

NORTHERN IRELAND'S ROAD SAFETY STRATEGY TO 2020



DOE

Department of
the Environment
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2020 VISION:
DRIVING ROAD SAFETY FORWARD

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Foreword from Minister for the Environment

I am pleased to present the Road Safety Strategy for Northern Ireland to 2020. I believe that this document represents the best way forward in the drive to make Northern Ireland's roads safer over the next decade.

As the Minister for the Environment, coordinating the drive to keep people safe on our roads is my most important and challenging priority.

I hear many stories from people affected by road death and injury. These are heartbreaking accounts of lives lost and futures destroyed in the blink of an eye. The devastation which wrecks these people's lives is the spur that drives me to make every effort to prevent the same happening to others. However, we all use the roads and, therefore, we all share that responsibility.

I am particularly grateful to the thousands of people and groups who contributed to developing this strategy by responding to our consultation. In all, around 2,500 people gave up their time to share their view and ideas and this strategy represents this invaluable input. I also extend my sincere thanks to the departments and agencies that participated in producing this strategy.

An effective road safety strategy is one of the most important tools in ensuring progress. But it is only a starting point. I gave an undertaking that saving lives would not wait for the introduction of a new strategy. I promised that appropriate new measures which would save lives would be brought forward as soon as practicable. I am very pleased that a number of the actions described in this strategy are already in place and are doing just that.

Every road casualty is one too many and therefore the only acceptable level of road death is zero. The previous strategy was very effective in achieving a downward trend in deaths and serious injuries. From the 1996-2000 average number of deaths and injuries on our roads was 1,748 but by 2008, it had fallen to 1,097. Sadly, however, the following year (2009) it rose by 5%. In 2010, the downward trend has been restored, indeed, we are witnessing the sharpest fall in road deaths since records began. We must therefore keep our targets under close scrutiny and be prepared to revisit and revise them quickly if needed.

To achieve real progress we must be flexible and adaptable, continuing to learn as we go along and reacting quickly to developments and changes in the environment. New ideas, technologies and methodologies will emerge and we must be ready to embrace those we can see will make a difference. We must seize every opportunity to make even greater improvements in road safety.

This strategy will address inconsistencies and inequalities in road safety, both in those who are affected by collisions and where they occur. It includes, for example, measures targeted at reducing casualties in rural and deprived areas and among younger adults. But there are also many other issues that we cannot afford to lose sight of and, I believe, the strategy strikes a balance in presenting a range of measures to address the needs of all road users.

While there are 199 new measures, it's always worth restating that improving safety ultimately comes down to personal responsibility and decision-making. Each of us must do what we can to reduce road casualties.

It is my hope that we will continue to progress and by 2020 a journey on our roads will be as safe as anywhere in the world.

A handwritten signature in black ink, appearing to read 'Edwin Poots', written in a cursive style.

Edwin Poots

Minister of the Environment



Foreword from the Minister for Regional Development

As the Minister with responsibility for roads, I welcome this strategy and the opportunity to restate my Department's commitment to a safe, efficient and sustainable road network that meets everyone's needs.

My Department works hard to continuously improve the safety of our roads. We ensure that planning, design, construction and maintenance place a high priority on safety. We continuously review the safety performance and carry out the most rigorous safety audits on our roads. Where appropriate, we implement engineering schemes employing crash reduction and prevention techniques to make our roads even safer.

Hopefully, we will reach a time when there are no fatalities on our roads. We know, however, that this cannot be achieved by one organisation working alone. Improving road safety requires the dedication of those working in education and enforcement, as well as engineering. I especially welcome initiatives undertaken by other organisations like the GAA, whose Live to Play campaign targets young rural people. We need to continue to work together to develop and implement good road safety policies and this strategy demonstrates how that can be done. I thank all of those involved in developing the Strategy and believe that by 2020 we will have made a real difference.

A handwritten signature in black ink that reads "Conor Murphy". The signature is written in a cursive, flowing style.

Conor Murphy MP, MLA
Minister for Regional Development



Foreword from the Chief Constable, Police Service of Northern Ireland.

Cars rarely cause collisions. Roads rarely cause collisions. People cause collisions.

People who drive too fast. People who drive after drinking or taking drugs. People who drive without due care and attention and those who further endanger themselves by failing to wear their seat belt.

The number of people killed on roads across Northern Ireland has continued on a downward trend in recent years. The determined and collaborative efforts of many individuals have helped deliver this reduction. However it cannot be understated, one death on the roads is one too many. All deaths on our roads are unacceptable. They are unnecessary. Most of them are avoidable. That is why road safety and road policing remain a priority. Police will continue to provide a protective service to the public by targeting the small minority of people who continue to flout the laws. We also remain committed to our professional three-pronged approach of education, enforcement and engineering, delivered by working in partnership with statutory and voluntary agencies and individuals who can help to make our roads safer.

Following significant consultation, this document signposts the direction of road safety strategy for the next ten years. The new strategy sets out challenging objectives which cannot be achieved by any single organisation in isolation. Making our roads safer is everybody's business. We will play our role by continuing to target the main causes of road traffic collisions which too often end in injury and death – speed, carelessness, the non-wearing of seat belts and drink-driving – with advice, guidance and, where appropriate, prosecution. We will continue to promote the road safety message, particularly amongst the most vulnerable groups – young men and the elderly. Increasingly, given the demands on resources, we will continue to test and where appropriate, invest in the most up-to-date equipment and technology to support the policing effort.

Our personal message to all road users is very simple. If everyone slowed down, did not drive after taking drink or drugs, wore a seat belt and drove with more care and attention then the number of deaths and injuries would reduce. Reducing the number of deaths and serious injuries on Northern Ireland's roads is an achievable objective. But it can only be delivered if we all work together.

A handwritten signature in black ink that reads "Matt Baggott". The signature is written in a cursive, slightly informal style.

Matt Baggott

Chief Constable, Police Service of Northern Ireland



Executive Summary

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Executive Summary

Northern Ireland's Road Safety Strategy to 2020 outlines the key challenges to be addressed over its life.

These challenges will include:

- continuing to reduce the numbers of road deaths and serious injuries;
- focusing specifically on improving safety on rural roads;
- working particularly to protect young drivers (age range 16-24) and motorcyclists;
- reducing inappropriate and illegal road user behaviours including speeding, drink and drug driving and careless and dangerous driving; and
- improving our knowledge and understanding of, and broadening involvement in, solving road safety problems.

It highlights the main evidence, statistical analysis and research carried out and the consultation conducted to inform the Strategy.

The safer systems approach was adopted, which considers roads, vehicles and road users together and seeks to ensure that each of these three elements takes account of the limitations or potential weaknesses in the other two.

The vision is:

To make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world.

To support effective delivery of this vision and achievement of challenging new targets we want to ensure that all those who can contribute to addressing our road safety problems, including local authorities, have access to the best information possible, more local research and good practice approaches. Through working closely in partnership and sharing information we will all better understand the issues.

The Strategy also includes a number of measures to help achieve the targets. Measures include:

- undertaking a review of road safety education services and resources to ensure they appropriately address today's road safety issues;
- developing and implementing an updated and improved programme of measures to influence young people's attitudes and behaviours;
- reassessing and improving the way that novice drivers first learn to drive and/or ride, are tested and continue to learn throughout their life;

- consulting on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current 'R' driver scheme. This may include measures such as:
 - raising or lowering the age for a provisional or full licence;
 - setting minimum learning periods;
 - requiring learners to take a minimum number of driving lessons and/or hours/miles of supervised practice;
 - allowing learner drivers on motorways and/or dual carriageways;
 - post-test restrictions on passengers;
 - restrictions on night-time driving; and
 - increasing the duration of the current 12 month restricted period; and
 - introducing an offence free period.
- extending the use of driver remedial courses and making greater use of educational interventions for errant road users;
- introducing graduated penalties for certain offences;
- undertaking and carrying out a review of speed limits on upper tier rural roads;
- considering the applicability of urban speed reduction initiatives and assessing the potential for wider introduction of 20mph limits in residential areas and other urban areas where there is a significant presence of vulnerable road users;
- adopting the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines;
- supporting GB in working towards appropriate EU vehicles regulations;
- seeking increasing opportunities to participate in trialling and piloting new systems within the UK research programme and supporting the future emphasis on advanced crash avoidance systems;
- setting up an Active Travel Forum, including a range of stakeholders, which will consider a broad strategic approach to active travel;
- setting up a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling; and
- focusing on better retrieval and extrication of casualties, based on collaborative working between the fire and rescue services on both sides of the border and the community and voluntary sector.

There has been much debate on the topic of drink driving and the blood alcohol limit and consultation has already been carried out. Work is progressing to allow for appropriate legislation to be made and necessary equipment sourced and approved. This work will allow the limit to be reduced and random breath testing and appropriate new penalties introduced.

We will also focus on ways to tackle drug driving including a possible new offence where a driver might be convicted of driving with a named substance in their body.

Our way ahead for both drink and drugs driving will take account of any proposals for changes to the GB legislative regime for drink and drug driving.

The road safety targets for 2020 (measured against a baseline of the 2004-2008 average figures) are:

- To reduce the number of people killed in road collisions by at least 60% by 2020.
- To reduce the number of people seriously injured in road collisions by at least 45% by 2020.
- To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
- To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

If these targets are achieved, it would result in 418 fatalities and 2,750 serious injuries being avoided over the lifetime of this Strategy. The value of avoiding those casualties (at 2009 prices; not including reductions in slight injuries) is around £1.2billion.

A number of performance indicators to help achieve the targets and support better understanding of road safety issues are also included at Annex A.



Introduction

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Introduction

- I.1 The Strategy sets out the vision and presents 199 measures for improving road safety in Northern Ireland up to 2020, including targets for reductions in deaths and serious injuries to be achieved over that period.
- I.2 A thorough appraisal of the available evidence underpins this document. The Problem Profile for Northern Ireland¹, prepared by DOE, reports the latest detailed data on casualties, collisions and road users most at risk. This Strategy was developed using data up to and including 2008 and these data are used throughout this paper. While some 2009 data are available, at the time of writing more detailed data are not yet available. It has been decided, for consistency, to use 2008 data throughout particularly given that the targets in this Strategy are baselined against 2004-2008 data. All 2009 and 2010 information provided in this document is provisional and subject to amendment. Data for 2009 will be available in the report entitled Road Traffic Collision Statistics², which is prepared by the PSNI.
- I.3 We all use the roads to get around, indeed, most people use them every day, as drivers, passengers, pedestrians, riders or cyclists. Our roads provide access to work and leisure and to goods and services. They are of critical importance to our economy and community and it is essential to balance efficient movement and mobility with risk and to ensure that, as far as possible, everyone can use our roads safely and get where they need to go as quickly as possible.
- I.4 Everyone has a crucial part to play in reducing casualties. Government has responsibilities at European, UK and local levels in developing legislation and policies and driving initiatives and proposals forward. Statutory partners play critical roles in enforcing regulations and in dealing with collisions and their aftermath. Non-government stakeholders such as employers, the community and voluntary sector, motoring and insurance organisations, along with the general public, all have crucial roles in ensuring that they take responsibility for any actions that could have an impact on their own safety or that of others.

Achievements Against the Previous Road Safety Targets

- I.5 Good progress was made over the life of the 2002-2012 Road Safety Strategy. It set targets for 2012 to reduce deaths and serious injuries³ by 33% and child deaths and serious injuries by 50%. These were both measured against average figures for the period between 1996-2000.

¹ www.roadsafetyni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682

² www.psnipolice.uk/index/updates/updates_statistics/updates_road_traffic_statistics.htm

³ The Home Office definition of a 'serious injury' is one that causes a person to be detained in hospital as an in-patient or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is typically recorded as 'seriously' by the police on the basis of information available within a short time of the collision.

Figure 01

People Killed or Seriously Injured 1996-2008



Source: PSNI, DOE

1.6 In 2008, the overall number of people of all ages killed or seriously injured on our roads had dropped by 37% and the number of children killed or seriously injured by 59% exceeding the 2012 targets of 33% and 50% respectively. This, however, in effect meant that, in 2008, 107 people died, including 7 children and 990 people were seriously injured, including 94 children.

Figure 02

Children Killed or Seriously Injured 1996-2008



1.7 While there were no targets set for reductions in deaths and in serious injuries separately, it is useful to consider the differences contained in the above unified data. The overall number of people of all ages killed on our roads in 2008 was 107 compared with the 1996-2000 average of 152; a reduction of 30%. The number of serious injuries in 2008 was 990 compared with the 1996-2000 average of 1,596; a reduction of 38%.

Figure 03

Fatalities 1996-2008

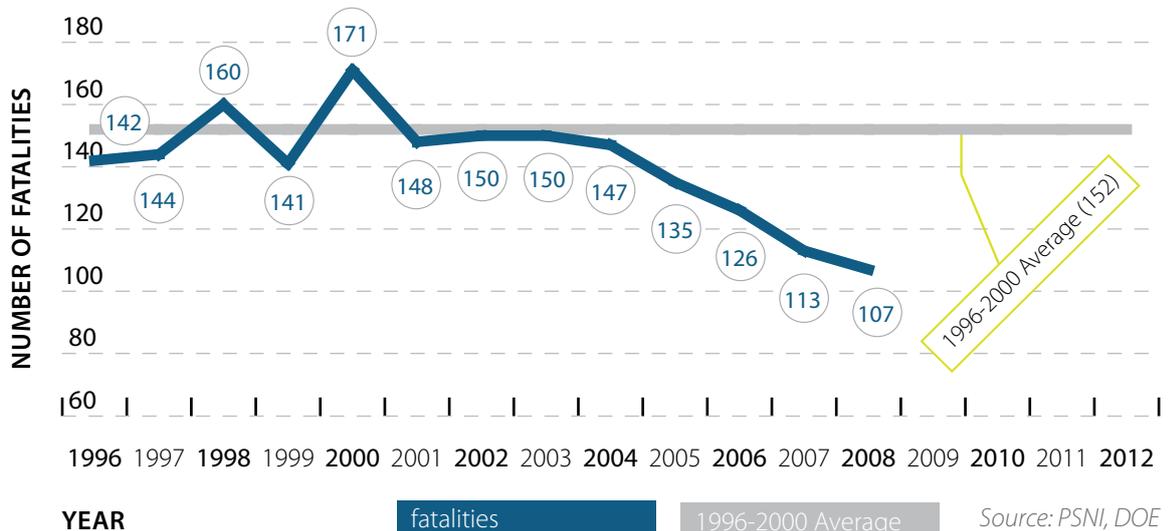
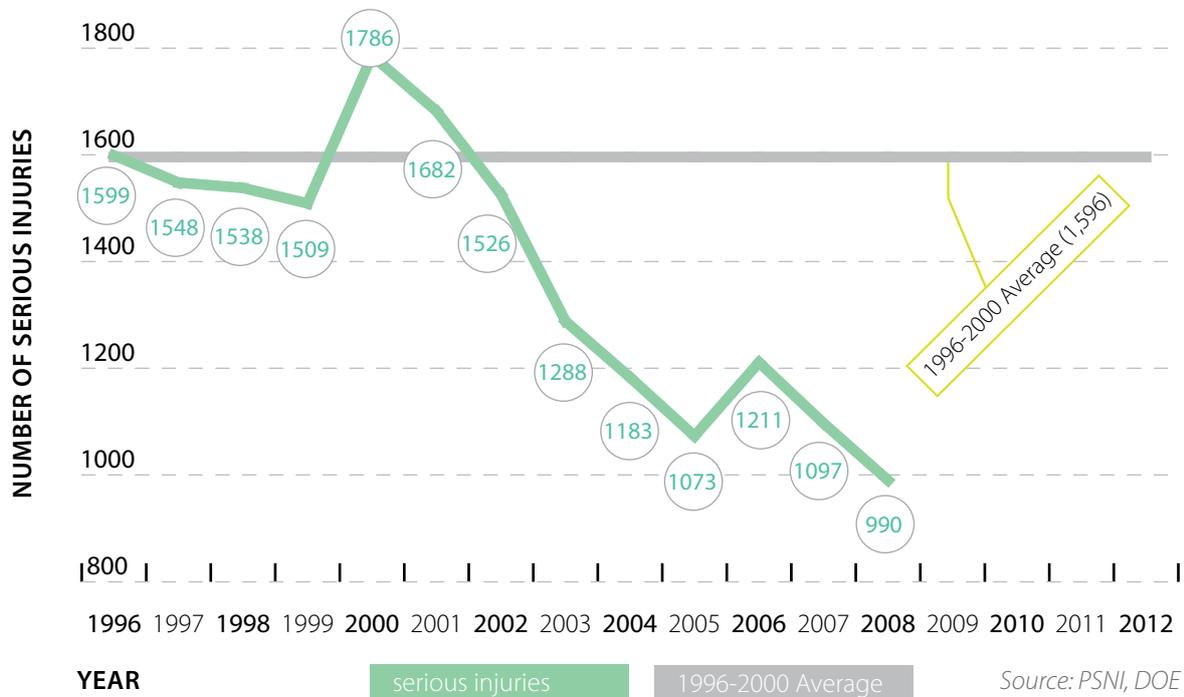


Figure 04

Serious Injuries 1996-2008



- 1.8 The number of children killed on our roads in 2008 was 7 compared with the 1996-2000 average of 15; a reduction of 53%. The number of serious injuries to children in 2008 was 94 compared with the 1996-2000 average of 234; a reduction of 60%.

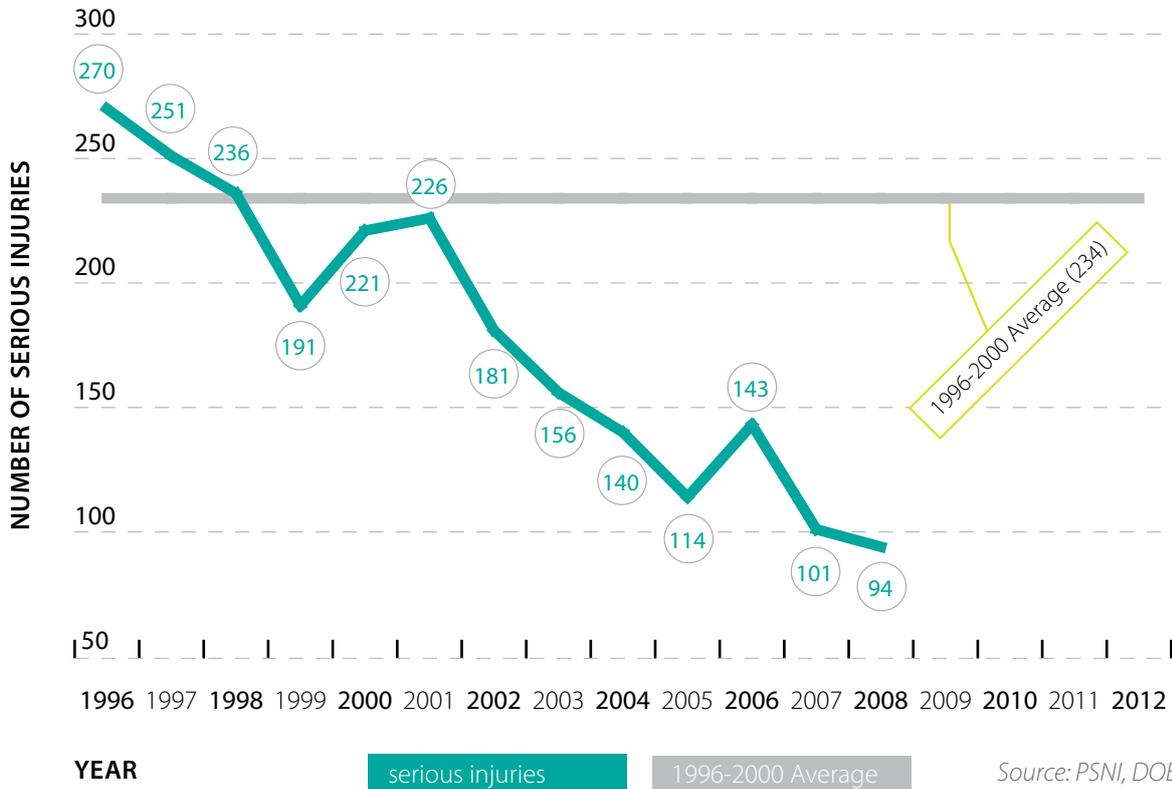
Figure 05

Child Fatalities 1996-2008



Figure 06

Child Serious Injuries 1996-2008



1.9 Over the previous strategy up to 2008, 134 fewer people died, of whom 28 would have been children, than would have been the case had we continued at the same levels as during the 1996-2000 period. A further 2,734 serious injuries were avoided of whom 656 would have been children. Although there was no target set for reducing slight casualties, road safety measures targeted at reducing deaths and serious injuries would also have had a significant affect on this category of injury. The number of slight injuries avoided over the six years was 21,186.

Monetary Value of Avoiding Casualties

- I.10 Between 2003 and 2008, there were 56,160 casualties in road traffic collisions in Northern Ireland. While the human cost is clearly of paramount importance it is, unfortunately inescapable that we must try to put some sort of monetary cost to road traffic casualties. Each year the Department for Transport (DfT) calculates values for avoiding a range of transport collisions and casualties. How these are derived is explained in detail on DfT's website at www.dft.gov.uk. In 2008, for example, it set the average value of prevention per road traffic casualty at £1,683,810 for a fatality, £189,200 for a serious injury and £14,590 for a slight injury.
- I.11 Using the values provided by DfT for each of the last six years, it is estimated that in cost-benefit terms the value of prevention of these casualties would have been around £2.9billion. The table below shows the detail of how these figures are calculated for each year over the life of the previous strategy. These estimates do not represent actual costs incurred as the result of reported road casualties. It is also perhaps worth noting that the Gross Value Added (GVA)⁴ for Northern Ireland is around £28.7billion.

Table I: Estimated Value of Prevention of Road Casualties 2003-2008

Year	Deaths	Serious Injuries	Slight Injuries	Deaths	Serious Injuries	Slight Injuries	All Casualties
				£m	£m	£m	£m
2003	150	1,288	8,887	197	190	101	488
2004	147	1,183	8,177	204	184	98	486
2005	135	1,073	6,951	193	172	86	451
2006	126	1,211	7,845	188	203	101	492
2007	113	1,097	8,226	186	203	117	507
2008	107	990	8,454	180	187	123	491
Total	778	6,842	48,540	1,147	1,139	627	2,914

Note: Due to rounding data may not sum.

Source: PSNI, DfT

- I.12 Between 2003 and 2008, 24,054 road traffic collision casualties were avoided. During those six years, in cost-benefit terms, the value of preventing these casualties is

⁴GVA measures the contribution to the economy of each individual producer, industry or sector in the United Kingdom and is used in the estimation of Gross Domestic Product (GDP). There is only a GVA measure available for Northern Ireland and this is used to indicate economic performance

estimated to have been around £951 million. The table below shows the detail of how these figures are calculated for each year over the life of the 2002 - 2012 strategy.

Table 2: Estimated Value of Road Casualties Prevented 2003-2008

Year	Deaths Avoided	Serious Injuries Avoided	Slight Injuries Avoided	Value of Deaths Avoided	Value of Serious Injuries Avoided	Value of Slight Injuries Avoided	Value of All Casualties
				£m	£m	£m	£m
2003	2	308	2,734	3	45	31	79
2004	5	413	3,444	7	64	41	112
2005	17	523	4,670	24	84	58	166
2006	26	385	3,776	39	64	49	152
2007	39	499	3,395	64	92	49	205
2008	45	606	3,167	76	115	46	237
Total	134	2,734	21,186	213	464	274	951

Note: Due to rounding data may not sum.

Source: PSNI, DfT

1.13 While Table 2 should not be read as an indication of future performance in road safety, it does identify the savings that have already been made by reducing the number of casualties between 2003 and 2008 and, together with Table 1, helps identify the quantum of savings that could be made in the future through the reduction of road casualties. Costings for casualty and financial savings over the life of this Strategy, if the targets in this document are achieved, are indicated at paragraph 10.10.



Background & Context

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Background and Context

- 2.1 Road safety has been established as an important consideration for Government in successive Programmes for Government (PFGs). It was highlighted as an essential element of the 2008-2010 PFG, with the 2012 road safety targets set as key goals. This prominence recognises that improvements in road safety can make a significant contribution across a number of governmental strategic priorities and support a range of key cross-cutting themes.
- 2.2 While the primary concern of this Strategy must be to improve safety, the measures included will inevitably impact on other policy aims or be impacted upon by them. These interactions include policies towards improving health, the environment, sustainability and climate change, local government and public sector reform, rural development, equity and equality issues, and economic growth. Clearly choices that people make about how they will travel can have profound personal and societal impacts, the most obvious being on wellbeing, health and the environment. However, as well as being assessed for impacts in these areas and upon different sectors of society, road safety measures must be reasonable and proportionate in terms of their potential economic and/or regulatory impacts.
- 2.3 It is also likely that future decisions over the ten year life of this Strategy will be impacted upon by a range of more specific factors including: restraints on public expenditure; devolved powers to stronger local authorities; reform of public transport services and people choosing to travel by public transport in greater numbers, as well as increases in walking, cycling and motorcycling; carbon constraints and different types of fuel; greater numbers of smaller, lighter vehicles; and greater use of and reliance upon technology. These factors may all lead to challenges for road safety decision-makers and, perhaps, alter how and where decisions are taken. For example, smaller lighter vehicles would typically tend to fare less well in collisions and clearly changes in the choice of travel choice to motorcycling, cycling and walking could have implications for reducing casualties in those and other modes.
- 2.4 To ensure that our Strategy supports as many goals and challenges in the above policy areas as possible, relevant organisations have contributed to and quality assured the contents of this document and conducted appropriate impact screenings. We have worked closely with stakeholders in developing the proposals included in the draft paper that issued for consultation in March 2010 and consulted a range of groups and parties with an interest in road safety to assess problems and challenges and begin to consider potential solutions. A list of those who provided views as part of pre-consultation is included at Annex C.
- 2.5 Chapter 4 and Annex D contain a summary of the formal consultation carried out between 16 March and 9 July 2010. The full consultation report is also available at www.roadsafetyni.gov.uk
- 2.6 A cross-departmental Project Board was responsible for overseeing the development of the Strategy. The steering group comprised representatives from the Department of the Environment, the Driver and Vehicle Agency, the Department for Regional

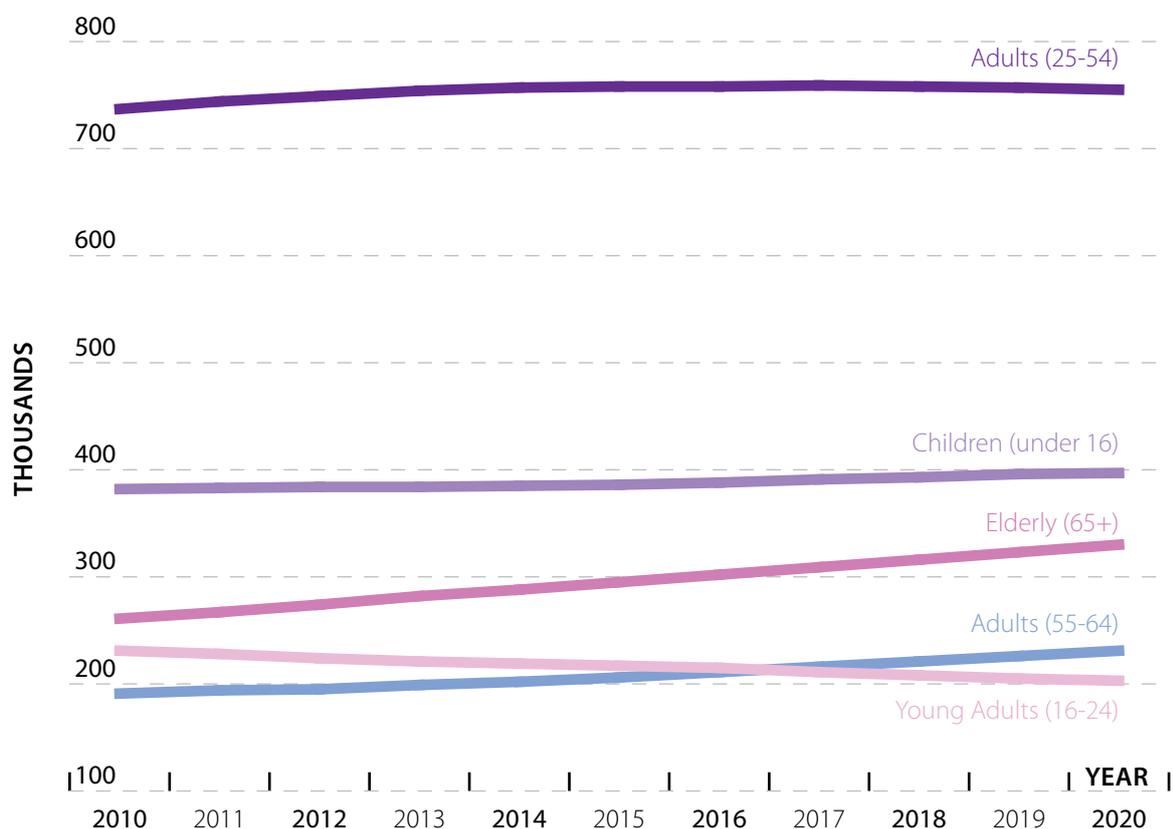
Development, the Department of Education, the Police Service of Northern Ireland, the Fire & Rescue Service and the Ambulance Service.

Demographic Changes

2.7 Over the lifetime of the Strategy the population of Northern Ireland is projected to increase from 1.802 million in 2010 to 1.927 million by 2020. The projections also show that the age profile of the population will gradually become older. There will be marginal growth in the number of children under 16 from 382K to 397K (4%) and in adults aged 25-54, from 737K to 755K (2%). In contrast the number of 16-24 year olds will fall from 231K to 203K (12%). The groups recording substantial growth are people aged between 55-64 increasing from 191K to 231K (21%) and those aged 65 and over increasing from 261K to 330K (27%).

Figure 07

Population Projections By Age Bands, 2010-2020



- 2.8 In assessing the impacts such demographic changes might have on road safety, and arriving at the measures in this Strategy, certain considerations had to be made such as that, typically, older people are more vulnerable in the event of collisions. It is also important to bear in mind that the factors most likely to have led to a collision for which an older person is responsible tend to be different to other categories. On the other hand, the 16-24 age group tends to be over represented in road deaths and serious injuries and in being responsible for collisions. So higher numbers of older and lower numbers of younger road users could, clearly, potentially impact upon causation factors, casualty types and numbers, perhaps requiring a shift of focus in the application of resources to address changing priorities.
- 2.9 Road safety needs to take account of future needs where these might change through factors such as demographic changes or shifts in travel choices. This is particularly relevant where there is potential or indeed where there are already existing strategies or plans which will lead to significant change, such as moves towards more sustainable and/or environmentally sensitive forms of transport.
- 2.10 It is obvious that scanning for future trends will never be an exact science and a number of the measures in the Strategy therefore focus on the better management, sharing and use of data and the establishment or broadening of the constituency of forums to better engage with stakeholders, be more sensitive to and react more swiftly to change.

Land Border

- 2.11 It is important to keep in mind the strategic importance to road safety in Northern Ireland of our unique (within the UK) proximity to a different jurisdiction. There are many similarities between the relevant road safety practices, policies and operational arrangements on both sides of the border and close working relationships between road safety practitioners, road authorities and the emergency services. However, the impacts of travel between jurisdictions must be, and has been, considered in arriving at this Strategy, both on those making the journey and those living in the areas most affected by such travel. We will work with ACPO to consider any relevant inclusions on enforcement arising from the EU road safety programme, when finalised.

Resource Implications

- 2.12 The current and future economic conditions within which the Strategy will be implemented are clearly uncertain. It has not been practical, or in some cases possible, for the partner organisations to cost proposals. While this document indicates the direction in which we would plan to move, it must be recognised that resource constraints, particularly with regard to significant infrastructure projects, could delay or even prohibit the roll out of certain measures.
- 2.13 Many of the measures, however, will simply be taken forward within the corporate and business plans of the relevant implementing organisations. For some measures,

such as driver licensing or testing, resourcing of their implementation would fall within the normal cyclical bidding process. Indeed some measures would require minimal additional resourcing: they would simply be prioritised within relevant work programmes for implementation. Other measures, such as remedial driver training, would be self-financing, under the 'offender pays' principle.

- 2.14 We are committed to working with other areas of government, both in Northern Ireland and beyond, and with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety. This will include the consideration of opportunities to access alternative funding streams and sources. We will consider areas such as educating and reinforcing good road user behaviours including seeking opportunities whereby such improvements might be encouraged and/or incentivised.
- 2.15 It should be emphasized that the reductions predicted by the targets in this Strategy are in no sense predetermined. They will be achieved by a continuation of current efforts to improve road safety in Northern Ireland.



Challenges, Evidence & Approach

Challenges, Evidence and Approach

Challenges

3.1 A review of the evidence, in particular our road casualty trends, and taking account of concerns raised by consultees, indicates the following as key challenges to be addressed over the life of the Strategy:

- To reduce further the numbers of road deaths and serious injuries;
- To improve safety on rural roads and in border areas;
- To protect older children and young adults, particularly young drivers (age range 16-24);
- To protect children (age range 0-15);
- To protect all those travelling on the roads in Northern Ireland, including those for whom English might not be their first language;
- To protect motorcyclists;
- To protect pedestrians and cyclists;
- To reduce inappropriate and illegal road user behaviours particularly:
 - speeding;
 - drink driving;
 - drug driving;
 - careless and dangerous driving; including failures in basic manoeuvres, falling short of illegality; and
 - non-seat belt wearing;
- To improve our knowledge and understanding of, and broaden involvement in, solving road safety problems; and
- To implement the Strategy with limited resources.

3.2 There were a number of other issues raised during consultation which, while less significant in terms of their potential for addressing current casualty causation factors in Northern Ireland, we should nevertheless not lose sight of. These would include issues such as:

- sharing space between different types of road users;
- lack of understanding of the Highway Code amongst some road users;
- education of older students and those not in formal education;

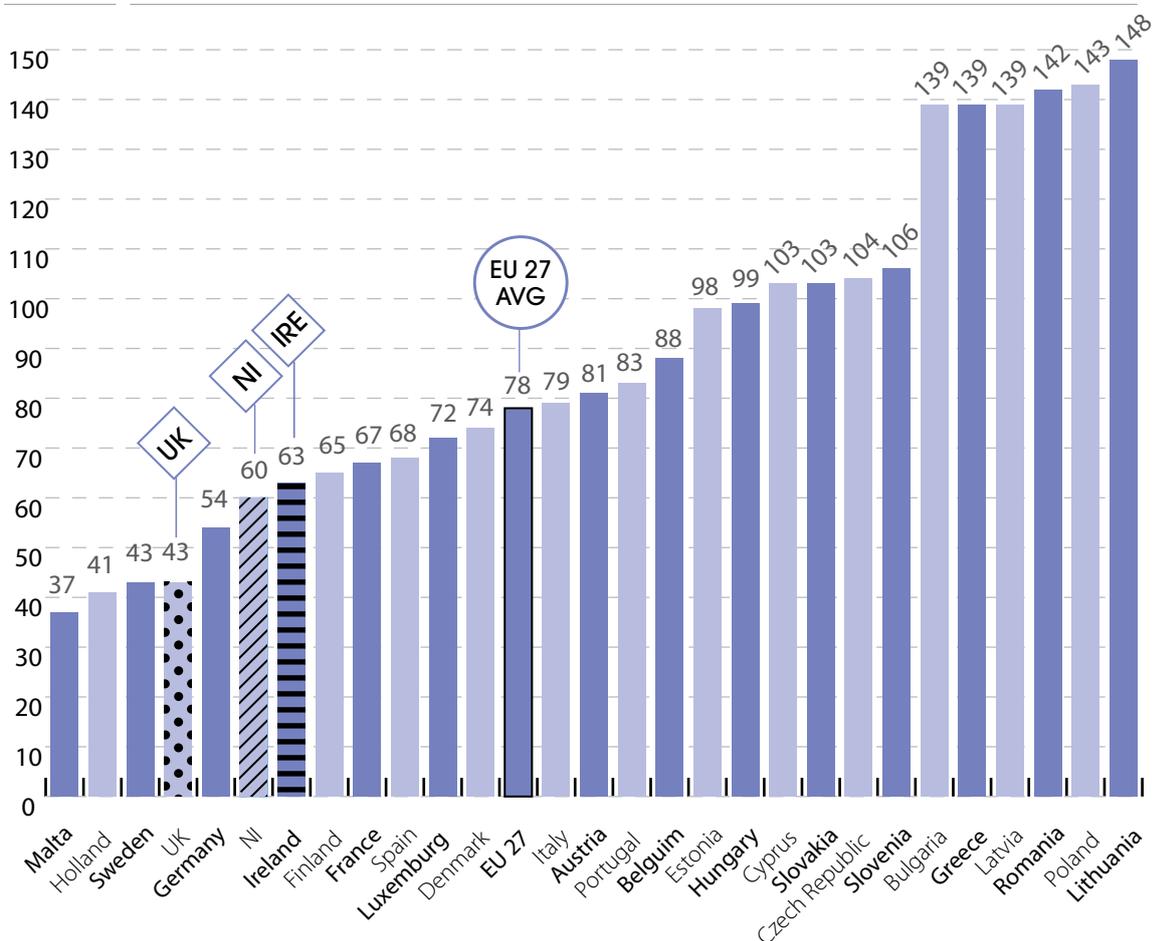
- safety involving agricultural vehicles; and
- how drivers act around animals, including horses.

Evidence

- 3.3 Establishing a sound evidence base is a crucial element in identifying key road safety issues and problems and deciding how to tackle them.
- 3.4 In developing this Strategy we have used, not only the experience and knowledge of those involved with and an interest in road safety, but also detailed statistical analyses, previous research that has been conducted nationally and internationally, specially commissioned research projects and the results of extensive consultation with internal and external stakeholders.
- 3.5 We have also sought, where appropriate, to reflect the work carried out in developing the Scottish Road Safety Framework and the GB consultations on its draft Road Safety Strategy and on road safety compliance.

Figure 08

EU Road Traffic Collision Fatalities Per Million Population 2008



Statistical Analysis

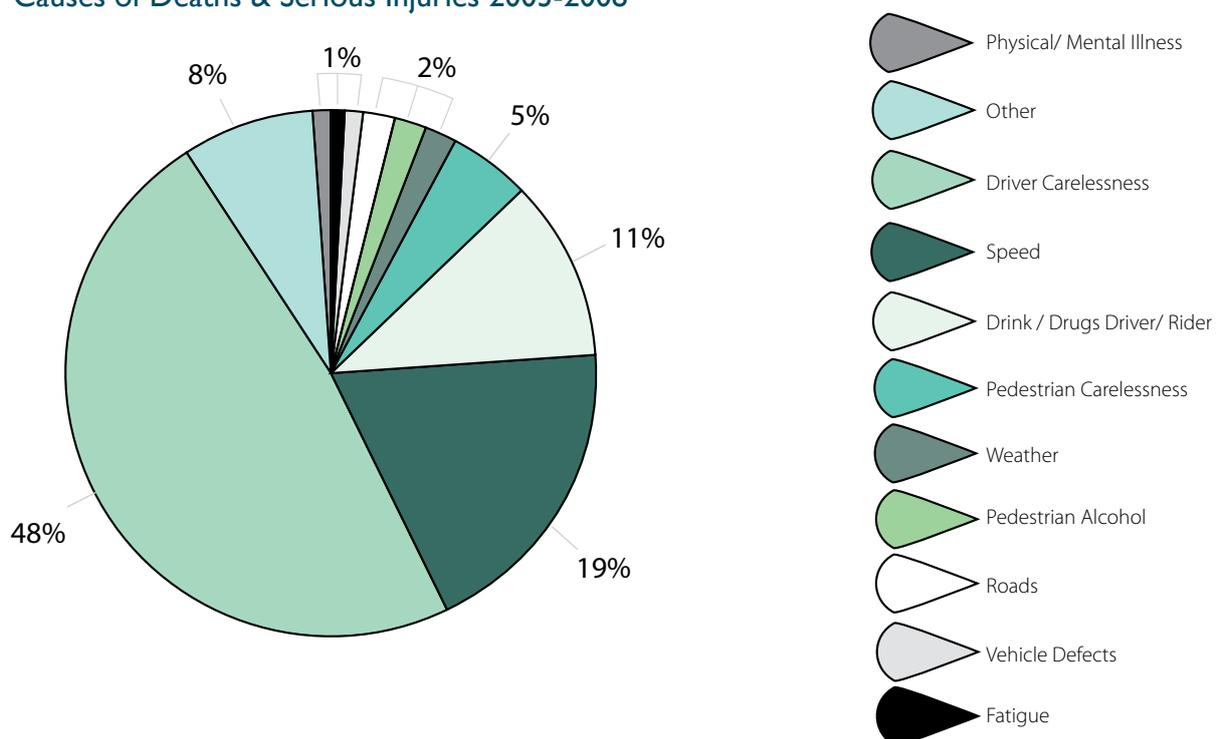
- 3.6 While Northern Ireland performs reasonably well in the European context when our fatalities are considered against our population, as can be seen above, it is clear that there are still improvements that can be made in our position relative to other EU countries and, particularly, within the UK. It is worth noting that the UK figure in this table includes Northern Ireland's fatality data for 2008, although removal of this would not change the UK rate of forty-three per million.
- 3.7 The Problem Profile for Northern Ireland considers in much greater detail the main road safety issues that must be addressed if we are to improve our position in the EU. The Problem Profile is based largely on data collected by the police about road traffic collisions and, in effect, identifies the issues while this paper identifies how we plan to deal with them. For ease of reference, however, some of the key facts arising out of the Problem Profile are set out below.

Causation Factors

- 3.8 The single biggest cause of death and serious injury on Northern Ireland's roads is excessive and inappropriate speed. This is followed by driver/rider alcohol/drugs and a range of 26 different causation factors (such as inattention/attention diverted, wrong course or position and emerging from a minor road) which are all categorised under the general heading of driver carelessness. Together these causation factors resulted in 78% of all the deaths and serious injuries on our roads.

Figure 09

Causes of Deaths & Serious Injuries 2003-2008

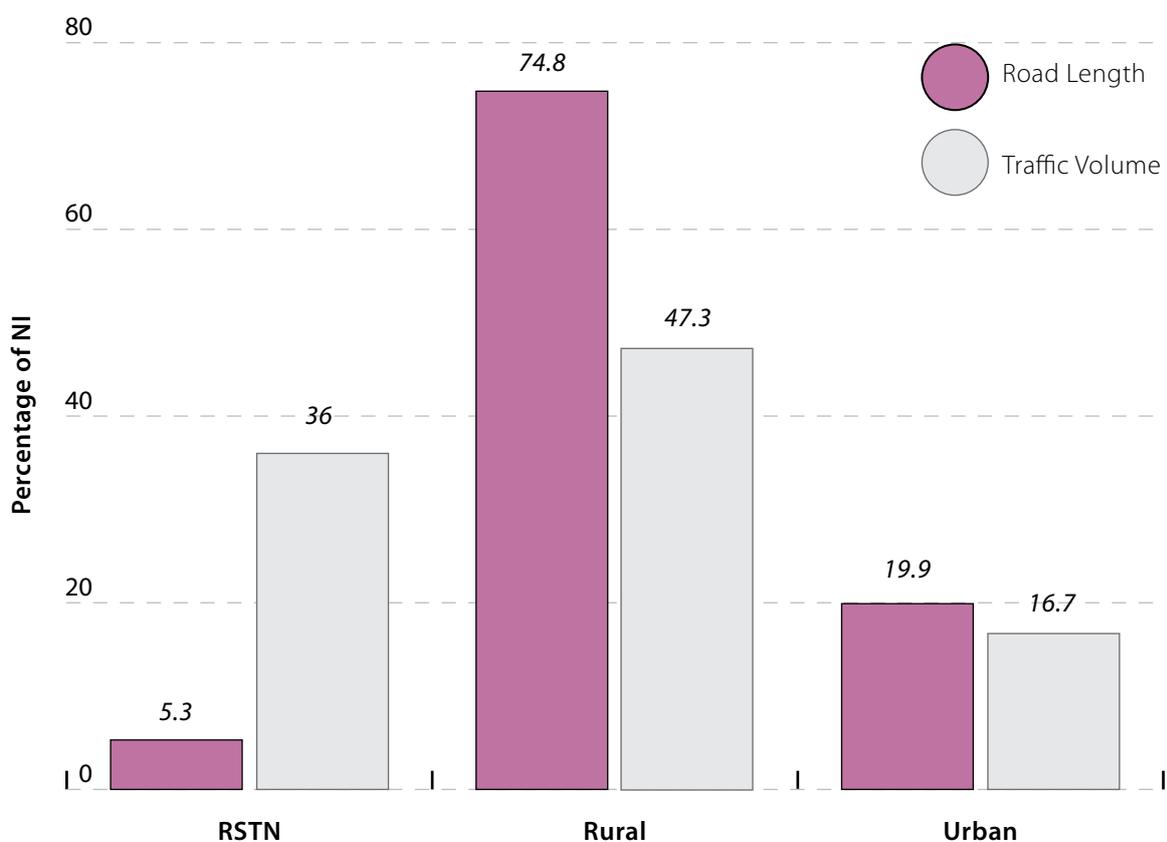


Rural Roads

3.9 While most collisions occur on urban roads, most deaths and serious injuries happen on rural roads. Over the period from 2003 to 2008, there were 778 road traffic fatalities on Northern Ireland's roads, 72% of which occurred on rural roads including 81% of all driver fatalities, yet the rural network carries only around 47.3% of the total Northern Ireland traffic volume.

Figure 10

Road Lengths and Traffic Volumes



Note: The above is for 2007. RSTN is the Regional Strategic Transport Network which comprises five key Transport Corridors, four link corridors and the Belfast Metropolitan Area Transport Corridor, along with the remainder of the trunk road network.

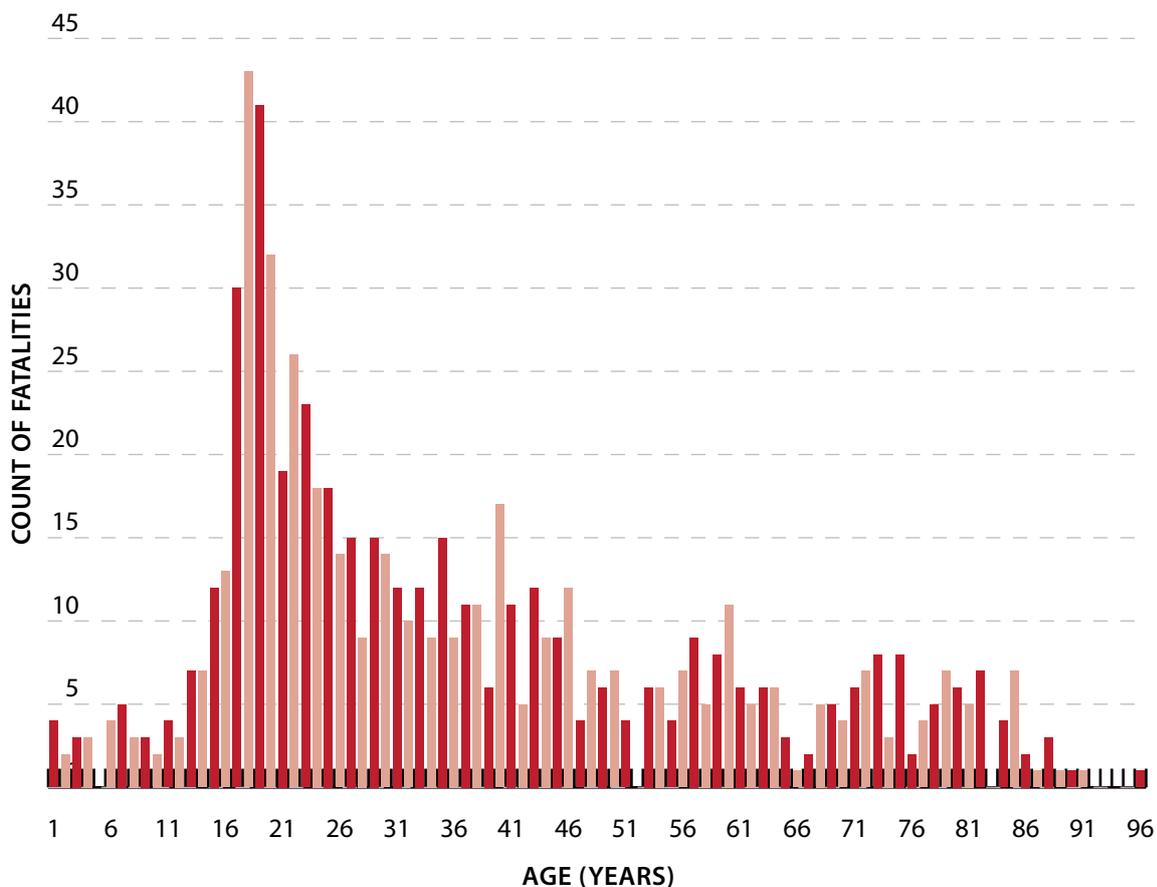
- 3.10 Of the 145 fatalities due to driver/rider alcohol or drugs, 67% occurred on rural roads. Of the 201 fatalities due to excessive speed, 79% occurred on rural roads. Casualty data indicates that road user behaviours i.e. inappropriate speed; alcohol or drug driving and carelessness on these stretches of road have significantly contributed to the high levels of road traffic casualties in rural areas.

Young People

- 3.11 The younger age groups are disproportionately likely to die on Northern Ireland's roads, with the 17-24 age group accounting for 30% of all road deaths. The distinct peaks on the graph below clearly demonstrate the specific ages where the largest numbers of fatalities occur.

Figure 11

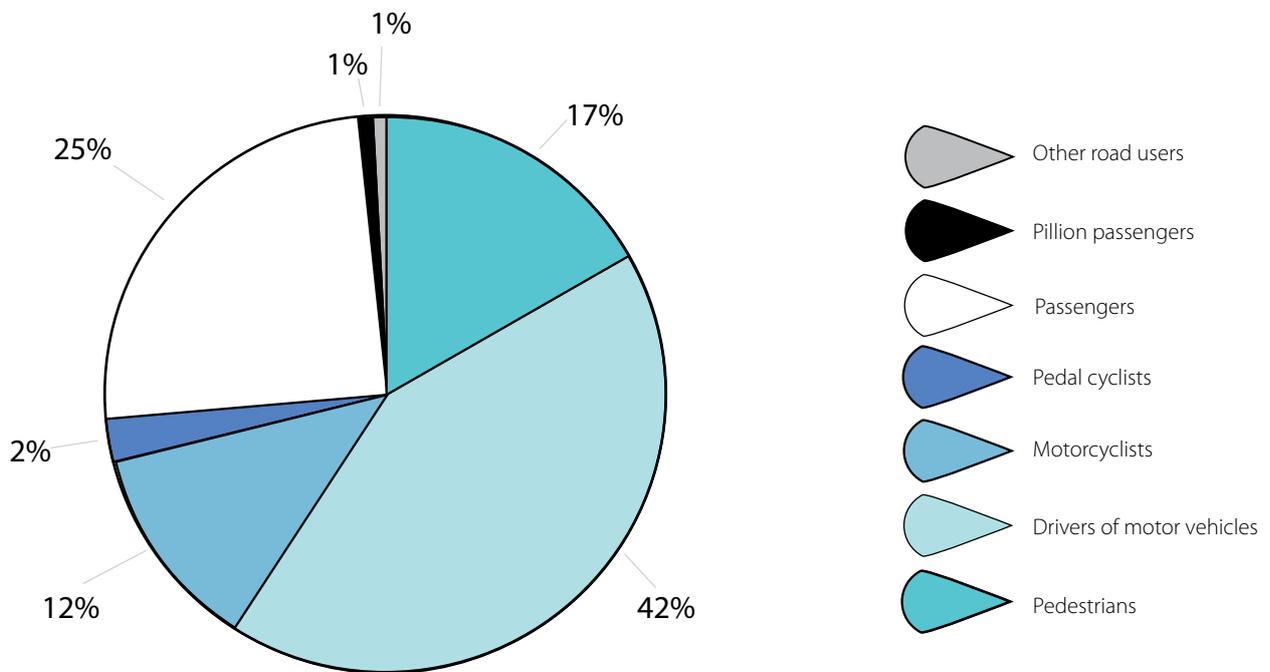
Fatalities by Age 2003-2008



- 3.12 Once again the two key road user behaviours that have contributed to the high levels of fatalities and serious injuries include speed or alcohol/drugs driving which resulted in 64% of all fatalities in this age group.

Figure 12

Road Users Killed or Seriously Injured 2003-2008



Vulnerable Road Users

3.13 Several particularly vulnerable road user groups have been identified including pedestrians, children, pedal cyclists, older road users and horse riders, all of whom are exposed to a high risk of death and serious injury if a collision occurs.

Motorcyclists

3.14 Motorcyclist casualties are now the fourth largest road casualty group on Northern Ireland's roads despite accounting for only 3% of licensed vehicles.

Passengers

3.15 Despite an improvement in seat belt wearing rates, passengers remain the second largest road casualty group on Northern Ireland's roads, representing 24% of all fatalities and 26% of all serious injuries.

Other Issues for Consideration

- 3.16 The increase in people moving to live in Northern Ireland, including those whose first language is not English, has presented a new challenge. Transitory drivers (i.e. drivers from the Republic of Ireland whose vehicles are registered in that jurisdiction are included as a separate category in road safety statistics), in-car distractions and fatigue are areas that will also require further consideration. Young people particularly, have raised as an issue which will become greater in the future, texting both while driving and, along with portable media devices, as a distraction while walking/cycling.

Research

- 3.17 Research can clearly make a crucial contribution towards arriving at a proper understanding of road safety problems and issues. It is particularly important in supporting the process of setting and agreeing targets. Research can also be useful in identifying problems and arriving at a determination as to how appropriate proposed initiatives are and how likely they are to be effective in dealing with a particular issue. Four new research projects were carried out as part of the preparation to develop this Strategy both to investigate specific road safety issues in Northern Ireland and to support the development of targets and indicators for the Strategy. The objectives and key findings of each are outlined below. Further research is ongoing and a programme of current and planned research for 2010/11 is included at Annex E.

Forecasting and Targets

- 3.18 The objectives of this project were to forecast the number of casualties in 2020 and support the DOE in the consideration and development of appropriate casualty reduction targets and performance indicators.
- 3.19 The key findings of the work, which are set out below, have been incorporated into this Strategy. (N.B. Ranges are based on a number of traffic and motorcycling growth predictions.)
- Casualty reduction forecasts for those killed in road collisions range from 30% to 39%.
 - Casualty reduction forecasts for those seriously injured in road collisions range from 39% to 47%.
 - Casualty reduction forecasts for children (aged 0-15) killed or seriously injured in road collisions range from 70% to 73%.
 - Casualty reduction forecasts for young people (aged 16-24) killed or seriously injured in road collisions range from 49% to 65%.
- 3.20 The final list of casualty reduction targets for the Strategy is given in Chapter 9 and Annex A.

- 3.21 A number of key performance indicators have been developed to monitor the progress of the Strategy. These include casualty and collision rates/numbers for vulnerable road users, rural road users, older people and pedestrians in deprived areas. A full list of performance indicators is given in Annex A.
- 3.22 The final report can be accessed at:
www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm

Deprivation and Child Pedestrian Casualties

- 3.23 This project aimed to investigate whether or not there is evidence suggesting a link in Northern Ireland between child pedestrian casualties and the deprivation of the area in which the collision occurred (as measured by the Northern Ireland Multiple Deprivation Measure⁵ [NIMDM]). If such evidence was found then further investigations would be carried out to determine the nature and cause(s) of the link.
- 3.24 The key findings of the research are set out below.
- There is a clear trend of increasing rates⁶ for all child pedestrian casualties (aged 0-15) with increasing area deprivation. This relationship is highly statistically significant.
 - The trend is stronger for males than for females and for children than for adults.
 - The Deprivation Disparity Ratio (DDR)⁷ for all child casualties is 4.85. This means that a child living in a most deprived area is almost 5 times more likely to be injured in a collision than a child living in a least deprived area.
 - Factors contributing to child pedestrian casualty rates include the presence of schools, traffic activity, crime, whether the area is urban or rural and proximity to services.
 - The research suggests that road safety strategies should recognise the effect of area deprivation on child pedestrian casualty rates and that interventions should be distributed with an appropriate focus on deprived areas.
- 3.25 The final report can be accessed at:
www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm

⁵The Northern Ireland Multiple Deprivation Measure 2005 (NIMDM 2005) provides a relative ranking of small areas across Northern Ireland, allowing the most deprived areas to be identified. NIMDM 2005 brings together a number of different indicators which cover specific aspects of deprivation, including income, employment, health, education and proximity to services.

⁶The casualty rate is expressed as the annual average number of casualties per 1,000 population.

⁷The Deprivation Disparity Ratio is the ratio of the rate for decile 10 (most deprived) to the rate for decile 1 (least deprived).

Motorcycle Casualties in Northern Ireland – Statistical Analysis, Causes and Influencing Factors

3.26 The objectives of this project were (1) to identify the likely causes and influencing factors of motorcycle casualties and collisions through an in-depth investigation of relevant statistics and rider and other drivers' behaviour and attitudes and (2) to recommend appropriate action measures to reduce casualty numbers.

3.27 The key findings of this research are set out below.

- Between 1998 and 2007, the number of fatal and fatal and serious injury motorcycle collisions as a proportion of the total number of collisions in Northern Ireland has increased, rising from almost 8% to almost 25% for fatal collisions and from 7.7% to 15.4% for fatal and serious injury collisions. Over the same period the number of licensed motorcycles as a proportion of the total licensed vehicles has increased from 2% to 3%⁸.
- Less than half (46.4%) of fatal and serious injury motorcycle casualties were responsible for the collision in which they were involved. Overall, less than 32% of all motorcyclist casualties were responsible for the collision.
- The biggest proportion of fatal and serious injury casualties were aged 17-24 (31%), followed by those aged 25-34 (26.6%).
- 21% of motorcyclists involved in fatal and serious injury collisions were 'L' drivers (33% of all collisions).
- A wide range of data was gathered from a questionnaire administered to motorcyclists which considered experience, motorcycle use, training, risk, collision history etc.
- An understanding of drivers' behaviour and attitudes was also gained through a questionnaire. Perceptual skills in relation to motorcyclists, driving behaviour in general and empathetic/negative attitudes were tested in this survey.
- A number of stakeholder meetings and focus groups were also held to further discuss and explore the findings of the research and develop recommendations.
- A number of recommendations have been included to address the wide range of issues found. These include more targeted road safety campaigns, training (both compulsory and voluntary) and increased co-operation between stakeholders.

3.28 The final report can be accessed at:
www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm

⁸ Transport Statistics 1998/99 and 2007/2008

Benchmarking

- 3.29 The main objective of this project was to design and carry out an appropriate exercise for Northern Ireland with the aim of identifying a suitable benchmarking partner, or series of partners, within GB. The work involved critically assessing the effectiveness and outcome of the benchmarking exercise and identifying the extent and likely causes of Northern Ireland's road safety deficit over GB, i.e. the fact that Northern Ireland has a higher proportion of its population killed or seriously injured through road collisions than GB.
- 3.30 The exercise was restricted to GB as it requires broadly similar legal frameworks, engineering and enforcement policies to be in operation. This will not prevent the continuation and exploration of partnership and close working arrangements with road safety counterparts in other areas where we can also learn from different approaches and successful practices.
- 3.31 The key findings of this project are set out below.
- An examination of the similarities and differences in road safety exposure factors in Northern Ireland and GB concluded that no single country or region of GB was appropriate as a comparator for Northern Ireland.
 - The analyses demonstrated that collision and casualty rates are likely to be higher in Northern Ireland than elsewhere in the United Kingdom given that Northern Ireland has more single carriageway roads, more traffic on minor rural roads, a younger population and greater distances travelled per person and per vehicle.
 - The lack of an appropriate comparator region makes it difficult to make reasonable, sustainable and, indeed, fair comparisons between road safety in Northern Ireland and that of other parts of the United Kingdom. It was therefore necessary to 'build' a hypothetical comparator which was created using data from GB but adjusted for variables such as traffic flow and road type.
 - The model showed that safety on motorways and on urban roads is substantially better in Northern Ireland than on the same road types in GB, once traffic flow and road length had been taken into account.
 - Safety in rural roads is, however, worse in Northern Ireland than in GB, even after allowing for exposure factors.
 - Overall, the net effect across all road types is that there were fewer road casualties in 2008 than there would have been had road safety performance been comparable with that in GB.
 - The research recommended that improvements to road safety in Northern Ireland need to be directed at young drivers and at rural, single carriageway roads in particular.
- 3.32 The final report can be accessed at:
www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm

Reflecting Other Strategies and Consultations

- 3.33 Some of the measures in this document represent some significant areas in which we will proceed and reflect work on the draft GB strategy and compliance consultation and the Scottish Road Safety Framework. Work in GB, in particular, helps guide the way forward in Northern Ireland, in this case, with particular relevance to driver training issues. The Chair of the Northern Ireland Road Safety Strategy Project Board also sits on the Road Safety Delivery Board which monitors progress in UK road safety.
- 3.34 A number of other consultations also informed the development of this Strategy including consultation of measures to tackle drink driving; on how people learn to drive and are tested; and on speed management. The significant work and research in preparing for consultation on Graduated Driver Licensing has also informed this Strategy. We have also been able to draw on many years of survey work into public attitudes and opinions on road safety carried out by and for the DOE, DRD and PSNI.

The Safe Systems Approach

- 3.35 We have stated above the need to make our roads, vehicles and road users safer. The safe systems approach seeks to ensure that each of these three elements takes account of the limitations or potential weaknesses in the other two. This delivers an additional aspect of safety whereby the implications of a 'failure' in one part of the system is predicted and planned for with appropriate additional layers of support and/or protection built into the others.
- 3.36 An example would be as follows: as road users it is our responsibility to amend our behaviour, perhaps by slowing down or not driving too close to the car in front, to reduce the chances of a collision occurring. Furthermore, the training, preparation and education and promotion that *road users* have received up to that point should have sought to maximise safe driving skills and minimise the potential for the types of errant attitudes and behaviours that make such an event more likely.
- 3.37 Good roads, including markings, visibility and surfacing and modern in-car technology such as proximity alerts and Electronic Stability Control combine to help a driver to avoid, or mitigate an error that might lead to a collision. If driver error does occur and the supporting technology could not, say, prevent the vehicle from leaving the road, other in-car features such as seat belts, cages and roll bars in unison with carriageway safety structures should help mitigate the level of injury to occupants and to other road users in the event of a collision.
- 3.38 The road, in effect, takes account of the level of safety afforded by vehicles and both take account of what support a driver needs to help them drive as safely as possible. The vehicle, as well as protective and preventative safety features, takes account of possible driver responses and seeks to either support or mitigate these. The road user has a responsibility for their driving competences, attitudes and behaviour and these should be enabled by appropriate education, training and testing which are the responsibility of Government.

- 3.39 In taking forward the safe systems approach it is important to take account of and understand how the human body reacts to and can withstand collisions, and the limits of perception and understanding of the multiple demands and tasks of driving before error will occur, the impacts that impairing factors and exacerbating factors, such as speed, can have. It is also important to understand how and why certain types of collision occur and the effect that road design can have in reducing the risk and severity of such events.
- 3.40 The following chapters set a new vision for road safety for Northern Ireland, how we will better understand our road safety context and how we will improve our use of data to allow better understanding of road safety issues to ensure better future delivery through a wider range of stakeholders. Chapters 7, 8 and 9 then present a number of key strategic measures that form part of the Strategy under the safe systems headings. Please note that these chapters do not contain all of the action measures contained in the Strategy. All of the measures are presented in Annex B under the safe systems headings, broken down into sub-headings reflecting the road user groups most affected.



Consultation with Stakeholders

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Consultation with Stakeholders

Pre-consultation

- 4.1 The DOE engaged in significant pre-consultation on road safety issues and how to address them. We took forward a programme of engagements with both those with a statutory responsibility for road safety and with stakeholders who have an interest in the issue. That dialogue with stakeholders was very constructive and ensured that we focussed on the issues of most concern to those delivering improvements in road safety and those who are interested in or affected by relevant issues and proposed policies.
- 4.2 Road safety stakeholders contributed to the development of options through a range of participatory processes.
- Internal workshops held in May and June 2009 provided the statutory road safety partners with the opportunity to reflect on those actions that are delivering road safety improvements now and to identify and debate new and complementary measures. This along with discussions on good practice in how others have and are taking road safety forward helped provide a foundation for the way forward proposed in consultation and now finalised in this document.
 - In July 2009, all stakeholders identified as having previously indicated an interest to the DOE were invited to provide initial views on what might be done to improve the safety of road users. Almost 500 invitations to participate were issued to organisations, groups and individuals with a specific interest in road safety and 30 substantive responses were received. A number of respondents also indicated that they were keen to participate and would do so before the end of formal consultation.
 - The programme of engagement included discussions with over 150 children and young people conducted in 8 workshops in Belfast, Armagh, Lisnaskea, Maghera and Castle Ward. As many of the children and young people were in education or training and, having regard to curriculum delivery and examination periods, our engagement with some young people necessarily had to take place outside the formal consultation period. The DOE participated in a range of events across Northern Ireland involving a broad cross section of young people aged from 5 up to 21 years of age, which have provided an important insight into the road safety concerns of young people from both urban and rural backgrounds. As well as taking the opportunity to express views on proposals, the children and young people put forward both refinements to those and their own ideas to improve their safety as road users.
- 4.3 The thinking on many issues was remarkably consistent across the various stakeholders with several ideas replicated. Many of the ideas to address bad driving behaviour, improve learning to drive, raising compliance with road traffic laws and engineering

solutions that are included in the Strategy were first presented in the consultation document.

- 4.4 A list of those who participated in the informal pre-consultation engagement is provided at Annex C.

Formal Consultation

Introduction

- 4.5 The formal consultation on preparing a new road safety strategy invited views on a draft document that highlighted the key challenges to be addressed over the next ten years, included new casualty reduction targets to be achieved by 2020, a range of performance indicators, a new vision and 174 measures with the potential to help make that vision a reality.
- 4.6 The consultation resulted in:
- 1,132 on-line questionnaire responses (323 people provided additional 'free-text' information);
 - 39 written responses by mail (7 of which were nil responses);
 - 36 written responses received as Word files or PDF questionnaires;
 - 803 questionnaires completed by children and young people;
 - 30 responses to DOE during the informal consultation;
 - 12 meetings with children and young people with 205 attendees; and
 - 10 meetings with 12 other groups.

Targets and Vision

- 4.7 There was broad agreement with the vision 'to make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world'. It was suggested by some respondents that we might seek to be even more ambitious and strengthen our aspiration to place Northern Ireland at least equal to and perhaps even better than the best performing countries.
- 4.8 The majority of respondents also agreed with and supported the proposed targets for fatalities and serious injuries. The proposed target for children under the age of 16 years of age was considered to be the most challenging. In offering cautious support, some respondents commented that such ambition is warranted given early achievement of the previous target set for 2012.

Perception of Road Safety

- 4.9 The predominating concerns for respondents were about how road space is shared, the differing needs of each type of road user and a perception of the incompatibility of those needs with the current infrastructure. The sense of how safe or exposed to risk road users felt depended on the road user group with which they most identified with, for example, cyclists feeling more at risk than drivers.

What are the most important road safety problems?

- 4.10 There was consensus among respondents that the key challenges, as presented in the consultation document, were correct and should be addressed in the new strategy. Of particular concern to all groups of respondents were poor road user attitudes leading to careless and dangerous behaviours, especially among drivers; excessive speed, particularly on rural roads; general road maintenance; a general lack of compliance with the Highway Code and road traffic laws; and inadequate enforcement to respond to these problems.

Delivery

- 4.11 The overarching strategic delivery partnership between the statutory road safety partners was supported by 46% of respondents with 21% disagreeing. A significant proportion of respondents offered no view or a 'don't know' response to this question (32%). It was believed that this partnership would further benefit from intelligence coming from issue-specific forums composed of representatives from elsewhere in the public and private sectors, interest groups and the voluntary and community sector.

General Strategic Direction

- 4.12 The consultation results indicated that respondents were broadly content with the substance of the proposals. However, more information will be required on the outworking of specific proposals when they are planned for implementation. Regular reviews, transparency, flexibility and an inherent ability to adapt to changing circumstances should be fundamental to the approach to the strategy.
- 4.13 It is planned that this Strategy will be flexible and evolve to deal with changing issues and continue to reflect the concerns of road users. The road safety partners are committed to ongoing engagement with stakeholders who have an interest in, or will be impacted by, the actions reflected in this document and decisions on road safety issues. It is therefore planned to build on the partnerships forged in developing this Strategy to improve the future delivery of road safety in Northern Ireland.



Vision

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Vision

- 5.1 As has been already reflected, the commitment of many different stakeholders is essential to the success of a road safety strategy. It is important to hold a shared vision or an ultimate common goal towards which everyone can agree to work. While a vision must be credible it must also be challenging.
- 5.2 Government in Northern Ireland and the road safety partners are fully committed to improving safety for all road users. We want to continue to work with stakeholders, indeed to work more closely with those with an interest, to deliver a road safety system where design, education and vehicles help reduce the risk to people. We recognise that human errors will occur and we will continue to work tirelessly to minimise the consequences when they do.
- 5.3 This document therefore comprises a range of measures which focus on road users, roads and vehicles. We believe that a general principle of promoting, encouraging and supporting good driver behaviour and penalising and ensuring fair and effective enforcement of errant behaviours is applicable.

The main thrust of this Strategy can be encapsulated as:

- raising awareness;
 - improving attitudes and behaviours;
 - better training, preparation and introduction for new drivers;
 - making the road environment more forgiving and helping to control and self-enforce traffic speeds;
 - reducing geographic variations in road safety;
 - enhancing enforcement;
 - improving communication, cooperation and collaboration; and
 - improving data and research.
- 5.4 A vision is not intended as a target for a single point in time but is on-going and aspirational. To reflect the strong commitment of all the stakeholders, it was proposed that Northern Ireland's road safety vision should be as challenging as possible.

To make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world.

- 5.5 While such a challenging vision might seem unrealistic, it should be noted that the road deaths rate in Northern Ireland when compared against the 27 EU countries would rank sixth. If we lie in the top quarter of the best performing countries we should ask ourselves is it not appropriate to at least strive for the very top.
- 5.6 In reality this vision would imply the need for significant and continuous improvements.

The best countries will continue to improve their performance and for Northern Ireland to match them and seek to do better will require sustained effort and commitment. Furthermore, we will seek to match the best performers in delivering safety for each category of road user, not just in the headline casualty reduction figure.

- 5.7 The road safety partners are determined that no level of road death or serious injury will be seen as acceptable. Our vision is to match the very best but we will continue to strive to prevent any casualties from occurring on our roads.
- 5.8 Everyone would have a part to play in working towards this vision, and a 'title' for a strategy is useful to pull together and 'brand' the range of policies, initiatives, proposals and measures arising from it into a coherent framework. This Strategy is therefore presented under the title:

2020 Vision – Driving Road Safety Forward

- 5.9 For a fuller consideration of road safety visioning, please refer to 'Defining a Road Safety Vision for Northern Ireland' by David Lynam and Brian Lawton, TRL, at: www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm



Improving Information, Understanding & Delivery

Improving Information, Understanding and Delivery

- 6.1 To support effective delivery we want to ensure that those who might contribute to addressing our road safety problems have access to the best information possible. We plan to conduct more local research, both independently and in partnership, assess road safety initiatives that have worked or are working elsewhere to identify good practice and work with partners to better understand our issues and pilot new road safety ideas to deal with them.
- 6.2 We will continue to support and work with GB to extend and improve our evidence base, both to analyse the effectiveness of existing measures and to consider areas where emerging technology can deliver improvements.
- 6.3 We will work with any new local authorities, when the structure has been finalised, to explore ways to build capacity to reduce casualties at local level, identify local road safety issues and objectives and determine how we can work together to address local needs and priorities.
- 6.4 We will maintain our strong links and working relationships with GB and Rol counterparts and work to strengthen our international road safety links to access the best available research, data, advice and support.
- 6.5 We will work with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety, including seeking opportunities whereby such improvements might be encouraged and/or incentivised.
- 6.6 Following the introduction of the PSNI Collision Investigation Unit, road safety partners will meet regularly to jointly consider the characteristics and causes of fatal collisions and explore ways to mitigate any risks identified. This will build the capacity to learn from real collisions and take future decisions in the light of real world experience.
- 6.7 We will work towards the inclusion of a wider range of stakeholders in monitoring and evaluating road safety in Northern Ireland and advising Ministers. We want to extend the traditional partnership to work increasingly with others who can provide support in improving road safety. We will consider how best this might be done such as the extension of existing structures such as the Road Safety Review Group and/or the development of an independent expert group.
- 6.8 We will consider how we might better conduct local road safety pilot initiatives working with voluntary, community and other stakeholders.
- 6.9 We will increase our participation in International Road Safety week and seek to increase the range of appropriate local events.
- 6.10 We will seek to improve the quality of our data. We will explore how we can better collect, manage, use and share road safety data and good practice and we will seek

to enhance the skills of all those who help deliver road safety. We will also seek to expand and supplement existing data sources in order to help target interventions more effectively and develop our understanding of road safety problems and trends. Key areas in need of attention include rurality, deprivation and purpose of journey.

- 6.11 We will explore the feasibility of developing a road traffic collision database for use by all statutory partners.
- 6.12 We will consider the scope for providing separate data on drink and drugs present in road fatalities.
- 6.13 We will develop a road safety information management strategy. We will assess stakeholder needs for information, consider sources of data, and determine what might be put into place in order to support these needs.
- 6.14 We will continue and broaden our partnerships to encourage the development of skills initiatives and continuing professional development among engineers, road safety officers, transport planners and emergency services personnel.
- 6.15 We will develop a programme to ensure delivery of all initiatives and measures. This will identify where the responsibility rests and specify planned timescales for delivery. While the level of measures might differ significantly, this will provide support in the preparation of delivery plans.



Safer Roads

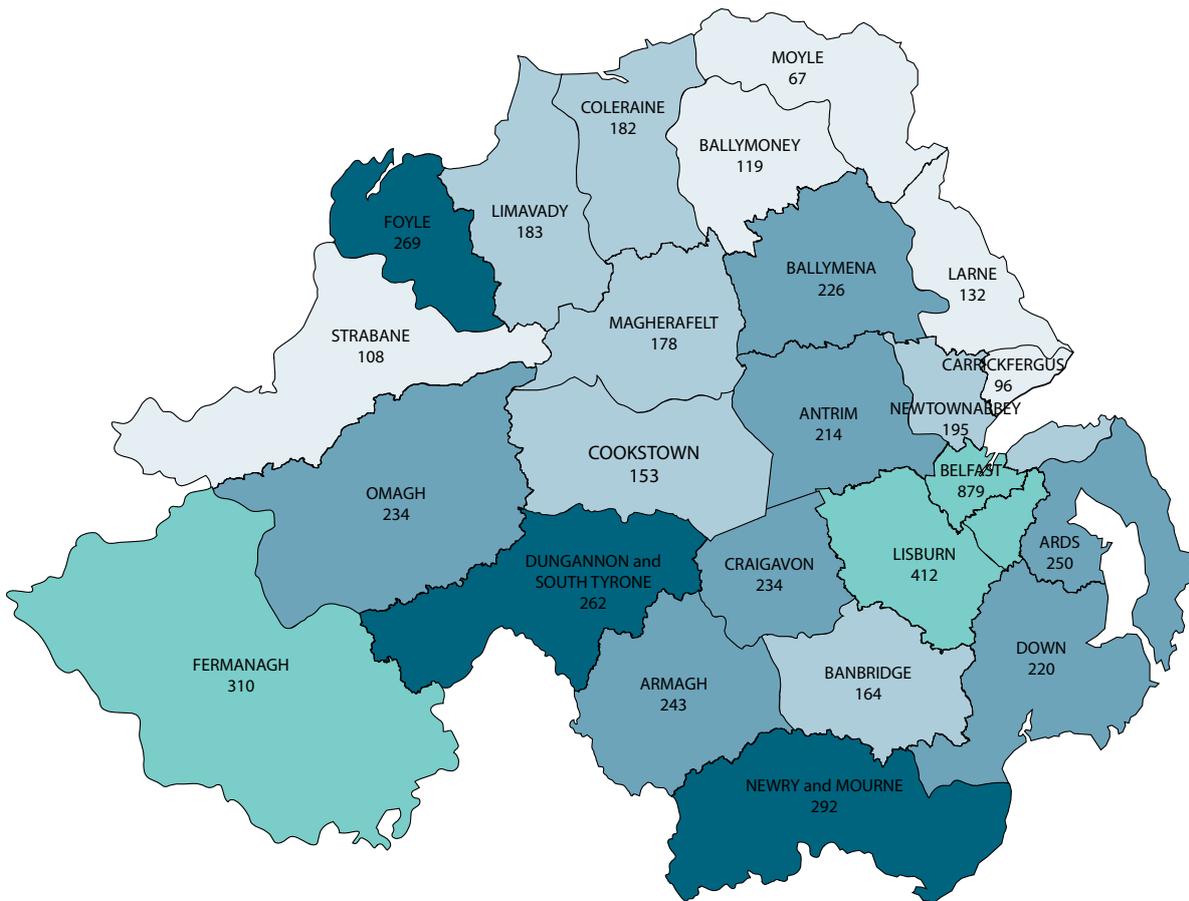
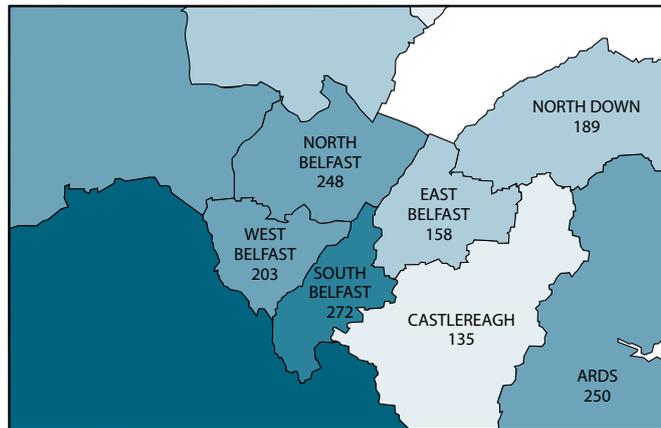
Safer Roads

- 7.1 Northern Ireland's roads are generally safe when viewed in the international context. As was indicated in Chapter 3, there are, however, significant variations between the levels of risk, taking account of traffic volumes, on the rural parts of the network when compared with our urban roads and motorways/dual carriageways. The map below indicates the number of fatal and serious collisions in each police area. Between 2003 and 2008 there were 696 fatal collisions and 5,250 serious collisions in Northern Ireland.
- 7.2 There are many long established engineering measures that have improved safety on rural roads and these will continue in the future. Indeed, where possible, improvements will be made to some of these, such as improving the visibility of road markings.

Figure 13

Number of Fatal and Serious Collisions in each Police Area 2003-2008

- ≤ 150 (6)
- 151 - 200 (7)
- 201 - 250 (7)
- 251 - 300 (3)
- ≥ 301 (3)



- 7.3 Perhaps one of the most underrated contributions to road safety in Northern Ireland is the significant annual investment in the maintenance of the road network. These operations range from regular safety inspections to identify individual hazards, through to substantial resurfacing and surface dressing schemes that improve skid resistance for vehicles. If seemingly low level activities such as road marking repainting, sign cleaning, gully emptying and grass cutting on sight lines at junctions are not undertaken in a timely manner, travelling on our roads could quickly become more hazardous. It is therefore important that maintenance activities are carried out to current best practice standards.
- 7.4 Excessive speed is an area of particular concern highlighted in the *Problem Profile for Northern Ireland*. Particular issues can be generally viewed as:
- rural roads, where
 - some people exceed the national limit; or
 - keep to the limit but nevertheless travel at speeds that are inappropriate for the conditions; and
 - urban roads, where small increases in speed, between 20 to 30mph and 30 to 40mph can significantly change the outcome of collisions involving motor vehicles and pedestrians or cyclists.
- 7.5 Research carried out in GB indicates that reducing speed limits on roads identified as having the highest speed-related levels of deaths and serious injuries would, in itself, prevent a significant number of those casualties. We will, therefore, undertake and implement a review of speed limits on upper tier rural roads⁹, where, due to the nature of individual roads, some might require different limits or treatments. We will also consider whether an increase in limits might be appropriate on some other roads including motorways.
- 7.6 This review of speed limits follows the publication of the Department for Regional Development's Review of Speed Management. Priority for a review of speed limits will be given to those roads with the highest incidence of deaths and serious injuries. If DRD's review indicates that, due to the nature of individual roads, a majority require lower limits, then we would consider whether the best way to progress would be to lower the national speed limit on rural single carriageway roads. Higher class roads, which would allow for safe driving at higher speeds might then, in those circumstances, be signed to 60mph.

⁹'A' class roads: non-motorway trunk roads which form the core of the Northern Ireland road network; and some 'B' class roads: the remainder of inter-town and inter-village links.

- 7.7 We recognise that enforcement of current speed limits is crucial. Resources and enforcement will be targeted to reduce the numbers of people killed or seriously injured with particular reference to high risk locations, particularly in rural areas. Action measures under 'Safer Road Users' highlight that police will continue to enforce speed limits in villages and towns.
- 7.8 In terms of urban limits, we will continue to research the outcome of urban speed reduction initiatives in GB and elsewhere and assess their applicability to Northern Ireland. This will consider the wider introduction of enforceable 20mph speed limits in residential areas and other urban areas where there is a significant presence of vulnerable road users.
- 7.9 We will pilot enforceable 20mph speed limits without traffic calming engineering measures. To date in Northern Ireland, 20mph zones have tended only to be used in conjunction with traffic calming engineering measures such as road humps, tables and cushions to make the limit 'self-enforcing'. This would make 20mph limits more economical to introduce and allow for the possibility of their wider use, in appropriate environments, in a way that is more comparable with how other speed limits are set and introduced.
- 7.10 Following the successful installation of pilot schemes at two local primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. As part of this programme we will investigate options for more cost effective signing systems as an alternative to those used in the pilots.
- 7.11 Through a managed, graduated process, we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.
- 7.12 We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as appropriate, to emerging high risk locations. We will also continue to enforce speed limits in villages or towns through the community concern aspect of the scheme.
- 7.13 We will continue to evaluate the safety camera programme and assess whether further extension should be considered. We will, specifically, scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.
- 7.14 We will consider the development of route treatment strategies for trunk roads. This approach to road safety involves improvement through the treatment of an entire route rather than individual sites. This may include such interventions as enhanced signing of junctions and bends, edge treatments and hazard removal. Interventions may be introduced at specific sites on the route or through a mass action programme that would cover the whole route.
- 7.15 Good information about the relative performance of roads is crucial to allow effective interventions to manage and improve their safety performance. We will investigate the introduction of 'live route files', which will collect information about a whole route and provide a knowledge base to inform future road safety and maintenance prioritisation.

- 7.16 We will undertake an investigation into the nature of collisions on rural roads and consider if engineering-based solutions will mitigate risks.
- 7.17 Roads Service has been an active member of the EuroRAP organisation since 2003 and has been working closely with the National Roads Authority in Ireland, the Road Safety Foundation and AA Ireland to use the EuroRAP protocols to assess the road safety performance of the major road networks on the island of Ireland. This has resulted in the publication of risk rating maps and analysis in 2005 and 2008 that assessed the risks to car users travelling on stretches of road based on historical collision data and traffic volumes.
- 7.18 Out of 125 stretches of road assessed in Northern Ireland, the later report showed that 112 had improved or remained within the same risk banding and that there are none within the high risk band. This confirms that, despite the economic growth and increase in vehicular traffic throughout the region, there have been significant road safety benefits from the installation of targeted collision remedial schemes and route treatment measures.
- 7.19 We are working in alliance with our road authority counterparts in the Republic of Ireland, Scotland and Wales and with EuroRAP to develop a star rating system for roads, similar to the EuroNCAP programme for cars, that will assess the level of protection a road offers to car occupants in the event of a collision. If successful, this has the potential to help us identify future priorities for treatment action on routes regardless if they currently have a collision problem.
- 7.20 We will continue to work in this partnership to further develop and update this risk-based mapping of our major road network to help further improve the information available to the public about the relative risks of our roads. We will also undertake performance monitoring of the routes that have been identified for route safety action to determine how this information can complement the existing processes in identifying priorities for future road safety engineering action.
- 7.21 The Regional Transportation Strategy for Northern Ireland 2002-2012 worked towards the transportation vision *'To have a modern, sustainable, safe transportation system which benefits society, the economy and the environment and which actively contributes to social inclusion and everyone's quality of life'*. Safety was one of its five objectives.
- 7.22 The Regional Transportation Strategy is currently under review and a new, revised strategy is being prepared. The revised strategy will take a balanced approach to travel needs, including public transport and active travel such as walking and cycling. The safety of all users of the transportation network will continue to be an important part of the revised strategy and DRD will continue to consider the needs of all road users including vulnerable users such as motorcyclists, children and cyclists, when designing new transportation infrastructure and implementing safety features on the existing network.

RISK RATING OF IRELAND'S MAJOR ROADS (2002 to 2006)

RISK RATING

- HIGH RISK
- MEDIUM - HIGH RISK
- MEDIUM RISK
- LOW - MEDIUM RISK
- LOW RISK

— Roads substantially altered or replaced 2002 to 2006



Figure 14



Safer Vehicles

Safer Vehicles

- 8.1 The crucial role of vehicle safety must be recognised in delivering casualty reductions through protection to occupants and in supporting people in driving and riding more safely. Vehicle manufacturers have made significant progress in making vehicles safer for all road users over the last ten years.
- 8.2 Regulations for vehicles are set at European level and it must be acknowledged that Northern Ireland cannot make unilateral decisions or demands on such regulatory solutions. However, as a region of the UK, we have wielded significant influence in the past and plan to continue to “punch above our weight” in influencing and promoting regulation in the future.
- 8.3 Research and development to help understand the main issues involved in vehicle safety is largely carried out at UK level and Northern Ireland’s role has traditionally been one of consideration, proposal, participation and support rather than of directing this work. This is largely due to the cost, infrastructure and expertise required to carry out such large scale programmes.
- 8.4 Realistically, this role is unlikely to change significantly during the life of this Strategy, given the scale of the resource requirements and the complexities involved. However, we can and will seek increasing opportunities to participate, where appropriate, in trialling and piloting of new systems. Northern Ireland is committed to continuing to work within the UK research programme and supports the future emphasis on advanced crash avoidance systems proposed by DfT.
- 8.5 The average age of private and light goods (PLG) vehicles in Northern Ireland at 31 December 2008 was 4.8 years and nine out of ten vehicles in the total PLG fleet are fewer than ten years old. It can therefore take several years before measures being introduced are sufficiently widespread to noticeably affect casualty numbers. The UK Government, with the support of Northern Ireland, is committed to considering how best it can secure the earlier take up and implementation of such new technologies.
- 8.6 We will support DfT in work to assess emerging technological advances that might yield future benefits particularly in the field of development of primary safety systems. Much of the advances of the last decade have been in secondary safety i.e. protection given in the event of a collision such as airbags. It is believed that advances will afford significant future reduction through primary safety systems – i.e. systems that will prevent collisions occurring. Currently it is envisaged that important developments might include: Voluntary Intelligent Speed Adaptation Devices; speed limiters; cooperative and advanced driver assistance systems, including systems which take control of the vehicle in emergency situations; and in-vehicle smart technology such as vehicle to vehicle and vehicle to infrastructure communications systems and emergency communications systems. We will also consider any developments in safety measures for alternatively powered vehicles.
- 8.7 Primary safety technologies that are in development also seem to have the advantage of being computer and sensor based which would also support the agenda to reduce carbon emissions as they add relatively little, or no weight to the vehicle.

- 8.8 Given the significant proportion of our fatalities that involve motorcyclists, we are particularly keen to work with partners in promoting work on technologies to improve motorcyclists' safety.
- 8.9 We will also seek to support better vehicle safety through considering, supporting and promoting marketing measures, exploring better provision of consumer information, raising public awareness of the choices available and, where appropriate, introducing regulation.
- 8.10 We will continue to work with our counterparts in the rest of the UK and beyond to set challenging safety objectives, and encourage manufacturers to achieve high EuroNCAP star ratings. We will support GB in encouraging and supporting advances in designs to yield better occupant and pedestrian/cyclist protection and in seeking to have collision avoidance technologies such as Electronic Stability Control included in the scoring scheme.
- 8.11 Where we do have direct control over the safety of vehicles on our roads is through the introduction of regulations or policies addressing how our responsibilities are to be delivered and through enforcement activities. Among the measures we will take forward in these areas are:
- to continue to pursue the seizure of untaxed and uninsured vehicles and to seek to introduce equivalent powers to GB to seize the vehicles of unlicensed drivers;
 - the introduction of continuous MOT requirements;
 - the creation of a dedicated team of Vehicle Examiners to inspect vehicles involved in serious road traffic collisions; and
 - the development of additional measures, including more random enforcement and roadside vehicle checks, to encourage continuous vehicle maintenance to ensure roadworthiness.



Safer Road Users

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Safer Road Users

Road Safety Education

- 9.1 The immediate and short-term benefits of road safety education at early ages are well established. Research indicates that children and young people who have received such interventions make safer drivers in later life. Improvements to reflect today's road environment, young people's learning options and expectations, attitudes and behaviours and our road safety issues are crucial to ensure that our children and young people are appropriately prepared to be safer road users. A strong programme of education in road safety throughout the school and college years for all children and young people should support and lead seamlessly into structured driver/rider training and testing.
- 9.2 We will consider the education in road safety we currently provide to children and young people and how we should best use the resources available to do so. We will undertake a review of our road safety education services and resources to ensure they appropriately address today's road safety issues. We will develop and implement an updated and improved programme of measures to influence young people's attitudes and behaviours.
- 9.3 We will extend our suite of educational materials to ensure that there are no gaps and offer a continuous intervention from pre-school to young adult. We will make available a comprehensive and coherent set of materials, suitable for each age group, while maintaining continuity from the earliest stage at which children will benefit from road safety messages to post primary, until they are old enough to learn how to drive, and designed to engage and be useful to schools, teachers and parents as well as children. We will continue to work towards having road safety included regularly throughout the year in each class in every school.
- 9.4 While the review of road safety education is ongoing we will continue to provide the Cycling Proficiency Scheme, Practical Child Pedestrian Scheme and other current initiatives and support those schools wishing to participate.
- 9.5 We will also work with partners to assess the value of introducing an additional cycle training element to Northern Ireland to complement the current Cycling Proficiency Scheme.

Driver Training, Testing and Licensing

- 9.6 These proposals will be complemented with fundamental reassessments and improvements to the way that novice drivers first learn to drive and/or ride, are tested and continue to learn throughout their life. We will work with the Driving Standards Agency (DSA) in GB to bring forward a range of proposals to improve the driver

education system as set out in our report on the *Learning to Drive* consultation. The Learning to Drive consultation paper that issued in May 2008 proposed significant changes to the driver training and testing system.

- 9.7 The key objective of the proposals, which were supported by substantial research evidence and took an approach based on education and incentivisation, is to reduce the number of young and novice drivers killed and seriously injured, by better preparing newly qualified drivers to cope with the challenges of driving unsupervised in modern driving conditions. They will also make it possible for learners to learn in circumstances that reflect their future driving needs.
- 9.8 Planned improvements include the rollout of a new foundation certificate in safe road use; the use of case studies in the theory test to assess whether learners have understood the theory; a partial credit towards the theory test for students awarded the certificate in safe road use; learning from GB trials to assess the effectiveness of the new Learning to Drive syllabus; facilitating the development of a voluntary learning initiative for light van drivers; encouraging candidates to be observed on the practical test; introducing into the practical test an element of independent driving; and introducing a new voluntary programme of further learning for new drivers.

Modernising Driver Training

- 9.9 The Learning to Drive programme also aims to give learner drivers a safer start and better value through a modernised driver training system. To help achieve this we will carry out a fundamental review of the Approved Driving Instructors scheme and issue a consultation paper on Modernising Driver Training. Our aim is to help driver trainers to deliver the services and standards that consumers need. We want to increase the public's understanding of the general and specialist skills that trainers can provide. We also want to make available the types of information that will provide confidence in their technical competence, conduct and business practices, and allow people to select a trainer that best meets their learning needs.

Road Safety and Personal Mobility

- 9.10 We will, along with GB, consider a consultation on options for improving the balance of road safety and personal mobility for people with health problems that may impair their ability to drive safely. This consultation would include proposed measures to make it simpler for drivers, and their doctors, to understand their responsibilities and when and how to notify DVA about health issues.

Older People

- 9.11 The safety of older people will have a likely increasing importance to the delivery of the objectives of this Strategy. There are currently particular safety issues with older

pedestrians. We will give further consideration to how we can work with partners, including the wider voluntary and community sector, to better understand the causes of collisions involving older people and develop strategies to tackle these.

Driver Remedial Education and Training

- 9.12 In Northern Ireland, statistics demonstrate that any driver who has participated in our Course for Drink Driver Offenders is between 3 and 4 times less likely to reoffend than someone who hasn't. We will extend the use of driver remedial courses into other areas of offending to make greater use of educational interventions for errant road users to improve drivers' understanding about the risks associated with the behaviours they have been detected demonstrating.
- 9.13 In GB, there are a number of educational interventions that provide options to penalties to address errant driver behaviours. We will introduce similar schemes in Northern Ireland. In the first instance pilot remedial courses are being offered to drivers who are detected committing an appropriate lower-level speeding offence and who it is considered would benefit from such a course, as an alternative to a Fixed Penalty Notice. This would only be used in cases where they are marginally above the enforcement threshold and it is a first offence.
- 9.14 We will subsequently consider introducing speed awareness courses for moderate speeders who have the potential to benefit from additional training and consider the introduction of other courses dealing with other appropriate offences that attract a Fixed Penalty Notice.
- 9.15 We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Drivers Order. This will be linked to a new assessment for the recovery of a licence revoked under this Order to be taken instead of the standard test.
- 9.16 We will consider a requirement for any person disqualified from driving for two or more years to sit a retest. We will also assess whether any new form of reassessment should require remedial training to have been undertaken and for the offender to be also tested on this training. It is worth considering whether drivers who have more than one category of entitlement should have to retest for each category or only for that in which the offence was committed.

Graduated Driver Licensing (GDL)

- 9.17 Experience of GDL systems in the US, Canada, Australia and New Zealand supports the view that limiting the risk exposure of new drivers while they gain additional experience can reduce the likelihood that they will be involved in a collision.
- 9.18 To maximise our efforts to reduce road casualties involving young drivers and newly qualified drivers we will consult on proposals to abolish the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of GDL to replace the current 'R' driver scheme.

- 9.19 We will as part of this consider the introduction, assuming support for such measures, of measures which may include raising or lowering the age for a provisional or full licence; setting minimum mandatory learning periods; allowing learner drivers to drive on motorways and/or dual carriageways; post test restrictions including passenger restrictions and night-time curfews; increasing the duration of the current 12 months restricted period; and introducing an offence free period.

Road Safety Promotion

- 9.20 We will continue our intelligence-led, high profile award winning approach to addressing and improving road users' behaviour, attitudes and awareness through road safety campaigns focusing on the main behaviours that lead to deaths and serious injuries. We will continue to ensure that all road users receive appropriate messages about such behaviours.

Driving for Work

- 9.21 Research would seem to indicate that people who drive for work have a higher collision rate than the general driving population and more people are killed and seriously injured in 'at work' road collisions than in all other occupational accidents put together. Work carried out in GB showed that up to a third of road traffic collisions involve someone who is driving as part of their occupation. As well as those obvious professional drivers, this area also includes those who travel in provided fleet vehicles as well as in their own vehicles.
- 9.22 There is now significant Health and Safety at Work legislation identifying the requirements on employers to manage this area of driving activity. By law employers are required to manage the risks associated with all work activities including driving at work and within the health and safety framework that already exists employers must conduct suitable risk assessments and put in place all reasonably practicable measures to ensure that work related journeys are safe, staff are fit and competent to drive safely and that the vehicles used are fit for purpose and in a safe condition.
- 9.23 This is clearly an area where the real opportunities that exist for reducing collisions dovetail with the benefits to employers of complying with the existing legislation. We will highlight the risks of 'at work' road collisions and promote with employers the importance of managing occupational road risk and their legal responsibilities in this area. We will encourage all employers to adopt management of road risk policies and provide information and advice on how this might be approached for both professional drivers and people who drive occasionally for work.

Graduated Fixed Penalties

- 9.24 We will introduce graduated fixed penalties, financial penalty deposit and immobilisation schemes for which powers were taken in the Road Traffic Order 2007 which will, when implemented, enable police officers and DVA examiners to:
- issue fixed penalties to non-UK resident offenders – in respect of both non-endorisable and endorsable offences;
 - request immediate financial deposits from non-UK resident offenders (equivalent to an on-the-spot fine) – either in respect of a fixed penalty or as a form of surety in respect of an offence that is to be prosecuted in court; and
 - immobilise vehicles in any case where a driver or vehicle has been prohibited from continuing a journey or in any case where a driver declines to pay the requested deposit.
- 9.25 The provisions also allow fixed penalties to be graduated according to the seriousness of the offence. Although graduation will initially only be principally applied to drivers' hours and overloading offences we will consider widening the system to include other offences.
- 9.26 We will consider how best to use the powers set out in the Road Traffic (Northern Ireland) Order 2007 to make the maximum use of penalties as a deterrent to those drivers who speed by substantial margins.
- 9.27 We will consider conducting a review of all current penalties, including penalty points, for road traffic offences. We will also assess the scope for conditions and circumstances around the commission of an offence to be reflected in the applicable penalties.

Drink and Drug Driving

- 9.28 There has been much debate on the topic of drink driving and the blood alcohol limit and consultation has already been carried out. Work is now progressing on the way forward to allow for appropriate legislation to be made and necessary equipment sourced and approved. This work will allow the limit to be reduced and random breath testing and appropriate new penalties and technology introduced.
- 9.29 The penalties for drug driving generally correspond to those for drink driving and the current penalties, whereby users of drugs that impair driving are liable to lose their driving licence, are considered appropriate. There is, however, no procedure equivalent to drink driving where evidence is required only that the driver was in excess of a prescribed limit. Prosecution requires evidence of impaired driving and that the driver was unfit through drugs.
- 9.30 While much further work would be required to address this complex issue, the DOE is working with DfT to consider the creation of a new offence of driving with a named substance (drug) in the body. At this stage, should such an offence be made, we would

not envisage the penalties being different to those for the current offence of driving while unfit through drugs.

- 9.31 We will consider introducing legislation to enable a police officer to require a biological sample for analysis from a driver suspected of being unfit through drugs. We will continue to investigate new technologies to better detect and collect evidence from drivers suspected of being impaired through drugs; including both illicit and prescription drugs.
- 9.32 The procedure dealing with drink driving is greatly supported through the use of simple and reliable alcohol testing equipment that is routinely used in dealing with such offences. Unfortunately, no equivalent equipment is yet available for drugs.
- 9.33 Research continues into new technologies to better detect evidence from drivers suspected of being impaired through drugs, both illicit and prescription. We are committed to ensuring that police officers are provided with drug screening devices as soon as these are available and approved by the Home Office. The road safety partners are exploring with the Home Office, the Department for Transport (DfT) and the Technology Standards Board whether Northern Ireland might be involved in such a trial.
- 9.34 Our way ahead for both drink and drugs will take into account decisions arising out of the Report by Sir Peter North on changes to the GB legislative regime for drink and drug driving.
- 9.35 We will continue to enhance the effectiveness of police enforcement through the use of intelligence-led policing strategies and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to:
- high risk locations, particularly in border and rural areas;
 - high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing; and
 - high risk groups such as young and inexperienced drivers and motorcyclists.

Walking and Cycling

- 9.36 We recognise the value of improving participation in walking and cycling as viable travel both as a sustainable travel option and for associated health impacts. We will set up an Active Travel Forum, including a range of stakeholders, which will consider a broad strategic approach to, and the promotion of, active travel.
- 9.37 We will continue to improve the cycling and walking infrastructure, subject to availability of resources, and will carry out a review of the cyclist and footpath network in rural areas. We will also encourage cycle training for adults and, as part of the review of road safety education services, will give consideration to our current approach to cycle training.
- 9.38 We plan to work on rate-based performance indicators and assess perceptions of the safety of travel by bicycle.

Motorcycling

- 9.39 We will set up a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.
- 9.40 Current licensing arrangements in Northern Ireland permit provisional licence holders to ride motorcycles unaccompanied. Twenty-one per cent of motorcyclists killed or seriously injured in motorcycle collisions since 1998 were riding on L-plates – an average of around 33 people per year. We will consider amending the licensing system to bring motorcycling into line with car driving and prohibit or significantly reduce the opportunity for learner motorcyclists to ride unaccompanied.
- 9.41 We will work with and support DfT to take forward research to improve motorcycle safety, including conspicuity, and support the European powered two-wheeler integrated safety programme.

Further Measures

- 9.42 We will review response times to collisions and benchmark nationally with other fire and rescue services. We will consider and implement proven methods to improve the survival and extrication of road casualties.
- 9.43 We will improve road safety in border areas. We will carry out a three year project focused on better retrieval and extrication of casualties, based on cross-border collaborative working between the fire and rescue services on both sides of the border and the community and voluntary sector.
- 9.44 We understand the need to continuously explore road safety issues and develop new ways to keep people safe on our roads and we will introduce any appropriate measures or initiatives arising from our ongoing research programme.
- 9.45 We will continue to make available road safety resources for people coming to live in Northern Ireland who might not speak English as their first language. We will continue to seek new ways to engage with migrant workers, their families and communities and assess how best this might be done.



Measuring & Ensuring Success

Measuring and Ensuring Success

Targets

- 10.1 We need to set targets for the next 10 years which are challenging yet achievable and which focus on our key priorities. It is also important to take account of the GB approach to target setting.
- 10.2 With this in mind TRL (the former Transport Research Laboratory) was engaged to carry out a forecasting and target setting assignment as they have also done for GB and Scotland. TRL's Report is available at www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm. Four new high level targets are introduced below; all are to be measured against a baseline of the 2004-2008 average figures.

Reducing Deaths and Serious Injuries

- 10.3 In recent years trends for deaths and serious injuries have been different, with deaths falling at a quicker rate when measured between 2003 and 2008 but a slower rate between 2006 and 2008. In order to more clearly identify and monitor trends over time we have separated deaths from serious injuries in our first two targets below:
- To reduce the number of people killed in road collisions by at least 60% by 2020.**
- To reduce the number of people seriously injured in road collisions by at least 45% by 2020.**
- 10.4 A downward trend in deaths and serious injuries was maintained over the life of the previous strategy from the 1996-2000 average of 1,748 to 1,097 by 2008. However, in 2009 our deaths and serious injuries rose by 5% over 2008. In 2010, the downward trajectory was, however, restored. Indeed, the fall in road deaths in 2010 was, year-on-year, one of the largest decreases since systematic records began. While this is clearly to be welcomed, we must recognise the possible implications of such a sharp decline for our overall road safety targets, particularly for fatalities.
- 10.5 In 2009, Northern Ireland was one of the few parts of Europe that recorded a rise¹⁰ in road deaths. In 2010 however, road deaths did fall considerably: 55 people died on Northern Ireland's roads compared with 115 in 2009 and 107 in 2008.

¹⁰ Road Safety Target in Sight: Making Up for Lost Time; ETSC, June 2010: www.etsc.eu/documents/ETSC%20PIN%20Report%202010.pdf

- 10.6 It is probably reasonable to surmise that some of the decline in deaths in 2010 is due to a return to the pre-2009 downward trend in serious and fatal casualties. It is also worth bearing in mind that, with the statistically quite small numbers of fatalities in Northern Ireland, we are more prone to sudden jumps (both up and down) in our data.
- 10.7 Part of the recent sudden and dramatic fall in the number of road deaths might also be due to recessionary impacts. In economic recessions, travel could be expected to reduce, particularly leisure and other discretionary journeys. People could be expected to drive in a way that is more fuel-efficient (for example, lower speed, less harsh braking) and, coincidentally, safer. Drivers might also switch to less expensive modes of travel such as walking or cycling or use public transport for some journeys where they previously might have used a car. All of these changes in behaviour reduce exposure to risk and can, therefore, lead to a reduction in road casualties.
- 10.8 Up to 27 September 2010, the most significant reductions in fatalities occurred on roads in the PSNI's Rural Region, falling from 73 fatalities in 2009 to 24 in 2010, a reduction of 67%. The drop for the same period from 2008 to 2010 was 53%. The largest drops in fatalities by age group were for those aged between 16 to 24, a reduction of 22 fatalities from 2009 to 2010 and by 19 fatalities from 2008 to 2010. The proportion of the overall total number of fatalities that are within this age range dropped from 40% in 2008 to 37% in 2009 and to 27.5% in 2010. The next largest reduction was for road user fatalities aged 65+ which reduced from around 14.5 % of the overall total in 2008 and 2009 to 5% in 2010.
- 10.9 Whatever unusual factors underlie the dramatic fatality reductions in 2010, it is clearly critical to keep all of our targets under close scrutiny and, if there is a need to revise them, to do so quickly. The targets for casualty reduction in this Strategy are based on average figures between 2004 and 2008. It is impossible at present to judge whether what we saw in 2010 was the beginning of a new sustained sharper downward trend or simply a short-medium term recessionary decline which will level out, or even reverse, when economic conditions improve. This might only start to become clear when we have data for 3 or more years. Meanwhile we must remain flexible and prepared to seize opportunities to make even greater improvements in road safety.
- 10.10 If these targets are achieved it would result in 418 fatalities and 2,750 serious injuries being avoided over the lifetime of this Strategy. The value of avoiding those casualties (at 2009 prices; not including reductions in slight injuries), is around £1.2billion.
- 10.11 The DOE will ensure the continuing effective coordination of the various aspects of road safety in Northern Ireland and will prepare annual reports on progress each year. The range of partners who delivered the road safety strategy document will continue to be involved in its monitoring and implementation and structures for delivering the Strategy will be continuously assessed for effectiveness.
- 10.12 As part of the annual report on progress we will, each year, consider and assess the continuing viability of the targets and performance indicators to ensure that they remain appropriate. These assessments will, if appropriate, trigger an immediate formal review of the targets whereby they would be fully re-evaluated using casualty forecasts based on new data. This will enable early decisions to be taken if required and, given the emerging uncertainties discussed above, strengthens the previous approach

whereby the Strategy would be expected to include only a commitment to a three-year or mid-point review.

Children and Young People

10.13 It is important to continue the good progress that has already been made in reducing child casualties but to equally provide a challenge to do more. Given the statistically small numbers involved it seems inappropriate to monitor those killed and seriously injured separately. Our third target is therefore:

To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.

10.14 One of our key challenges is to protect older children and young adults. These young people are currently at greater risk of death and serious injury on our roads and this document identifies a number of ways in which we aim to address that. Our final target will focus on this age group in particular.

10.15 In considering the scope of this group we had to decide which age range to include. Much of the road safety literature would consider this group to include those from the age of 16 or 17 up to 24 or 25; that is, from the age at which most people can first get a driving licence up to the age by which most have already got one. However, here this would have meant that 16 year olds would not have been included either in this target or the previous one. GB's 'child target' covers those aged under 16. It has not previously had a target for 'young people' nor is there an intention, at this point, to prepare one for its post-2010 strategy.

10.16 In keeping with Government's obligations under the UN Convention on the Rights of the Child, both 16 and 17 year olds should be classed as 'children'. As their opportunities are considered as being more restricted than for those over 18, policies might need to recognise 16 and 17 year olds as young people, distinct from 'adults'. A decision was required in terms of preparing a road safety target.

10.17 The case for including 16 year olds in a target for young people rather than a target for children is immediately apparent and compelling, given their access to the driving test and motorised vehicles. Having considered the similarities that 16 year olds might have with those in each of the alternative target groups, particularly in terms of road safety issues and possible measures, it was decided that 16 year olds are best included – for the purposes of a road safety target only - in this category of 'young people'.

10.18 There are a number of important reasons for this: they have legal access to motorised transport i.e. mopeds; they are in the year before they can currently acquire a full driving licence; they are an important group to take into consideration when consulting on possible future pre-driving measures; and they are in the peer group of older road users, many of whom are already driving.

10.19 It should be noted that we will also consider and compare the relevant data, differentiated by age, to ensure that we are able to distinguish any specific features or issues arising in relation to 16 and 17 year old road users.

10.20 The target is therefore:

To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

Measuring Performance

10.21 We will collect and monitor a range of data and information to help us to measure and better understand our performance each year. We will publish a set of key performance indicators of progress on road safety which will include a wide range of casualty measures, considering absolute figures and rates. Key Performance Indicators will continue to be reviewed, assessed for value and amended. Some of the data might not prove reliable, the task of collection prohibitively complex and expensive or, indeed, some indicators might not prove of value in assisting in or informing the task of improving road safety.

10.22 A full list of the targets and indicators follows in Annex A.

10.23 Road safety partners also collect a range of other detailed management information which will be used on an ongoing basis to help identify and analyse road safety problems and issues.



ANNEX

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Targets and Indicators

Targets for 2020 (all will be measured against a baseline of the 2004-2008 average figures).

- To reduce the number of people killed in road collisions by at least 60% by 2020.
- To reduce the number of people seriously injured in road collisions by at least 45% by 2020.
- To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020.
- To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020.

Key Performance Indicators

- Rate of road deaths per 100 million vehicle kilometres.
- Rate of road deaths per million population.
- Rate of killed or seriously injured pedestrians per 100 million kilometres walked.
- Rate of killed or seriously injured pedal cyclists per 100 million kilometres cycled.
- Rate of killed or seriously injured motorcyclists per 100 million vehicle kilometres.
- Rate of killed or seriously injured car users per 100 million vehicle kilometres.
- Rate of fatal and serious collisions per 100 million vehicle kilometres.
- Number of people aged over 70 killed or seriously injured in road collisions per 100,000 population aged over 70.
- Number of people killed in collisions on rural roads.
- Number of children killed in collisions on rural roads.
- Number of people killed where at least one person involved was over the legal blood alcohol limit.
- Number of car occupants killed who were not wearing a seat belt.
- Number of pedestrians killed or seriously injured per capita in 10 per cent most deprived areas compared with 10 per cent least deprived.
- Number of child pedestrians killed or seriously injured per capita in 10 per cent most deprived areas compared with 10 per cent least deprived.
- Novice driver casualties: deaths and serious injuries within 6, 12 and 24 months of passing test.

- Number of killed or seriously injured casualties resulting from collisions involving drivers under the age of 25.
- Proportion of vehicles exceeding speed limits.
- Road users' perception of safety.
- Compliance with speed limits for different classes of road.

Summary of Action Measures

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
<h2>Safer Roads</h2>						
<h3>Motorcyclists</h3>						
1	We will consider the needs and vulnerability of motorcyclists when designing new roads and implementing safety measures on existing roads.	DRD		✓		
2	We will consider provision of specific route treatments for popular motorcycle 'runs' such as motorcycle 'friendly' barriers and additional signing.	DRD		✓		
3	We will investigate development of additional signing systems to warn road users of the possible presence of motorcyclists ahead.	DRD			✓	
<h3>Speed</h3>						
4	Following the successful installation of pilot schemes at two primary schools and, subject to available funding, we will develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. We will investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	PSNI		✓	
5	We will consider the wider introduction of enforceable and advisory 20mph speed limits in residential areas and other urban areas where there is a significant presence of vulnerable road users.	DRD	PSNI		✓	
6	We will pilot 20mph speed limits, without traffic calming engineering measures such as road humps, tables and cushions.	DRD	PSNI		✓	
7	We will continue to target traffic calming measures in those areas where vulnerable road users, such as children, are frequently crossing the road.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
8	We will undertake and implement the review of speed limits on upper tier rural roads following the publication of the outcome of the speed management review. Priority will be given to those roads with the highest incidence of deaths and serious injuries. We will also assess whether an increase to limits might be appropriate on some other roads including motorways.	DRD		✓		
9	If the review of speed limits indicates that, due to the nature of individual roads, a majority require lower limits, then we would consider whether the best way to progress would be to lower the national speed limit on rural single carriageway roads. Higher class roads, which would allow for safe driving at higher speeds might then, in those circumstances, be signed to 60mph.	DRD			✓	
10	We will increase the size of repeater roundels on roads where excess speed has been identified as an issue.	DRD			✓	
11	We will research the outcome of urban speed reduction initiatives in GB and elsewhere and assess their applicability to Northern Ireland.	DRD			✓	
12	We will assess the effectiveness of traffic calming measures in urban areas.	DRD			✓	
13	We will develop options to address the lack of understanding about the relationship between street lighting and the default speed limit of 30 mph.	DRD			✓	
14	We will consider a pilot scheme to test a system, currently used in parts of Europe, which links pedestrian crossing signals with detectors which will change the lights to red if an approaching vehicle is exceeding the speed limit. Enforcement of such a scheme would be backed up with 'red light' safety cameras.	DRD				✓
15	We will undertake a survey to check signing compliance with speed limit signing especially in relation to street lighting in rural areas.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
16	We will monitor development of new low-cost portable average speed enforcement cameras and assess their effectiveness for future use at major road works schemes or other routes where excess speed has been identified as a road safety problem.	DRD	PSNI		✓	
17	We will consider the introduction of portable vehicle-activated/speed indicator signs at sites where speeding has been identified as an issue.	DRD	PSNI	✓		

Road Treatments, Markings and Lighting

18	During routine repainting and new road marking operations, the width of centre line and edge road markings should be increased from 100mm to 150mm on unlit rural roads.	DRD			✓	
19	In partnership with the road marking manufacturing industry, we will undertake studies and tests on road marking sites to develop advances in retro-reflectivity and night time wet road performance on road markings.	DRD			✓	
20	We will research alternatives to thermoplastic line specifications for use in wet conditions on bends on selected unlit rural roads and test their effectiveness.	DRD			✓	
21	We will improve edge and junction visibility on rural roads with a combination of reflective bollards and studs using advances in reflective technology products.	DRD		✓		
22	We will investigate the potential of introducing milled or audible rumble lines on sections of roads to prevent lane wandering on those roads with a history of head-on collisions.	DRD			✓	
23	Where possible, we will extend verges at sides of roads and at junctions in rural areas to reduce the severity of run-off collisions and improve the likelihood of avoiding a potential collision.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
24	We will, where feasible, instigate a programme of installing safety barriers, close crossover points and reduce access points to upgrade lower standard parts of the dual carriageway network.	DRD		✓		
25	We will consider a programme to remove, where appropriate, pedestrian guard railings at sites in urban areas where they significantly interrupt preferred pedestrian crossing points. Also remove railings originally erected to prevent parking activities.	DRD			✓	
26	We will consider the introduction of chevron road markings to improve understanding of stopping distances and the 'two second' rule on those sections of the motorway and dual carriageway network where close-following had been identified as a problem.	DRD			✓	
27	We will research alternative anti-skidding surfacing materials which are more sustainable and economical.	DRD			✓	
28	We will undertake studies to measure the road safety improvements resulting from resurfacing, surface dressing and other maintenance operations.	DRD			✓	
29	During routine road inspections we will check all signing and lighting adheres to the appropriate standards and is properly maintained, taking into consideration visibility, location and cleanliness. We will give high priority to necessary remedial measures to rectify any identified faults.	DRD		✓		
30	We will consider the development of route treatment strategies for trunk roads. This approach involves improving safety through the treatment of an entire route rather than individual sites. This may include such interventions as enhanced signing of junctions and bends, edge treatments and hazard removal. Interventions may be introduced at specific sites on the route or through a mass action programme, covering the whole route.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
31	We will consider the provision of additional rest areas on the motorway and trunk road network to help address possible driver fatigue. These areas would also be useful for PSNI and DVA enforcement activities.	DRD		✓		
32	We will take measures to reduce illegal roadside trading and advertising to reduce the risk of collisions caused by driver distraction.	DRD		✓		
33	We will investigate the effectiveness of a minor rural roads system (as currently employed in the Netherlands) where the centreline is removed and edge lines are moved inwards. Such schemes have the effect of changing the road to a single track road, although there is still adequate space for oncoming vehicles to pass each other.	DRD			✓	
34	We will work with colleagues in Planning Service to ensure that road safety is included as early as possible in the planning process including for urban regeneration projects.	DOE		✓		
35	We will ensure that all utility companies and contractors comply with all statutory and contractual requirements at temporary road openings and road works.	DRD		✓		

Road Safety Audits

36	We will update Roads Service guidance on undertaking Road Safety Audits to ensure that it complies with the latest European requirements Road Infrastructure Safety Management Directive.	DRD			✓	
37	We will review procedures to ensure sufficient time is allocated within a developer led roads project for the undertaking of all necessary Road Safety Audits.	DRD			✓	

Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Timescale		
			S	M	L

Other Research

38	We will participate in a proposed EU research project to investigate the interactions between road users and the actual point at which the driver lost control of the vehicle prior to a collision or near-miss.	DRD			✓	
39	We will consider carrying out research into risks associated with night time driving on rural roads.	DRD			✓	

Pedestrians

40	<p>We will progressively introduce Puffin crossings to replace existing Pelican crossings and at new crossing sites. We will extend the use of Toucan crossings and other controlled pedestrian crossings.</p> <p>These are different types of pedestrian crossing. A pelican crossing features a standard set of traffic lights with a push button and two coloured lamps for pedestrians. The pedestrian lights are situated on the far side of the road to the pedestrian. A puffin crossing is similar but has the lights on the same side as the pedestrian; a toucan crossing is a crossing for pedestrians and bicycles.</p>	DRD			✓	
41	Investigate technical innovations for increasing driver awareness of pedestrians at zebra crossings.	DRD			✓	
42	We will consider the introduction of countdown timer signals at pelican or toucan crossings at sites where there is high pedestrian flow and where many crossing movements frequently occur outside the safe operational crossing time.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Cyclists						
43	Where there is provision for cyclists, we will, wherever practical, seek to ensure they are physically separated from vehicular traffic; in urban areas where this is not possible we will consider making the speed limit 20mph.	DRD			✓	
44	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD			✓	
45	We will continue to improve the cycling and walking infrastructure, subject to availability of resources.	DRD			✓	
46	We will carry out a review of the cycling and footpath network in rural areas.	DRD			✓	

Information						
47	We will consider the use of live route files, which will provide a knowledge base to inform future road safety and maintenance prioritisation.	DRD			✓	
48	We will champion the EU Road Safety charter in Northern Ireland and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	All Partners			✓
49	In line with Roads Service commitment to Intelligent Transport Systems (ITS), we will extend improvements in driver information on the trunk road network.	DRD				✓

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
50	We will continue to improve the Roads Service website to include more information on road conditions, road works and interactive mapping.	DRD		✓		
51	We will assess how to best take advantage of technological improvements such as satellite navigation technology, interactive web services and 'live' information on roads.	DRD			✓	
52	We will continue to work in partnership with EuroRAP and the National Roads Authority in Ireland to develop and update risk based mapping of the major road network. We will undertake performance monitoring of routes that have been identified for route safety action.	DRD		✓		
53	We will work in partnership with the national road authorities in Scotland, Wales and Ireland to develop a Road Protection Scoring System on major roads to determine how this information can complement the existing processes in identifying priorities for future road safety engineering action.	DRD		✓		
54	We will undertake studies to develop an integrated GIS mapping and database system to display all necessary road safety information such as collision data, EuroRAP risk rate information, Road Protection Score surveys and results and other related information.	DRD			✓	
55	We will investigate introducing a 'live' digital speed limit database to replace the current manual map based system. This would also inform Intelligent Speed Adaptation (ISA) systems and simplify the processing of Traffic Regulation Orders.	DRD				✓
56	We will undertake an investigation into the nature of collisions on rural roads and engineering-based solutions to mitigate the risks.	DRD			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
<h2>Safer Vehicles</h2>						
57	We will introduce a statutory requirement for vehicles over testable age to hold a valid test certificate at all times unless excused under limited exemptions.	DOE			✓	
58	We will introduce Individual Vehicle Approval (IVA) as an alternative to European Whole Vehicle Type Approval (ECWVTA) as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers. Mandatory implementation will be on a phased basis dependant on vehicle category from 2010-2015. A heavy trailer logging scheme will also be introduced to ensure relevant trailers comply with ECWVTA or IVA requirements before entering into service.	DOE			✓	
59	We will create a dedicated team of Vehicle Examiners to inspect vehicles involved in serious collisions supported by improved legislative provision and an appropriate Service Level Agreement with PSNI.	DOE	PSNI	✓		
60	We will seek to improve compliance rates in commercial vehicle operations. We will develop a strategy to educate and assist transport operators of commercial vehicles to improve the maintenance of their vehicle fleet and achieve higher levels of first time pass rates at annual test.	DOE			✓	
61	We will consider adopting the Euro Contrôle Route (ECR) risk rating system.	DOE			✓	
62	We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.	DOE			✓	
63	We will increase enforcement of roadworthiness standards.	PSNI	DOE		✓	
64	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	DOE	✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
65	We will integrate our approach to the detection and enforcement of vehicle testing, insurance and licensing requirements with conjoined prosecution procedures.	DOE / PSNI		✓		
66	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	PSNI		✓	
67	We will support EU Proposals to introduce, by 2014, type approval for all new vehicles to have Electronic Stability Control (ESC).	DOE			✓	
68	We will support and work with GB as they raise a proposal in the technical forum through the UN-ECE in Geneva to amend the mirror standards extending the required field of view for HGVs.	DOE			✓	
69	We will consider a requirement for vehicles to carry a first aid kit and safety equipment such as hazard triangles and fire extinguishers.	DOE			✓	
70	We will continue to pursue the seizure of untaxed and uninsured vehicles and seek to introduce the power to seize a vehicle being driven without a valid MOT certificate where one is required.	DOE			✓	
71	We will extend freight operator licensing to include all vehicles greater than 3.5 tonnes, which carry goods as part of their business.	DOE		✓		
72	We will extend the 'O' licensing system to include all freight operators.	DOE		✓		

Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Timescale		
			S	M	L

Safer Road Users

Penalties and Enforcement

73	We will continue to enhance the effectiveness of PSNI enforcement through the use of intelligence led policing strategies and technologies in line with the National Intelligence Model. This will lead to more targeted resources and enforcement aimed at reducing the numbers of people killed or seriously injured with particular reference to: <ul style="list-style-type: none"> • high risk locations, particularly in rural areas; • high risk behaviours such as speeding, drink/drug driving, non-seat belt wearing; • high risk groups such as young and inexperienced drivers and motorcyclists; and • continue cross border enforcement operations on high risk behaviours including speeding and drink driving. 	PSNI			✓	
74	We will connect the DVA driver licence database to DVLA Swansea so that the GB enforcement agencies can readily view data recorded for visiting Northern Ireland drivers.	DOE				✓
75	We will extend the current penalty points scheme to incorporate a greater range of safety critical offences. We will introduce penalty points for offences including Drivers Hours/rest periods, vehicle overweight and additional Construction & Use offences.	DOE	PSNI		✓	
76	We will consider conducting a review of all current penalties, including penalty points, for road traffic offences. We will also assess the scope for conditions and circumstances around the commission of an offence to be reflected in the applicable penalties.	DOE			✓	
77	We will introduce graduated fixed penalties, financial penalty deposit and immobilisation scheme. Although graduation will initially only be principally applied to drivers' hours and overloading offences, we will consider widening the system to include other offences.	DOE			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
78	We will keep under review the possibility of introducing continuous insurance enforcement in Northern Ireland.	DOE		✓		
79	We will progress the mutual recognition of penalty points between NI and GB, and between UK and Ireland. We will introduce the mutual recognition of disqualification between NI and Ireland.	DOE	PSNI	✓		
80	We will work with DoJ to enable the powers taken in the Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera “jamming” devices) to be commenced.	DOE		✓		
81	We will consider introducing a requirement for any person disqualified from driving for two or more years to sit a retest.	DOE		✓		
82	We will consider a pilot of the national driver alertness scheme.	DOE		✓		
83	We will continue to actively pursue unregistered driving instructors.	DOE			✓	

Seat Belts

84	We will continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI / DOE		✓	
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Speed

85	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI		✓	
86	Through a managed, graduated process we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.	PSNI		✓	
87	We will continue to target the safety camera scheme at sites which have high numbers of people killed or seriously injured and redeploy resources, as appropriate, to emerging high risk locations. We will continue to enforce speed limits in villages and towns through the community concern aspect of the scheme.	PSNI	All Partners on the Safety Camera Board		✓

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
88	We will make greater use of educational interventions for errant road users beginning with the introduction of speed awareness courses as an alternative for drivers facing a Fixed Penalty Notice. This would only be used in cases where they are marginally above the threshold and it is their first offence. We will work towards the introduction of driver improvement courses to address careless driving.	PSNI		✓		
89	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI				✓
90	We will monitor the development of new portable average speed enforcement cameras and assess their effectiveness for future use at major roadworks or other routes where excess speed has been identified as a road safety problem.	PSNI / DOE	DRD			✓

Distraction

91	We will continue to monitor and, where appropriate, carry out NI-specific research, on driver distraction, including both in-car and roadside distractions, with a view to developing further effective policy interventions.	DOE			✓	
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Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Timescale		
			S	M	L

Drink and Drugs

92	We will consider an updated version of the RoadSafe Roadshow to deal with drug driving.	PSNI		✓	
93	We will support and learn from the outcomes of DfT research into driver/rider impairment to inform measures targeted at impairment other than through alcohol and drugs.	DOE		✓	
94	We will investigate new technologies and legislative powers to better detect and collect evidence from drivers suspected of being impaired through drugs; including both illicit and prescription drugs.	PSNI		✓	
95	We will work in conjunction with DfT to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE		✓	
96	We will consider the scope for providing separate data on drink and drugs present in road fatalities.	DOE / PSNI		✓	
97	We will reduce the drink drive limit, introduce random breath testing and consider introducing a system of graduated penalties for relevant offences including greater use of educational courses.	DOE	✓		
98	As part of any reduction in the limit, we will consider schemes run by licensed premises and others in rural areas to ensure customers travel home safely.	DOE		✓	
99	We will increase enforcement activities aimed at detecting drug drivers.	PSNI	✓		

Driving

100	We will seek to secure the maximum road safety benefits from implementation of the requirements of the 3rd EC Driving Licence Directive.	DOE		✓	
101	We will improve awareness among young drivers of the implications of the New Drivers Order.	DOE	✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
102	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Drivers Order.	DOE		✓		
103	We will seek to educate drivers who modify cars on the potential impact on roadworthiness and road safety.	DOE		✓		
104	We will educate and inform people about the dangers of using any mobile phone while driving, including hands free kits.	DOE		✓		
105	We will consider further measures to reduce mobile phone usage, including texting, while driving.	DOE / PSNI	✓			
106	We will seek to increase awareness of the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.	DOE	✓			
107	We will research the impact of non-NI resident lorry operators on road safety in NI.	DOE	✓			
108	We will consider producing a new public information campaign on awareness of blind spots on HGVs.	DOE	✓			
109	We will consider using a number of media channels, including social networking sites and Bluetooth technology, to promote and improve understanding of driver and vehicle regulations.	DOE		✓		
110	We will consider producing a new public information campaign to educate people on correct seat belt usage.	DOE		✓		
111	We will highlight the risks of driving for work and promote with employers the importance of managing occupational road risk and their legal responsibilities in this area. We will encourage all employers to adopt management of road risk policies and provide information and advice on how this might be approached for both professional drivers and people who drive occasionally for work.	DOE		✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
112	<p>We will consult on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current 'R' driver scheme. This may include measures such as:</p> <ul style="list-style-type: none"> raising or lowering the age for a provisional or full licence; setting minimum learning periods; allowing learner drivers to drive on motorways and/or dual carriageways; post-test restrictions on passengers; night-time curfews; increasing the duration of the current 12 month restricted period; and introducing an offence free period. 	DOE			✓	
113	<p>We will revamp the way that people learn to drive and implement the "Learning to Drive" (L2D) Programme. Planned improvements include:</p> <ul style="list-style-type: none"> the rollout of a new foundation certificate in safe road use; the use of case studies in the theory test to assess whether learners have understood the theory; a partial credit towards the theory test for students awarded the certificate in safe road use; learning from GB trials to assess the effectiveness of the new L2D syllabus; facilitating the development of a voluntary learning initiative for light van drivers; encouraging candidates to be observed on the practical test; introducing into the practical test an element of independent driving; and introducing a new voluntary programme of further learning for new drivers. 	DOE			✓	
114	<p>We will carry out a fundamental review of the Approved Driving Instructor scheme and issue a consultation paper on Modernising Driver Training.</p>	DOE			✓	
115	<p>We will consider introducing independent driving as an integral part of the overall driving test.</p>	DOE		✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
I 16	We will consider withdrawing the publication of driving test routes to ensure that learner drivers are exposed to a wider driving experience.	DOE		✓		
I 17	We will provide advice on how to get professional lessons and how to choose an approved driving instructor.	DOE			✓	
I 18	We will collaborate with the private and voluntary sector to identify, accredit and promote effective training initiatives aimed at learner and novice drivers.	DOE		✓		
I 19	We will support and participate with GB in the review of medical standards.	DOE			✓	
I 20	We will seek ways to ensure that pharmacists and doctors advise patients when not to drive because of medical conditions and / or medication.	DOE		✓		
I 21	We will consider whether Bus, LGV and HGV driver training should have a greater emphasis on vulnerable road users in their training.	DOE			✓	
I 22	We will consider how the use of 'ghost licences' for non-drivers, could be used to improve compliance with road traffic legislation. In such circumstances the DVA would create a ghost licence in your name and should you commit an offence, any penalty points would be recorded against that licence.	DOE			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Walking and Cycling						
123	We will set up an Active Travel Forum, including a range of stakeholders, which will promote and consider a broad strategic approach to active travel.	DRD			✓	
124	We will give consideration to measures that improve the safety of cyclists; including what cyclists can do to keep themselves safe and what other road users can do.	DOE			✓	
125	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people with disabilities.	DOE			✓	
126	We will consider producing a new public information campaign about the responsibilities of and risks associated with being a pedestrian and what they and other road users can do to improve pedestrian safety.	DOE			✓	
127	We will consider producing a new public information campaign to educate pedestrians on the dangers of walking whilst impaired through alcohol or drugs.	DOE			✓	
128	We will educate all road users about the dangers of distraction.	DOE		✓		
129	We will consider producing a new public information campaign highlighting the dangers associated with being a pedestrian on rural roads.	DOE			✓	
130	We will encourage cycle training for adults.	DRD			✓	
131	We will continue to monitor and, where appropriate, carry out NI specific research on pedestrian and cyclist behaviour with a view to developing further effective policy interventions.	DOE			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Working with Others						
132	We will continue to work with GB in considering relevant road safety proposals and, in particular, measures arising from the EU road safety programme, when finalised.	DOE / PSNI			✓	
133	We will work with other areas of government, both in Northern Ireland and beyond, and with the private, voluntary and community sectors to explore opportunities for the provision of support and alternative approaches to delivering and enhancing improvements in road safety, including seeking opportunities whereby such improvements might be encouraged and/or incentivised.	DOE			✓	
134	We will work with representatives and associations that support foreign nationals to increase the sense of shared responsibility for road safety.	DOE			✓	
135	We will continue to seek opportunities to forge new partnerships with sporting associations in order to promote / assure road safety. For example, we will consider how such groups could work with us to deliver road safety messages.	DOE	All Partners		✓	
136	We will consider how we might better conduct local road safety pilot initiatives working with voluntary, community and other stakeholders.	DOE			✓	
137	We will develop a memorandum of understanding between all those attending a collision which will set out responsibilities and procedures. This memorandum will be included in all future training programmes within NIFRS, PSNI and NIAS.	NIFRS / PSNI / NIAS	DRD / DOE	✓		
138	We will work with local authorities to explore ways to build capacity to reduce casualties at local level, identify local road safety issues and objectives and determine how we can work together to address local needs and priorities.	DOE	All Partners		✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
139	We will work towards the inclusion of a wider range of stakeholders in monitoring and evaluating road safety in NI and advising Ministers.	DOE		✓		
140	We will seek better understanding and co-ordination of road safety roles and initiatives among those agencies involved to minimise potential duplication or overlap.	DOE	✓			

Educate and Inform

141	We will inform government agencies and private companies with appropriately sized fleets of any benefits of fitting in-vehicle data recorders as part of a driving for work programme.	DOE		✓	
142	Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot project based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.	DHSSPS		✓	
143	We will consider ways to encourage drivers, particularly novices, to choose vehicles that have higher levels of safety features.	DOE		✓	
144	We will undertake a review of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.	DOE	✓		
145	We will investigate the recruitment of young people from high risk communities across NI to be trained in first aid and to deliver road safety messages to other young people.	NIAS		✓	
146	We will work more closely with partners to further integrate our media campaigns.	DOE	✓		
147	We will increase promotion of Road Safety week in NI.	DOE	All Partners	✓	
148	We will explore the potential for a public awareness campaign to educate people on what to do if they are involved in, or come across, a road traffic collision.	PSNI / DOE	NIFRS / NIAS		✓

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
149	We will develop further education policies and actions to help keep ethnic minorities safe on our roads.	DOE		✓		
150	We will extend our road safety website to include new approaches and further advisory information. For example, to include information on horse riders and their safety.	DOE		✓		
151	We will continue to improve road user behaviour through our road safety campaigns. We will focus on behaviours that have a clear link to the most serious casualties.	DOE	✓			
152	We will produce a new public information campaign on driver inattention.	DOE	✓			
153	We will consider how best to communicate the Highway Code to all road users in Northern Ireland.	DOE		✓		
154	We will consider producing a new public information campaign focussing on wider road user responsibility.	DOE		✓		
155	We will consider how best to provide accessible road safety advice and information for people with disabilities.	DOE		✓		
156	We will study and consider developing a guide to organising pre-driver events for senior secondary school pupils.	DOE		✓		
157	We will explore the feasibility and potential impact of emerging technologies over the life of the Strategy such as “Green Box” technology that monitors driving behaviour and provides feedback; pedestrian protection systems; alcohol ignition interlock; and intelligent speed adaptation systems.	All Partners	All Partners		✓	
158	We will consider exploring other means of delivering the RoadSafe Roadshow, for example, through cruising clubs, youth organisations and sporting events.	PSNI		✓		
159	We will consider the development of a strategy for police engagement with young drivers who are motor vehicle enthusiasts.	PSNI		✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
160	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI			✓	
161	We will assess the value of continuing to disseminate information on freight and van best practice in NI. This relates particularly to safety, environmental friendliness and economical driving.	DOE	✓			
162	We will produce comprehensive information guides for the road transport sector concerning drivers' hours and other legislation.	DOE	✓			
163	We will set up a PSNI Collision Investigation Unit to investigate all fatal road traffic collisions.	PSNI	✓			
164	Following the introduction of the PSNI Collision Investigation Unit, all road safety partners will meet regularly to jointly consider the nature and causes of fatal collisions and explore ways to mitigate any risks identified.	PSNI	All Partners		✓	

Vehicle Use

165	We will improve our understanding of vehicle defects as either secondary or contributory factors in collisions.	DOE			✓
166	We will conduct a review of legislation around agricultural vehicles and other vehicles not usually used on the public road, including quads. We will develop measures to educate retailers, owners, users, parents and guardians on the legal and safety requirements of using such vehicles.	DOE			✓
167	We will review how bus operators are regulated in Northern Ireland.	DOE			✓
168	We will introduce enhanced regulation of the taxi industry through the implementation of the Taxis (NI) Act 2008.	DOE			✓
169	We will introduce enhanced regulation of the freight industry through the implementation of the Goods Vehicle (Licensing of Operators) Act 2010 and introduction of a regulator.	DOE			✓

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Information						
170	We will explore the feasibility of developing a road traffic collision databank for use by all statutory road safety partners.	PSNI / DOE / DRD	NIFRS / NIAS		✓	
171	We will improve the quality of our data. We will also seek to expand and supplement existing data sources in order to help target interventions more effectively and develop our understanding of road safety problems and trends, particularly focusing on rurality, deprivation and purpose of journey. To facilitate this, the road safety partners will, where appropriate, adopt a data-sharing approach.	DOE		✓		
172	We will continue to support, consider and learn from the outcomes of DfT road safety research.	DOE			✓	
173	We will consider, learn from and, where appropriate, implement any relevant recommendations from ongoing road safety research projects including: <ul style="list-style-type: none"> • Deprivation and Child Pedestrian Casualties; • Motorcycle Casualties in NI; and • Benchmarking. 	DOE			✓	
174	We will consider the creation of a comprehensive road safety research programme.	DOE		✓		

Post Collision						
175	We will review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.	NIFRS		✓		

Action Measure	Lead Dept or Agency	Supporting Dept or Agency	Timescale		
			S	M	L

Safer Road User Groups

Children and Young People

176	We will review the findings of the DEL scoping study into issues relating to young people aged 16-24 who are not in employment, education or training. We will consider any lessons learnt which may help improve road safety for this group and inform appropriate educational opportunities, with particular focus on areas of deprivation.	DOE	DEL	✓		
177	We will explore opportunities to provide enhanced road safety education for young people aged 16-24 through further education colleges, universities or apprenticeship programmes.	DOE	DEL	✓		
178	We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to deprivation and any correlation with presence of schools and traffic activity.	DOE		✓		
179	We will work with partners to assess the value of introducing an additional cycle training element to Northern Ireland.	DOE		✓		
180	We will proactively engage with young people at events they attend such as rally clubs in car parks and motor sport events, to promote road safety.	DOE		✓		
181	We will continue to develop alternative communication approaches to reach young people with road safety messages and improve the road safety presence on other media channels, including better use of social networking sites and other technology such as Bluetooth messaging.	DOE		✓		
182	We will encourage greater participation in road safety messages from children and seek to include more of their ideas in campaigns.	DOE			✓	
183	We will continue to target the minority of young and inexperienced, mostly male, drivers exhibiting more dangerous driving behaviour through education, training and enforcement.	DOE	PSNI	✓		

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
184	We will continue to look for innovative ways to target younger drivers with appropriate messages about safe driving, to increase their awareness and understanding of their vulnerability and the dangers they face due to inexperience.	DOE		✓		
185	We will conduct a baseline survey, via questionnaire, of the issues facing schools and youth services in relation to road safety education. DE to give due consideration to the findings and consider whether to commission additional work from the Education and Training Inspectorate (ETI).	DE / DOE		✓		
186	We will engage with DOE, ELBs and CCEA and the Education and Skills Authority (ESA) once it is established, to explore how resources for schools on road safety can better empower children to make informed safe choices and decisions.	DE	DOE	✓		
187	We will, through CCEA and ESA once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE		✓		
188	We will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE		✓		

Older People

189	We will give further consideration to how we can work with partners, including the wider voluntary and community sector, to better understand the causes of collisions involving older people and develop strategies to tackle these.	DOE	All Partners		✓	
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Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Motorcyclists						
190	We will establish a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.	DRD / DOE			✓	
191	We will work with and support GB to take forward research to improve motorcycle safety, including conspicuity, and support the European powered two wheeler integrated safety programme. We will take forward appropriate action measures arising from this work.	DOE			✓	
192	We will consider the development of a motorcycling safety strategy for Northern Ireland in partnership with other key stakeholders.	DRD / DOE			✓	
193	We will introduce an Approved Motorcycle Instructor Register (AMI) and Compulsory Basic Training (CBT) for motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.	DOE		✓		
194	We will seek to improve training and awareness techniques for motorcycle riders.	DOE		✓		
195	We will consider measures to improve the visibility and conspicuity of motorcyclists.	DOE			✓	
196	We will support the use of high standard motorcycle protective wear and promote SHARP, the safety helmet assessment and rating programme.	DOE			✓	
197	We will seek to work with partners in promoting work on technologies to improve motorcyclists' safety.	DOE			✓	
198	We will consider amending the licensing system to prohibit or significantly reduce the opportunity for learner motorcyclists from riding motorcycles unaccompanied.	DOE			✓	

Action Measure		Lead Dept or Agency	Supporting Dept or Agency	Timescale		
				S	M	L
Pedestrians						
199	We will investigate ways to improve the visibility of pedestrians, particularly children, travelling to and from school.	DOE	DE	✓		

Annex C

Project Board and Participating Partners

DOE	DHSSPS	NIAS
DE	DRD	NIF&RS
DEL	DVA	PSNI

Participants in Pre-Consultation Engagement

1. All Party Assembly Group on Road Safety
2. Association of British Insurers
3. British Horse Society Ireland
4. British Red Cross
5. British Vehicle Rental and Leasing Association
6. Belfast City Council Youth Forum
7. Campaign for Better Transport
8. Coleraine District Policing Partnership
9. Consumer Council
10. Cookstown District Council
11. Cunningham, Alan Mr
12. Cycle Network
13. Cycling Touring Club
14. Disability Action
15. Democratic Unionist Party
16. Freight Transport Association
17. Institution of Lighting Engineers
18. Kestrel Thermoplastics Ltd
19. Limavady District Policing Partnership
20. Logan, SR Dr

21. Lower Shankill Residents' Voice
22. North Down District Policing Partnership
23. Northern Ireland Commissioner For Children and Young People (NICCY)
24. Northern Ireland Youth Forum
25. Northern Ireland Office
26. Road Safety Authority
27. Road Safety Council
28. Road Safety Committee – Belfast City Council
29. Road Safety Committee – North Down and Ards
30. Roads and Transportation Committee of Engineers Ireland
31. Royal National Institute for the Blind
32. Royal National Institute for the Deaf
33. Sustrans
34. Social Democratic and Labour Party
35. Sinn Fein
36. Western Investing for Health
37. Where is My Public Servant
38. Whiterock Play Group
39. Write to Ride
40. Young Farmers Clubs of Ulster

Annex D

Named Participants in Formal Consultation

1. Adelaide Insurance Services
2. Ards Borough Council
3. Ard, Jeff Mr
4. Barr, David Mr
5. Ballymena Borough Council
6. Belfast City Council
7. Black, Julian Mr
8. British Medical Association
9. British Motorcyclists Federation
10. British Vehicle Rental and Leasing Association (BVRLA)
11. Cookstown District Policing Partnership
12. Courts and Tribunal Service – Criminal Policy and Legislation
13. Cyclists Touring Club
14. Culmore Area Forum
15. Driving Instructors Association (Int) Ltd
16. Disability Action
17. Doherty, John Mr
18. Donaghadee Road Safety Branch
19. Driving Instructors Association NI
20. Dungannon and South Tyrone Borough Council
21. Education and Library Boards Transport Officers
22. Fermanagh District Council
23. Freight Transport Association
24. Guide Dogs for the Blind Association
25. Haslett, Michael Mr

26. Institute of Lighting Engineers
27. Institute of Public Health in Ireland
28. Joint Road Safety Forum
29. Lagan Valley Group (Residents' Association)
30. Lisburn City Council
31. Lord Chief Justice's Office, RCJ
32. Mid Ulster Driving Instructors Association
33. Motor Accident Solicitors Society (MASS)
34. Mulholland, Daniel Mr
35. Newtownabbey Borough Council
36. North Down Advanced Motorists
37. North West Taxi Proprietors
38. NI Assembly Environment Committee
39. Northern Ireland Commissioner for Children and Young People
40. Northern Ireland Cycling Initiative
41. Northern Ireland Environment Agency
42. Northern Ireland Environment Link
43. Northern Ireland Fire and Rescue Service
44. Northern Ireland Judicial Appointments Commission
45. Northern Ireland Local Government Association (NILGA)
46. Northern Ireland Tourist Board
47. Older People's Advocate Northern Ireland
48. PlayBoard NI
49. Police Federation for Northern Ireland
50. Public Health Agency
51. Public Health Agency (Western)
52. Red Cross
53. Right To Ride
54. Rivers Agency
55. Road Safety Authority

56. Road Safety Committee - Antrim District
57. Road Safety Committee - Coleraine and District
58. Road Safety Committee - Foyle and District
59. Road Safety Committee – North Down and Ards
60. Road Safety Committee – Newtownabbey
61. Road Safety Council
62. RoSPA
63. Social Democratic and Labour Party
64. Social Security Agency
65. Soroptimists International of Northern Ireland
66. Sinn Fein
67. Sustrans
68. The Wine and Spirit Trade Association (WSTA)
69. The British Horse Society (incorporating The Equine Council for Northern Ireland)
70. Training for Women Network
71. Ulster Farmers' Union
72. Western Education and Library Board Pupil Road Safety Focus Group
73. Young Farmers' Clubs of Ulster (YFCU)
74. St Bridgid's College, Derry
75. St Patrick's Grammar, Armagh
76. St Colm's High School, Draperstown
77. Friends School, Lisburn
78. Malone College, Belfast

Annex E

Road Safety Research Programme 2010/2011

[N.B. Current progress listed for each project reflects the situation at end November 2010.]

Road Safety Monitor

The Road Safety Monitor is an annual survey carried out by the Northern Ireland Statistics and Research Agency (NISRA) on behalf of the Department of the Environment (DOE) as part of the NI Omnibus Survey. It surveys the behaviour, attitudes and awareness of people aged 16 and over to road safety issues in Northern Ireland.

Current Progress: Fieldwork completed May 2010. Final report published October 2010. The results of the survey are available at www.doeni.gov.uk/index/information/csrb/csrb_statistics.htm#roadsafetymonitors.

Lead Department(s): DOE/DRD

Contact: Martin Mayock

Tel: 028 90540878 E-mail: martin.mayock@drdni.gov.uk

Young Persons Behaviour and Attitudes Survey

The Young Persons Behaviour and Attitudes Survey (YPBAS) is a school-based survey conducted among 11-16 year olds carried out by NISRA every three years. The survey covers a range of topics relevant to the lives of young people today, including road safety.

Current Progress: Fieldwork on the fourth wave of the survey to be completed by November 2010. Headline report is due to be published June 2011. The results of previous waves of the survey are available at www.csu.nisra.gov.uk/survey.asp96.htm

Lead Department(s): DOE/DRD

Contact: Martin Mayock

Tel: 028 90540878 E-mail: martin.mayock@drdni.gov.uk

Seat Belt Survey

The Seat Belt Survey is normally carried out annually by NISRA on behalf of DOE. It is a survey of seat belt wearing rates and mobile phone use throughout Northern Ireland.

Current Progress: The final report for the 2010 survey, which was published 1 July 2010, is available at www.doeni.gov.uk/index/information/csrb/csrb_statistics.htm#seatbeltsurvey.

Lead Department(s): DOE/DRD

Contact: Martin Mayock

Tel: 028 90540878 E-mail: martin.mayock@drdni.gov.uk

NI Road Safety Problem Profile

The Problem Profile presents the most up-to-date understanding of the key road safety issues in Northern Ireland, as supported by available data. Originally created to inform the development of the new road safety strategy, it will continue to be strengthened with new and emerging data and issues on an ongoing basis.

Current Progress: The latest version of the Problem Profile covering the period 2003-2008 is available at www.roadsafetyni.gov.uk/problem_profile_2003-2008_-_publication_august_2010.pdf.

Lead Department(s): DOE

Contact: Pauline Moore

Tel: 028 90541141 E-mail: pauline.moore@doeni.gov.uk

Evaluation of Reconviction Rates of Drink Drive Offenders

This study analyses the reconviction rates of those referred onto a course for drink driving offenders in order to investigate the continued effectiveness of the NI Courses for Drink Drive Offenders (CDDO) scheme.

Current Progress: The 2010 report, published on 9 September 2010, is available at www.doeni.gov.uk/ni_drink_driving_reconviction_analysis_-_report.pdf.

Lead Department(s): DOE

Contact: Adele Watters

Tel: 028 90540611 E-mail: adele.watters@doeni.gov.uk

Road Safety Education Schools Survey

The Department of Education is intending to conduct a baseline survey, via questionnaire, of the issues facing schools in relation to the management and delivery of road safety education.

Current Progress: Preparatory work is being carried out to develop appropriate survey questions. Survey planned for early 2011.

Lead Department(s): DE

Contact: John Kennedy

Tel: 028 91279726 E-mail: john.kennedy@deni.gov.uk

Review of DOE Road Safety Education Officer Service

This project will carry out a review of the Road Safety Education Officer Service (RSEOS) in DOE, taking into consideration best practice in the delivery of road safety education services and the context in which the RSEOS currently operates.

Current Progress: Work is ongoing to specify the work and procure appropriate consultants to take the project forward. It is expected that the project will be completed by March 2011.

Lead Department(s): DOE

Contact: Susan Dolan

Tel: 028 90540927 E-mail: susan.dolan@doeni.gov.uk

Child Road Safety and Poverty

This study will build on the findings of earlier research carried out for DOE which identified the presence of a link between deprivation and child pedestrian casualties (report available at www.roadsafetyni.gov.uk/child_deprivation_final_report_120110__2_.pdf). It will investigate the range of potential measures to address the increased road safety risk for children living in deprived areas, extend the research to include child cyclists and child car occupants, investigate the contributing factors to both poor and good road safety performance in deprived areas and develop a five year programme of measures.

Current Progress: The contract for this work was awarded in November 2010 and work is now underway. It is expected that the project will be completed by March 2011.

Lead Department(s): DOE

Contact: Susan Dolan

Tel: 028 90540927 E-mail: susan.dolan@doeni.gov.uk

Children and Young People - Rural Road Safety

This study will investigate the causes and influencing factors of rural casualties and collisions involving children and young people and recommend appropriate action measures. It will involve a literature review, an analysis of casualty and collision statistics and qualitative research into travel patterns and the behaviour and attitudes of young people.

Current Progress: The contract for this project was awarded in August 2010 and work is ongoing. It is expected that it will be completed by March 2011.

Lead Department(s): DOE

Contact: Susan Dolan

Tel: 028 90540927 E-mail: susan.dolan@doeni.gov.uk

Road Safety Data

This work will explore the feasibility of developing a road traffic collision databank for use by all statutory road safety partners.

It will also seek to improve the quality of our data and expand and supplement existing data sources in order to help target interventions more effectively and develop our understanding of road safety problems and trends, particularly focusing on rurality, deprivation and purpose of journey. To facilitate this, the road safety partners will, where appropriate, adopt a data-sharing approach.

Current Progress: This work will be ongoing over the life of the Road Safety Strategy.

Lead Department(s): DOE

Contact: Susan Dolan

Tel: 028 90540927 E-mail: susan.dolan@doeni.gov.uk

Investigation into Response Times to Road Traffic Collisions

The NI Ambulance Service (NIAS) intends carrying out an analysis of response times to road traffic collisions across NI.

Current Progress: Work is ongoing.

Lead Department(s): NIAS

Contact: John McPoland

Tel: 028 90400719 E-mail: John.McPoland@nias.hscni.net

Annex F

Statutory/Regulatory Assessments

Under Section 75 of the Northern Ireland Act 1998 the Department is required to have due regard to the need to promote equality of opportunity:

- between persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
- between men and women generally;
- between persons with a disability and persons without; and
- between persons with dependants and persons without.

In addition, without prejudice to its obligations above, the Department is also required, in carrying out its functions relating to Northern Ireland, to have regard to the desirability of promoting good relations between persons of different religious beliefs, political opinions or racial group.

We have carried out an equality screening exercise for Northern Ireland's Road Safety Strategy to 2020 and found that it does not have significant equality impacts. A full Equality Impact Assessment, therefore, is not required.

A number of additional screening exercises were completed for the Strategy. These considered:

- Regulatory Impacts;
- Economic Impacts;
- Economic Appraisal;
- Rural Impacts;
- Health Impacts;
- Human Rights;
- Social Inclusion;
- Environmental Impacts; and
- Transport Accessibility.

The Strategy identifies strategic objectives for road safety in Northern Ireland and action measures to support their achievement. The Strategy will ultimately reduce the level of deaths and serious injuries on Northern Ireland's roads.

Each measure was considered separately for potential impacts in each of the areas above and

the results brought together in detailed assessment documents. The assessments draw on OFMDFM guidance on impact assessment¹¹, and the Department for Transport's Transport Analysis Guidance¹².

The action measures will clearly make an overall positive contribution to road safety. Some measures were determined to have a potential positive or negative impact in some of the above areas. While the screening exercise helped to identify these potential impacts, it will be for responsible implementing bodies to fully assess impacts, as appropriate, as they develop the detail and implementation plans for individual measures.

All of the papers relating to this exercise were fully consulted upon and are available on our website. If you would like a copy of the screening papers, please contact Road Safety Strategy and Research Branch on 028 9054 0104.

¹¹www.ofmdfmi.gov.uk/workbook-four-changes-involving-sustainable-development-2.pdf

¹²www.dft.gov.uk/webtag/

Annex G

Abbreviations

ACPO	Association of Chief Police Officers
AFT	Active Travel Forum
AMI	Approved Motorcycle Instructor
CBT	Compulsory Basic Training
CCEA	Council for the Curriculum Examinations and Assessment
DDR	Deprivation Disparity Ratio
DE	Department of Education
DEL	Department of Employment and Learning
DfT	Department for Transport (GB)
DHSS&PS	Department of Health, Social Service and Public Safety
DOE	Department of the Environment
DoHC	Department of Health and Children (ROI)
DRD	Department for Regional Development
DSA	Driving Standards Agency (GB)
DVA	Driver and Vehicle Agency
ECWVTA	European Whole Vehicle Type Approval
ELB	Education and Library Board(s)
ESA	Education and Skills Authority
ETI	Education and Training Inspectorate
GDL	Graduated Driver Licensing
GVA	Gross Value Added
HGV	Heavy Goods Vehicles
ISA	Intelligent Speed Adaptation
IVA	Individual Vehicle Approval
KSI	Killed and/or Seriously Injured

L2D	Learning to Drive
NIAO	Northern Ireland Audit Office
NIAS	Northern Ireland Ambulance Service
NIFRS	Northern Ireland Fire and Rescue Service
NIMDM	Northern Ireland Multiple Deprivation Measure
NI NHS	Northern Ireland Nation Health Service
NIO	Northern Ireland Office
OFMDFM	Office of the First Minister and Deputy First Minister
PAC	Public Accounts Committee
PfG	Programme for Government
PLG	Private Light Goods Vehicles
PSNI	Police Service of Northern Ireland
RoI	Republic of Ireland
RSTN	Regional Strategic Transport Network
RTC	Road Traffic Collision
SLA	Service Level Agreement
UN-ECE	United Nations Economic Commission for Europe

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