Working Together Group (RSWTG) - The RSWTG shall convene regularly each year to review the measures included in the Plan and to conduct an end of year review. The RSWTG shall issue an annual report on Road Safety to the County Sligo Joint Policing Committee (JPC)
- ☒ Promotion of Road Safety - Sligo County Council will use our website and social media platforms to promote road safety and to raise awareness of road safety among the public. Road safety campaigns and events shall be promoted by local media outlets. The Council will also engage in regular and ongoing promotion of Road Safety Week, National Slow Down Days, Road Safety during holiday periods, etc.

- ☒ Road Safety Education – Sligo County Council will engage with the Road Safety Authority (RSA), Road Safety Education Officer, The HSE and An Garda Síochána Roads Policing Unit in the ongoing provision of road safety education and promotion among all road users with a particular emphasis on young road users:-
- ☒ Transition Year (TY) Information Days – it is proposed to arrange information days and school visits to secondary schools within County Sligo
- ☒ Road Safety Week - This shall be promoted annually; it is anticipated that this will coincide with visits to various Schools and workplaces.
- ☒ Road Safety Education and Awareness aimed at Minority/Disadvantaged Groups. These events will focus on the vulnerable road users in Sligo – i.e. mobility and visually impaired.
- ☒ Road Safety Campaigns. Sligo County Council will engage with other road safety stakeholders to promote Road Safety.

### 6.3 Engineering Measures

The key role of engineering interventions which improve the safety of our road's infrastructure has been and will continue to be critical to improving road safety and reducing road user fatalities and serious injuries. In particular, the provision of segregated infrastructure for cyclists and pedestrians will be a very important tool in improving road safety for vulnerable road users. These are measures which are included in Phase 1 Road Safety Action Plan 2025 to 2027. A total of 10 Engineering Actions/Measures are included in the Road Safety Action Plan 2025 – 2030.

- ☒ Speed Monitoring – Speed monitoring will continue at sites identified with in County Sligo. The results of this speed monitoring shall be issued to the to An Garda Síochána for follow up speed checks etc.
- ☒ Collision Meetings – it is proposed to hold meetings with the Roads Policing Unit of An Garda Síochána to identify collision data, collision patterns or any local issues
- ☒ Speed Limit Review – Speed limits in all areas will be reviewed at per statutory requirements within the County of Sligo

- ☒ Low Cost Safety Schemes – Sligo County Council implement low cost safety improvements schemes on local and regional roads each year. It is anticipated that this funding stream will continue for the lifetime of this strategy
- ☒ Speed Limit Signage – Speed limit signage is reviewed by Sligo County Council on a regular basis.
- ☒ Pedestrian Crossings/Traffic Calming Measures – Sligo County Council will investigate the requirement for pedestrian crossings and traffic calming at specific locations as the need arises.
- ☒ Active Travel Schemes – Since 2021, Funding has been received for Active Travel Schemes to promote safe and active travel. New and improved footpaths have been provided and continue to be provided at many locations around the county – footpaths leading to schools, community facilities, sports facilities, approaches to towns and villages, etc. These Active Travel Schemes provide safer infrastructure particularly for vulnerable road users.
- ☒ Provision of Greenways and Blueways – The provision of Greenways and Blueways which again provide safer infrastructure for vulnerable roadusers.
- ☒ Road Improvements - Road Improvements are carried out each year under our Annual Road Works Programme. Road Safety is incorporated into the design of all road schemes.
- ☒ Road Maintenance - Under Sligo County Councils current funding structure is it proposed to implement ongoing improvement and maintenance on both our Local and Regional Roads. In particular, the provision of Pedestrian Crossings, Traffic Calming Measures, Safety Schemes, Active Travel Schemes and the use of the Mobile Driver Feedback Signs.

#### 6.4 Enforcement Measures

The Roads Policing Unit of An Garda Síochána have a representative on the Road Safety Working Together Group. Enforcement is a central pillar of any plan to promote road safety and change road use behavior for the better. Enforcement is a central element in our Road Safety Strategy 2025 – 2030 and our Road Safety Action Plans. The following enforcement actions/measures are included in this Road Safety Plan 2025 – 2027.

- ☒ Ongoing checkpoints for detecting intoxicant's
- ☒ Deployment of speed cameras at collision prone zones
- ☒ Ongoing checkpoints to detect dangerous/careless driving, impaired driving, excessive speed, use of Mobile Phones while driving and enforcement of same
- ☒ Multi-agency checkpoints in association with the RSA and other stakeholders
- ☒ An Garda Síochána provide an ongoing presence at schools in the County for traffic management as required

## 6.5 Evaluation Measures

There are three evaluation measures included in the Road Safety Plan 2025 – 2027:

- ☒ Each year, an end of year review shall be concluded by the RSWTG. This will include a comprehensive analysis of all of the proposals included in the Road Safety Action Plan
- ☒ An End-of-Life Review shall be undertaken by the RSWTG of all the Measures/Actions included in the Road Safety Plan
- ☒ An Annual Report/Update on the Road Safety Action Plan shall be submitted to the County Sligo Joint Policing Committee (JPC)

The new County Sligo Road Safety Strategy 2025 – 2030 and associated Action Plan(s) will include regular reviews and evaluation of progress achieved, what needs to be changed and any new measures which need to be introduced or prioritised in order to improve road safety.

## 7 Delivering our Plan

### 7.1 Critical Success Factors

The achievement of the Targets as set out in the Government Road Safety Strategy 2021 – 2030 and the County Sligo Road Safety Strategy 2025 – 2030 and the County Sligo Phase 1 Road Safety Action Plan 2025 – 2027 depends on the achievement of several Critical Success Factors. Figure 9 below outlines the critical success factors for plan implementation



*Figure 9: Critical Success Factors for plan implementation*

## 7.2 Dangerous Behaviours

The County Sligo Road Safety Strategy 2025 – 2030 and the Phase 1 Action Plan 2025 – 2027 considers that the following Dangerous Behaviours are key to reducing Fatalities and Serious Injuries on our Roads: -

- ⊗ Seat Belt Use – 26% of all Car Users killed in the period 2018 – 2024 were **NOT** wearing a Seat Belt
- ⊗ Speeding – Over the period 2018 – 2024, 24% of Driver Fatalities (where a record of their actions was available) were exceeding a Safe Speed
- ⊗ Driving Under the Influence – 37% of Drivers killed in the period 2018 – 2024 (where a toxicology result was available) had a positive toxicology for alcohol; 10% had a positive toxicology for cocaine and 6% had a positive toxicology for cannabis
- ⊗ Using a Mobile Phone when Driving – Driver Attitudes & Behaviour Survey 2021 - 23% of Drivers surveyed reported checking phone notifications while driving; 19% of drivers reported reading messages/texts & 12% of Drivers reported checking social media. The World Health Organisation (WHO) reported in 2022 that Drivers using a mobile phone are **4 times more likely** to be involved in a collision
- ⊗ Driver Fatigue – Fatigue is a contributory factor in 10 – 20% of all road traffic collisions.

### Driver Attitudes & Behaviour Survey (DAB) 2021

- 9% of Drivers surveyed drove after consuming alcohol in the past 12 months
- 32% of Drivers reported exceeding the 50km/hour speed limits by more than 10km/h at least sometimes
- 27% of Drivers surveyed reported exceeding 100km/hour limits by more than 10km/h at least sometimes
- 24% of Drivers surveyed have either fallen asleep or nodded off when driving

### Free Speed Pilot (Pilot Study of Speeding on Roads undertaken by RSA)

- Overall, 78% of drivers observed were driving above the 50km/h speed limit (2021 Survey)
- At Weekends, 93% of observed drivers were driving above this limit (2021 Survey)
- 27% of car drivers observed on rural roads broke the speed limit (2018 Survey)
- 52% of car drivers observed on urban roads, broke the speed limit (2018 Survey)

In relation to Speed, the World Health Organisation (WHO) estimated in 2017 that a 5% reduction in average speed could result in a 30% reduction in Fatal Collisions.

Therefore, the key factors in improving Road Safety are as follows:-

- Seat Belt Use
- Safe Speeds
- Driving under the Influence
- Mobile Phone Use
- Driver Fatigue

The County Sligo Road Safety Strategy and Phase 1 Road Safety Action Plan considers that the above key factors are vital to achieving our aim of reducing both deaths and serious injuries on our roads in the future and are therefore critical success factors in the achievement of the aims and objectives of this Road Safety Strategy and Action Plan. These involve a change in behavior among all road users and education and enforcement are key factors in promoting this change. Road Safety Education and Enforcement will be one of the central elements in the new Road Safety Strategy and Action Plan.

In relation to speeding, Sligo County Council carry out regular and ongoing speed monitoring at various locations around the county. Also, Sligo County Council have provided Driver Feedback Signs at numerous locations around the County (in particular at approaches to towns and villages and approaches to schools) in an effort to raise driver awareness of the speed they are travelling at and the need to slow down where they are exceeding the speed limit at the specific location. This speed monitoring and the driver feedback signs have been put in place at numerous locations which have been selected for a variety of reasons:-

- Road collisions at particular locations
- At locations where speed surveys have been completed, and evidence indicates that excessive speed is taking place
- At approaches to towns/villages
- At approaches to schools

The results of this speed monitoring is reviewed regularly and is sent to An Garda Síochána for follow up action by them in the form of speed checks etc.

The achievement of the objectives as set out in the County Sligo Road Safety Strategy and Action Plan will require the ongoing commitment and co-operation of all agencies involved in road safety and will also require that all road users play their part in using the roads responsibly. The Road Safety Working Together Group and the stakeholders represented on this Working Group will work together to oversee and guide the implementation of the Strategy and Action Plan.

### 7.3 Shared Responsibility

Shared Responsibility across all parts of the traffic management system is one of the core underlying principles of the Safe System approach and directly aligns with the ethos of the [Government Road Safety Strategy](#). (Page 68)

### 7.4 Governance Model

As part of this transformational approach to road safety, and to ensure that the Road Safety targets as set out in the Government Road Safety Strategy 2021 – 2030 are met, a robust, cross-governmental governance structure, overseen by a ministerial committee on road safety has been put in place.

The CCMA will be required to participate in the monitoring structure of the Government Road Safety Strategy and contribute to quarterly updates for consideration at a national level - Road Safety Transformation Partnership Board (see graphic below). This includes the development of Road Safety Together Working Groups (Action 94) and the development, implementation and monitoring of Local Road Safety Plans (Action 95). See figure below.

## **8 Monitoring and Evaluation**

The progress on the achievement of the aims and objectives of the County Sligo Road Safety Strategy 2025 – 2030 and the County Sligo Phase 1 Road Safety Action Plan 2025 – 2027 will be reviewed annually by the members of the Road Safety Working Together Group (RSWTG) and will also be presented annually to the County Sligo Joint Policing Committee

**Appendix 1 RSA Statistic Information**

**Appendix 2 Road Safety Action Plan 2025 – 2027**