

**Tipperary Road Safety Strategy
Action Plan 2025-2027**

Safe System Priority Intervention Area: Safe Roads and Roadsides

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

Action No.	Action	Lead Department or Agency	Responsibility	Timeframe/ Due Date	Support Department or Agency	Linked to GRSS Action No. 2022/2024	Linked to GRSS Action Plan No. 2025/2027	Update Year end 31/12/2025
1	Progress Road Safety Inspections on National Routes in accordance with (AM-STY-06044) (HD17) of TII Publications and the EU Directive on Road Safety Infrastructure Management. TCC will address identified hazards based on its prioritised ranking for treatment subject to TII funding.	TII	TII/TCC	Annually	TCC		2A	2 No. Type D schemes were completed in 2025. TCC currently has 33 No. External tags and 7 No. Internal tags on hand for progression out of the Round 2 RSI data (inspections carried out in 2021 and 2022). Round 3 surveys are ongoing.
2	Progress the identification of High Collision Locations on the National road network routes in accordance with (GE-STY-01022) (HD15) of TII Publications and the EU Directive on Road Safety Infrastructure Management. Proposed schemes will be progressed where engineering measures are deemed appropriate subject to TII funding.	TII	TII/TCC	Annually & ongoing	TCC		2A/12B	Round O (2022-2024) Network Safety Analysis identified high collision location sites were formally issued to TCC in January 2026. TCC is progressing schemes to treat previously identified HCLs.
3	Undertake Road Safety Audits in accordance with (GE-STY-01024) (HD19) and the EU Directive on Road Safety Infrastructure Management. A Road Safety Audit will be undertaken for all required schemes.	TCC	TCC	Ongoing	TII			Road Safety Audits, in accordance with GE-STY-01024 are carried out on all TCC schemes which alter the existing cross-section, signage or lining.
4	Implement a minimum of 8 HD16 (CC-STY-04002) inspection requirements for temporary safety measures at road works in accordance with the EU Directive on Road Safety Infrastructure Management.	TCC	TCC	Varies depending on the timeframe of the road works	TII			Inspection of Temporary Traffic Management Measures on National Roads are being carried out in accordance with the requirements of TII Guidance Document CC-STY-04002.
5	Implementation of awareness and media campaign for roadside hedgecutting, with continued liaison with landowners to close out issues. Instigate legal action when necessary.	TCC	TCC	Annually				Awareness campaigns carried out in print media, social media and local radio. Press releases were also issued. Liaison with landowners continued to close out issues.

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6	Deliver programme of LED upgrade/retrofit as per national strategy as part of the South East region. Works to be completed by 2028.	RMO/KCC/TCC	RMO/KCC/TCC	Ongoing to 2028				TCC will continue to deliver the upgrades as per the national strategy.
7	Complete the fencing retrofit programme on National Roads subject to landowner agreement and funding availability.	TCC		Ongoing	TII			Fencing retrofit programme on national roads has been completed in Nenagh, Carrick-On-Suir and Tipperary Municipal districts and substantially completed in Thurles district. Fencing works have been indentified in Clonmel district and these will be progressed going forward.
8	Construct footpaths and develop cycleways and greenways, including segregation where appropriate subject to funding.	TCC		Ongoing	NTA/TII	5	1A	Active travel team continuing to design and construct greenways/cycleways subject to funding.
9	Identify, prioritise and implement five minimum low cost safety measures for non national roads subject to funding.	TCC	TCC	Annually	DoT			Schemes being progressed by the Districts subject to allocations from DoT.
10	Support national policy to increase the length of divided roads on the national primary road network in Tipperary subject to funding.	TII	TII	Ongoing	TCC	3	3A/3B	This policy has not been enacted as yet and will require funding to implement.
11	Road Works Programme - publish annual Road Works Programme identifying road improvements being carried out, as contained in the TCC Service Delivery Plan.	TCC	TCC	Annually	TII			Roadworks programme for 2026 to be agreed with Councillors in each District in coming month.
12	Resource the implementation of the Road Network Safety Analysis Programme for local and regional roads when rolled out by DoT subject to funding.	CCMA/LA's, Department of Transport		Ongoing to Q4 2027		52	2A	Locations of Interest identified by the DoT will be addressed once funding is allocated.
13	Monitor and undertake treatment as required on routes identified in the Winter Service Plan. Implement Winter Service Plan and publish Plan on TCC website.	TCC		Ongoing	TII/DoT			Winter Maintenance Programme in operation and can be viewed on the Council website.

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14	Provide timely and appropriate road traffic collision data to local authorities and agencies with responsibility for road improvement and maintenance, to inform their work.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annually	DoT/LGMA	62	1/5/7/17	<p>Up to the end of December 2025, the RSA has continued to provide summary road traffic collision data to support local authorities and relevant agencies in planning road improvements and safety interventions. Full record-level data sharing to local authorities is currently delayed, as there is no statutory basis under existing legislation to allow them to lawfully receive and process detailed collision data. This delay is not within the control of the RSA.</p> <p>In the interim, the RSA has put measures in place to ensure that critical data continues to inform local authority decision-making. This includes sharing GDPR-compliant data with the National Transport Authority and providing summary statistics to local authorities, enabling evidence-based planning for road maintenance and safety improvements.</p> <p>The Department of Transport is progressing primary legislation (including provisions in the upcoming National Vehicle and Driver File Bill) to allow local authorities to receive full record-level collision data legally. Once enacted, this will enable full access for local authorities to support targeted road safety and maintenance interventions.</p> <p>These interim and planned measures ensure that, while full access is pending, local authorities continue to have the information necessary to enhance road safety and protect vulnerable road users.</p>
15	Continue the repair and maintenance of existing footpaths via "Own Resource" funding stream and, where possible, comply with DMURS on best practice standards.	TCC		Annually			1A	Footpath repairs ongoing in each District.
16	Aim to maximise drainage funding streams: Drainage Grant, Geo App and Climate Change funding to implement an Annual Drainage Works Programme on the road network.	TCC		Annually	DoT/TII			All available funding streams are utilised by the Council and all allocations are spent in full.
17	Deliver road safety improvement schemes and minor realignment schemes on national roads, to create forgiving roadsides, self-explaining roads and a safe environment for vulnerable road users where schemes are identified by TII or TCC subject to funding.	TII	CEO	Ongoing over life time of plan	TCC	2	2A	Subject to funding.

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18	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. TCC will assign a resource in accordance with the recommendation when central government funding is provided.	DOT/TII/CCMA/LA's	DoT Principal, CEO TII, LA Chief Executive	Ongoing		63	2A	No funding provided as yet.
19	Identify bus stops on rural sections of national roads for assessment.	TII	CEO	Ongoing	CCMA /LA	71	1C	TII have identified two rural bus stops for review. It is recommended by TII Safety that these stops should be removed or relocated.

Safe System Priority Intervention Area: 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.

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20	Implement the speed limit in urban areas in accordance with national guidance.	CCMA/LA's	Chief Executive	Annually	DoT	78	5B	Speed limit review to take place in 2026 with implementation in 2027
21	Deliver public education on inappropriate and excessive speeding in conjunction with An Garda Síochána to improve speed compliance on all roads with a particular emphasis on regional roads and in urban areas for the protection of vulnerable road users.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annually	AGS/TII/TCC	10	7A/9A/9B/9C/20	AGS: AGS continues to engage with roadusers on a daily basis. AGS continues to deliver the Lifesaver Programme to transition year students e.g. 700 TY students at the Garda College over 2 days in October 2025. RSA: Up to December 2025, the RSA promoted safe driving and reduced speeding through Anti-Speeding campaigns, Free Speed Survey results, National Slow Down Day, and education via the Nationwide Road Safety Education Service, including the Shuttle and Rollover interactive units. This aligns with Phase 2 Actions 7A/9A/9B/9C/20. (rsa.ie – Anti-Speeding, Free Speed Survey, Shuttle & Rollover)

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22	Conduct specific education interventions to raise awareness of the benefits of, and build community support for 30km/h zones in urban areas.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annually	CCMA/LA	76	5B/9A/9B/9C/20	Up to the end of December 2025, the RSA delivered targeted education and awareness interventions to promote 30 km/h zones in urban areas, including a TV-led 30 km/h in urban areas campaign supported by radio, digital audio, social media, and out-of-home advertising illustrating the benefits of lower speeds for safety, community and liveability. The campaign messaging emphasised safer interaction between all road users at lower speeds and was disseminated nationally, including via the RSA YouTube channel, helping build public awareness and support. This activity aligns with Phase 2 Actions 5B (introducing 30 km/h periodic speed limits), 9A/9B/9C (mapping, targeting and expanding education), and 20 (RSA communications and awareness plan).
23	Support the operation of the safety camera system to maximise its effectiveness in detecting road traffic offences.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA/CCMA/LA's	9	6A	6,700 speed detections were captured by the M7 fixed camera and such offences are administratively supported in the prosecution of unpaid fines.
24	Support the review of speed management measures on the road network.	TCC/TII		Q4 2027	AGS/RSA	8	4A/5A/5B/6C	Speed limits are enforced as provided for in law with over 13,000 speed offences detected in the Garda Division during 2025.

Safe System Priority Intervention Area: Safe Vehicles

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

It includes measures to help avoid a collision and to mitigate the severity of a collision before it occurs. It also involves measures to reduce injury in the event of a collision and to reduce the consequences of injury. Of particular relevance here is the EU General Safety Regulation (GSR) which introduces safety requirements for new vehicles coming into effect from 2022.

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25	Process Abnormal and Exceptional Abnormal Load Permits as applied for, average 200 per year.	TCC	TCC	Ongoing	AGS			Ongoing operational process embedded in weekly workflow.
26	Maintain Tipperary County Council fleet so that all vehicles are safe and fit for purpose.	TCC	TCC	Ongoing				Fleet manager in place with high compliance with legal requirements. Fleet audited on site in 2025.

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27	Educate drivers about tyre safety, maintenance and checking and promote the national campaign.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	AGS	87	9A/9B/9C/20	AGS: Tyre Safety Week type operations undertaken. Over 100 tyre offences proceeded by fixed charge notice in 2025. RSA: Up to the end of December 2025, the RSA educated drivers on tyre safety, maintenance, and checking through Tyre Safety Day, national campaigns, digital communications, social media, and RSA.ie guidance. These activities are coordinated with Phase 2 Actions 9A/9B/9C (mapping, targeting, and expanding education) and 20 (RSA communications and awareness plan) to ensure consistent promotion of vehicle safety. (rsa.ie – Tyre Safety).
28	Promote a comprehensive communications programme to inform and influence the public and stakeholders on the purchase of new and used vehicles including: <ul style="list-style-type: none"> •Promotion of Euro NCAP 5-star rating as a key determinant when purchasing or leasing a vehicle, •Promote and educate on new technologies in vehicles such as: eCall, Automatic Anti-lock Braking System(ABS), Emergency Stopping, Lane Departure, Intelligent Speed Assist and •Promote online facility to check NCT or CVRT vehicle test history. 	Road Safety Authority	Director - Vehicle Standards & Enforcement, Director - Road Safety, Research & Driver Education	Annual		14	4A/4B/4C/20	Up to December 2025, the RSA has actively engaged with the Road Safety Working Together Groups (RSTWGs) nationwide to ensure the perspectives of younger people inform road safety policy and priorities. This includes consultations with youth groups, schools, and further education participants, and recommendations to include a youth representative on each RSTWG. These measures help ensure interventions reflect the experiences and concerns of younger road users. (rsa.ie – Education and Youth Engagement).
29	Promote the public awareness campaign educating drivers on the importance of maintaining vehicles in a roadworthy condition.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual		88		Up to the end of December 2025, the RSA promoted public awareness on maintaining vehicles in a roadworthy condition through national campaigns, digital communications, and social media. Key activities included highlighting year-round maintenance responsibilities beyond the NCT, promoting the 25th anniversary of the NCT to reinforce pre-winter checks, providing vehicle safety guidance and checklists for motorists and operators, and supporting partnership events such as Tyre Safety Day. These campaigns aimed to reduce defects, encourage safe vehicle use, and complement NCT and CVRT testing programmes, reinforcing roadworthiness as a core element of road safety.

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Safe System Priority Intervention Area: 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.

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30	Raise awareness of the new Government Road Safety Strategy among stakeholders and the public. In particular explain Safe Systems and enrol the public into the Vision Zero objective.	DOT	Director - Road Safety, Research and Driver Education	Ongoing	TII/DOT/CCMA/LA's	22	11	Ongoing.
31	Implement specific educational measures aimed at protecting vulnerable road users, in particular: <ul style="list-style-type: none"> • Driver's obligation to drive in anticipation of vulnerable road users on the road, • Awareness of pedestrians including children and impaired pedestrians, • Safe crossing by pedestrians, • Safe overtaking of cyclists, • Avoidance of 'dooring', including promotion of 'Dutch reach', • Use of personal protection equipment for pedestrians, cyclists and motorcyclists, • Awareness of blind spots on HGVs and buses, • Road users and workers at road works, • Care for young and older people, • Use of scooters and e-scooters, • Horse riders, and • The rules of the road. 	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	CCMA/LA's, AGS	133	9A/9B/9C/11/20	AGS focuses on enforcement measures and through the daily engagement with road users, delivering the Lifesaver Programme to TY students and continuous Social Media publications, education is delivered.

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32	Work with the Road Safety Working Together Group to actively engage with younger people to ensure their views are considered when determining policy and priority areas for road safety interventions. We will do this by recommending the inclusion of a youth representative on the Road Safety Working Together Group.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	Local RSTWG	92		Up to December 2025, the RSA has actively engaged with the Road Safety Working Together Groups (RSTWGs) nationwide to ensure the perspectives of younger people inform road safety policy and priorities. This includes consultations with youth groups, schools, and further education participants, and recommendations to include a youth representative on each RSTWG. These measures help ensure interventions reflect the experiences and concerns of younger road users. (rsa.ie – Education and Youth Engagement).
33	Implement public awareness campaigns on driver fatigue and highlight the dangers of sleep disorders such as Obstructive Sleep Apnoea Syndrome (OSAS).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing			18/20	Up to December 2025, the RSA continued to support high-quality On-Road Driver Assessment (ORDA) for medical fitness evaluations. ORDA is a structured driving assessment used to evaluate a driver's ability to operate a vehicle safely in real traffic, particularly when referred for medical reasons. Assessments are conducted by RSA-approved, trained, and quality-assured providers, following internationally recognised procedures. The RSA also updated the Sláinte agus Tiomáint Medical Fitness to Drive Guidelines in 2025, ensuring alignment with current best practice and supporting consistent, evidence-based decisions. This work aligns with Phase 2 Actions 18 (leveraging ORDA for medical fitness) and 20 (communications and awareness), ensuring assessments remain quality-assured and internationally recognised. Reference: RSA ORDA guidance: On/Off-Road Driving Assessments Sláinte agus Tiomáint guidelines: National Office for Traffic Medicine 2025 guidelines update news: rsa.ie

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34	Promote an awareness campaign on the secure and safe transportation of animals (including pets) in vehicles/trailers.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q4 2027	AGS	131	20	<p>AGS: Road safety operation undertaken on a monthly basis with Transport Officers at multiagency checkpoints to enforce road transport legislation and inspect school buses.</p> <p>RSA: Up to December 2025, the RSA promoted safe transportation of animals via a new website section, providing guidance on securing pets and larger animals in vehicles and trailers. This supports driver awareness and road safety, aligning with Phase 2 Action 20. (www.rsa.ie)</p>
35	Raise awareness of the medical fitness to drive regulations to ensure full understanding and compliance in respect of drivers that have a drug and/or alcohol dependence.	Road Safety Authority	Director - Driver Testing & Licensing	Q4 2027		132	18/20	<p>Up to December 2025, the RSA has promoted awareness of medical fitness to drive regulations relating to drug and alcohol dependence through its National Office for Traffic Medicine (NOTM) and wider communications. Guidance and resources, including the updated Sláinte agus Tiomáint Medical Fitness to Drive Guidelines, provide healthcare professionals, drivers, and stakeholders with information on identifying, reporting, and managing cases where drug or alcohol dependence may affect driving ability.</p> <p>The RSA has also supported this through campaigns and education, highlighting the risks of impaired driving, and continues to ensure drivers and medical professionals understand legal obligations and safety responsibilities, contributing to safer road use. This work aligns with Phase 2 Actions 18 (medical fitness assessments) and 20 (communications and awareness planning).</p> <p>Reference: RSA National Office for Traffic Medicine: rsa.ie Sláinte agus Tiomáint Medical Fitness to Drive Guidelines (updated 2025): rsa.ie ORDA assessments supporting medical fitness evaluations: rsa.ie.</p>

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36	Promote public education to support the safe use of e-scooters (micro mobility vehicles) on Irish roads, particularly for last-mile journeys.	Department of Transport, Road Safety Authority	DoT Principal, Director - Road Safety, Research & Driver Education	Ongoing	NTA	134	6/9A/9B/9C/11/20	<p>Up to December 2025, the RSA has promoted the safe use of e-scooters and micro-mobility vehicles through its road safety campaigns, social media channels, and educational resources, targeting drivers, riders, and the wider public. Key messages include wearing helmets, using lights, respecting traffic rules, avoiding pavement riding, and being visible to other road users.</p> <p>The RSA also integrates e-scooter safety guidance into its Nationwide Road Safety Education Service, ensuring awareness among young people and urban commuters who are more likely to use micro-mobility vehicles. These initiatives align with Phase 2 High Impact Actions 9A, B, C & Action 20 (communications, awareness, and partnership plan) and broader efforts to promote safe road use for all vulnerable road users.</p> <p>Support Info: RSA E-scooter guidance and safety tips: rsa.ie – Scooters & Micro-Mobility Social media campaigns highlighting safe e-scooter use: rsa.ie Campaigns Education initiatives through the Nationwide Road Safety Education Service: rsa.ie – Education</p>
37	Promote and support an expanded Cycle Right Programme which includes online theory and practical skills for children and adults.	Tipperary Sports Partnership	Co-ordinator of Tipperary Sports Partnership	Annual	TCC			Scheme implemented by Tipperary Sports Partnership. TCC Roads Department part fund.

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38	Promote an educational campaign on the safe use of junctions by all road users with a focus on driver interaction with cyclists.	National Transport Authority, Road Safety Authority	CEO NTA, Director Road Safety, Research & Driver Education	Ongoing		135	9A/9B/9C/20	Up to the end of December 2025, the RSA promoted safe driver–cyclist interactions through its <i>Cyclists</i> campaign and <i>National Bike Week</i> messaging, encouraging motorists to give space, slow down and check for cyclists, including at junctions, supported by educational resources on RSA.ie. The RSA has promoted safer driver interactions with cyclists through its Cyclists safety campaign, which educates drivers on keeping safe overtaking distances and sharing the road, and through the Imogen Cotter cycle safety campaign highlighting driver responsibilities around cyclists, including at junctions. This activity aligns with Phase 2 Action 1B (upgrading junctions for active travel), Actions 9A–9C (mapping and coordinating education), and Action 20 (RSA communications and awareness plan), ensuring integrated promotion of safer behaviour around cyclists and other vulnerable road users.
39	Promote the standardised guide to reducing road safety school gate risk.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing	CCMA/LA's/ DoT	136	1D/5C/9A/9B/9C/12/20	Up to the end of December 2025, the RSA has actively promoted the standardised guide to reducing school gate road safety risks through school visits, community engagement, and digital communications. This work is complemented by Phase 2 actions including 1D (Safe Routes to School interventions), 5C (periodic speed limits at front-of-school locations), and 12 (safety improvements to national roads near schools), as well as educational mapping and coordination initiatives (9A, 9B, 9C) to ensure consistent coverage, target gaps, and expand road safety education from primary through third-level. Messaging is reinforced through High Impact Action 20 on RSA communications and digital engagement to reach drivers and the wider public.
40	Promote a campaign targeting drivers to highlight the risks faced by Vulnerable Road Workers (School Wardens, Emergency Service Personnel, Construction workers etc).	Road Safety Authority	Director - Road Safety, Research & Driver Education	Q2 2023	Fire Service/ CCMA/LA's/TII	137	11/20	Up to the end of December 2025, the RSA has actively raised awareness of risks to Vulnerable Road Workers through its Emergency Services campaign, education workshops, community engagement, digital communications, and broader initiatives such as 30 km/h in urban zones, reaching drivers and the wider public. This work aligns with Phase 2 High Impact Action 11 on safe work-related road use and Action 20 on communications and awareness, ensuring multi-agency messaging, targeted outreach, and reinforcement of safe driver behaviour around vulnerable workers across 2025–2027.

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41	Continue with a Road Safety Working Together Group to co-ordinate multi-agency road safety policy and implementation at local level.	CCMA/LA's	Chief Executive	Ongoing	RSA/AGS/TII/ CFO representatives as required.	94		All meetings attended with good engagement in 2025
42	Publish a Road Safety Action Plan and annual review on progress with implementation.	CCMA/LA's	Chief Executive	Annual	RSA/TII/CFO/ AGS representatives as required.	95		Road Safety Action Plan 2025-2027 published November 2025. This review of the above Action Plan will be agreed and published in February 2026.
43	Roll out a campaign for road users on how to interact with emergency service personnel including guidance on traffic control measures at the scene of a collision.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing	Fire Service/ AGS	138	7/9/11/20	The Road Safety Authority (RSA) recognises the importance of providing guidance to road users on how to interact safely with emergency service personnel and on appropriate behaviour at collision scenes. Under Phase 1 of the Road Safety Strategy (2021–2024), the RSA developed the required campaign material in collaboration with An Garda Síochána, the Fire Service, the National Ambulance Service, and other emergency organisations, and promoted it through national communications and educational activities. While this action is complete under Phase 1, the RSA continues to incorporate these messages into ongoing road safety education, awareness campaigns, and engagement with the public, ensuring road users are reminded of best practice when encountering emergency services.
44	Empower local community groups to strive for safer and more liveable streets in their locality by providing them with the tools, checklists and supports necessary to be proactive participants in road safety.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Ongoing	CCMA/LA	140		Up to the end of December 2025, the RSA has supported local community groups to promote safer and more liveable streets by providing guidance, resources, checklists, and education programmes to enable communities to be proactive participants in road safety. Across Tipperary, RSA officers and interactive units delivered workshops and events reaching thousands, while national campaigns such as <i>Be Safe Be Seen</i> , <i>StreetSmart</i> , and the 30 km/h urban speed campaign reinforced key messages. These initiatives, supported by RSA community resources and toolkits, help groups identify local hazards, implement safety measures, and advocate for safer streets, complementing Government directives and initiatives such as the “30 k towns” concept. (rsa.ie; rsa.ie 30 km/h campaign)

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45	Optimise https://www.rsa.ie as an educational hub for road users by leveraging digital customer engagement through effective social media marketing and digital platforms.	Road Safety Authority	Director - Corporate, Policy, Strategy & Technology	Annual	Stakeholders	149		Up to the end of December 2025, the RSA has optimised RSA.ie as a central educational hub for all road users, providing guidance, resources, videos, and interactive tools for drivers, pedestrians, cyclists, schools, and community groups. This is reinforced through coordinated social media campaigns on Facebook, Instagram, X (Twitter), LinkedIn, YouTube, and TikTok, linking users back to RSA.ie for in-depth educational content, and ensuring road safety messages reach a broad digital audience. (rsa.ie).
46	Continued concentration on the enforcement of key lifesaver offences such as speeding, distracted driving, non-wearing of seatbelts, intoxicated driving and poor driver behaviour including activities designed to protect vulnerable road users.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA/ CCMA/LA's/TII	16		Approximately 14,000 speeding offences were detected in the Clare/Tipperary Division in 2025.
47	Maintain a dedicated Roads Policing capacity with focus on road safety within An Garda Síochána.	An Garda Síochána	Commissioner of An Garda Síochána	Annual	RSA/ CCMA/LA's/TII	26		Maintained.
48	Continue to enforce Road Traffic Legislation using the Safety Camera System and the Mobility App.	An Garda Síochána	Commissioner of An Garda Síochána	Annual		150	6B/6C	Mobility devices utilised in the detection of lifesaver offences

Safe System Priority Intervention Area: 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 in the event of a collision.

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.

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49	Complete LA16 Forms following fatal collisions.	TCC	District Engineer	Within 15 days of fatality occurring	AGS/DoT/RMO		12B	All LA16s completed for 2025.
50	Continue to develop and promote Road Safety through our social media channels, targeting high risk groups.	RSA/TCC/AGS	Tipperary Fire and Rescue Service	Ongoing	Tipperary Fire and Rescue Service	21	20	AGS Update: Dedicated RPU members continue to highlight road safety measures on social media. RSA update - Up to the end of December 2025, the Road Safety Authority (RSA) continued to promote road safety through its social media channels in support of the Government Road Safety Strategy. Targeted digital messaging focused on high-risk road user groups and key risk factors including speeding, drink and drug driving, mobile phone use, seatbelt wearing and vulnerable road user safety, supporting wider national education and enforcement measures aimed at reducing road deaths and serious injuries. Fire Service Update Ongoing.
51	Deliver Emergency Driving Standard Training to fire personnel.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing	RSA	66	11	Ongoing
52	Continue to promote Tipperary Fire and Rescue Services' Blue Light Awareness Campaign.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		138	9A/9B/9C	Ongoing
53	Provide ongoing training to operational staff regarding RTC's.	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		66	11	Ongoing - all new recruits attend RTC training. In station training continues for all Fire Fighters.
54	Provide ongoing training/upskilling for EFR's (Emergency First Responders to respond to RTC's.)	Tipperary Fire and Rescue Service	Tipperary Fire and Rescue Service	Ongoing		127	11	Ongoing training provided as part of the development of Fire Fighters.

Safe System priority intervention area: 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 in-vehicle road users.

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55	Continue to promote and resource the implementation of the annual Active Travel programme and optimise the available funding stream in tandem with the National Greenway Programme.	NTA/TII	NTA/TII/TCC/LGMA	Annually			1A/1B/11	TCC continues to roll out an ambitious Active Travel programme across the county.
56	Develop and promote a Cycle Network plan for Tipperary providing connections to active travel networks and Greenways.	TII/NTA/TCC	NTA	2027	TCC/TII	176	1A/1B	Active travel team is developing schemes in accordance with the Cycle Network Plan, dependent on funding from TII and the NTA.
57	Safe Routes to School Programme - continue the rollout of the Safe Routes to School Programme funded by the NTA in Co-operation with An Taisce.	TCC		Ongoing	NTA/An Taisce		1D/2/5C/12	TCC continues to roll out an ambitious SRTS programme across the county.

Safe work-related 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.

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58	Engage with academic, business, civil society, and the insurance industry to promote road safety across all sectors of the community, including encouraging these entities to sign up to the European Road Safety Charter.	Road Safety Authority	Director - Road Safety, Research & Driver Education	Annual	Stakeholders	47		Up to the end of December 2025, the RSA engaged with stakeholders across academia, business, civil society, and the insurance industry to promote road safety and encourage organisations to consider signing up to the European Road Safety Charter. As Ireland's National Relay for the Charter, the RSA advocated for membership and action from organisations, including vehicle insurers, and maintains collaboration with Insurance Ireland as part of its wider stakeholder network. These activities ensure that road safety messaging reaches diverse sectors and supports safer behaviours across the community.
59	Implement any national intervention work-related road safety strategy, including the adoption of safe work and maintenance protocols and promoting a 'Driving for Work' standard.	TCC/TII/AGS/RSA		Ongoing		48	1/11/13/15/20	AGS: Driver training continues to be provided by AGS. TCC Ongoing PCP for all drivers of TCC fleet with policy review and update integrated into the SMS. RSA Up to the end of December 2025, the RSA has supported the national work-related road safety strategy, including the adoption of the 'Driving for Work' standard. In July 2025, the RSA, in collaboration with the Health and Safety Authority and An Garda Síochána, published <i>Driving for Work: Risk Management Guidance for Employers</i> and delivered the annual seminar in Enfield, County Meath, highlighting professional driver risks, safe vehicle practices, and the importance of employer-led road safety policies. These initiatives promote safe work and vehicle maintenance protocols and support organisations in reducing work-related road collisions.
60	Target the promotion of road safety across all sectors of the community, including businesses.	TCC/TII/RSA		Annual			5/9/20	Up to the end of December 2025, the RSA promoted road safety across all sectors, including businesses, through national campaigns, education programmes, and engagement activities. Across Tipperary, Education Officers, Promotion Officers, the Shuttle Interactive Unit, StreetSmart, the Seatbelt Sheriff, and RSA education services reached thousands of participants through over 100 events. These activities, reinforced by national campaigns on key risks such as speeding, drink and drug driving, mobile phone use, seatbelt wearing, and vulnerable road user safety, supported consistent messaging and encouraged safer behaviours across the community.