



Department of the
Environment
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Consultation on Preparing a
ROAD SAFETY STRATEGY
for Northern Ireland

2010-20

20/20 Vision: Driving Forward Road Safety

CONSULTATION ON PREPARING A ROAD SAFETY STRATEGY FOR NORTHERN IRELAND 2010-2020

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Ministerial Foreword



I am pleased to present this consultation document on preparing a new Road Safety Strategy for Northern Ireland.

Every one of us has a personal interest in road safety. We all use the roads and footpaths and I believe that we all have a duty to make them as safe as possible for other people as well as for ourselves.

In my job, I hear, almost every day, stories of devastation, of lives lost and futures ruined. I listen to the grief borne by families, friends and communities. We must all work to try to ensure that other families do not suffer the tragedy of such shattered lives.

I believe that developing an effective road safety strategy is one of my most important responsibilities. The current strategy has been very effective in maintaining a downward trend in deaths and serious injuries from the 1996-2000 average of 1,748 to 1,097 in 2008. By the end of the new strategy, I want to be able to look back on our current casualty levels with the same sense of disbelief as we do now on those of ten or twenty years ago.

However, the level of improvement has not been consistent across all road user groups, all behaviours that cause collisions or all areas where collisions happen on our roads. The new strategy must now seek to address those inequalities. For example, with such a large percentage of road deaths and serious injuries occurring in rural areas and with so many young adults involved in serious collisions, it is unlikely we would achieve the new targets proposed in this document without specifically working to address those issues. But those are some of the more obvious problems that tend to grab the headlines. There are many other issues that we cannot afford to lose sight of such as injuries to older pedestrians and the increased risk faced by children in areas of deprivation.

There are, therefore, a lot of proposals in this document and I hope that everyone can take the time to consider them. There are over 170 action measures but it's worth reminding ourselves that reducing risk can ultimately come down to personal responsibility and decision-making. If everyone behaved sensibly and made the right choices it would massively reduce road deaths and improve our chances of a long and incident-free life as a road user.

People regularly stop me to talk to me about the issues for which I am responsible. The one subject on which everyone seems to have an opinion is road safety and I am encouraging everyone to tell me their views - not only about what we can do better but also the things that are going well and which we should carry on doing.

It is my hope that together we will develop a framework that will allow us to continue to progress and will help make a journey on our roads as safe as anywhere in the world. I believe that every death and serious injury is one too many and that the only acceptable level is none.

I want to hear your views on what is in the document, good and bad, and what isn't. But if you are only interested in only one issue or have one idea that might make a difference, that is equally important. So I urge you to get involved in this consultation and help us to shape the way ahead, and I urge you to take care on our roads.

A handwritten signature in black ink, appearing to read 'Edwin Poots', with a stylized, cursive script.

Edwin Poots MLA
Minister of the Environment

Executive Summary

Significant progress has been made since the introduction of the 2002-2012 Road Safety Strategy in November 2002. 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 consultation seeks views on preparing a new road safety strategy for 2010 – 2020 and 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

The paper highlights the main evidence, statistical analysis and research carried out, the consultation conducted to date and reflects other strategies and consultations here and elsewhere.

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 proposed and explained in this paper 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 achieve 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, good practice approaches and, through working closely in partnership, we all better understand our issues.

The paper also proposes a number of measures to help achieve new targets. Measures discussed in this paper include:

- undertaking an audit 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;
 - » 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.
- 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 trialing 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 will take account of the recommendations produced by Sir Peter North on proposals for changes to the GB legislative regime for drink and drug driving, expected by the end of March 2010.

The paper proposes new road safety targets for 2020 (measured against a baseline of the 2004-2008 average figures).

- To reduce the number of people killed in road collisions by at least 40% 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.

The paper also indicates a number of performance indicators to help achieve the targets and support better understanding of road safety issues.

Introduction

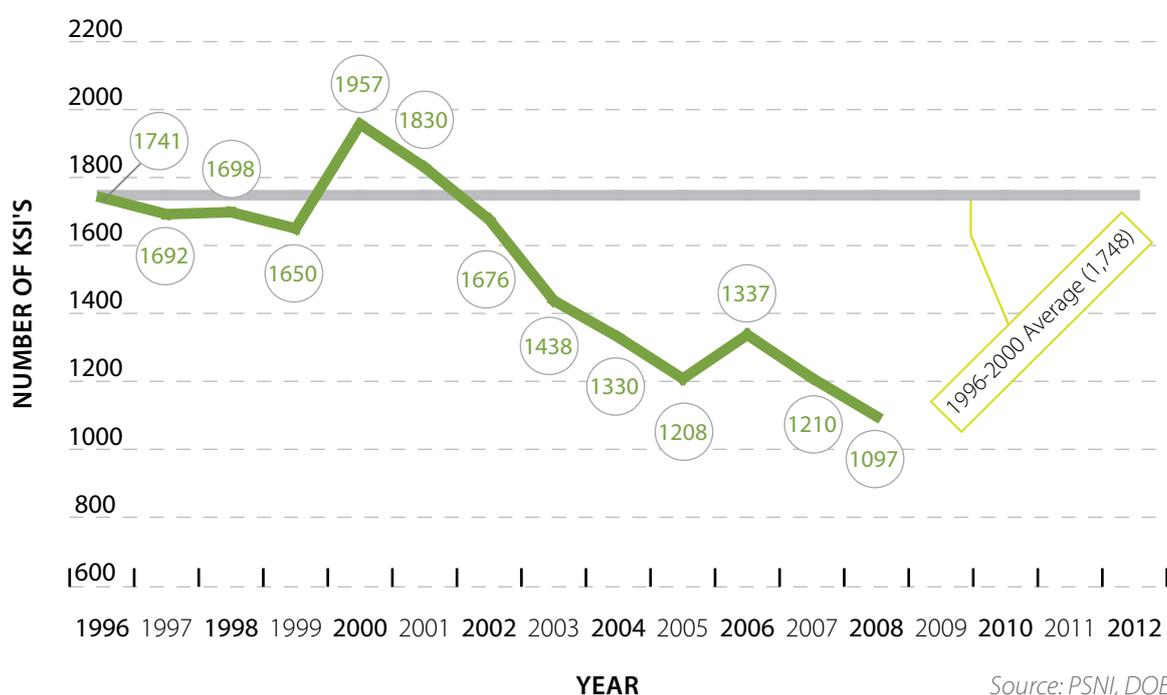
1.0

- 1.1 This consultation seeks views on road safety issues in Northern Ireland and invites anyone with an interest in road safety to comment on how we might improve our performance in the future. The Department of the Environment is keen that everyone has the chance to consider the priorities and challenges for the next 10 years and to offer or assess potential solutions.
- 1.2 This paper sets out a proposed vision and introduces a number of measures for improving road safety in Northern Ireland between 2010 to 2020, including targets for reductions in deaths and serious injuries to be achieved over that period. A thorough appraisal of the available evidence underpins this document and it should be considered alongside the Problem Profile for Northern Ireland, also prepared by DOE, that reports the latest data on casualties, collisions and road users most at risk.
- 1.3 Another particularly useful document to consider as part of this consultation is Road Traffic Collision Statistics, particularly the latest report for 2008, which is prepared by the PSNI. Some of the key information gleaned from these reports is included in this document, however, as both are significant publications, by necessity this has been kept to a high level.
- 1.4 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 communities 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.
- 1.5 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 ROAD SAFETY TARGETS

1.6 Good progress has been made since the introduction of the 2002-2012 Road Safety Strategy. The Strategy set targets for 2012 to reduce deaths and serious injuries¹ by 33% and child deaths and serious injuries by 50%. These were both measured against average figures for the period between 1996-2000.

Figure 001: People Killed or Seriously Injured 1996-2008



Source: PSNI, DOE

KSI casualties 1996-2000 Average

1.7 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.

1 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 002: Children Killed or Seriously Injured 1996-2008



1.8 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 003: Fatalities 1996-2008

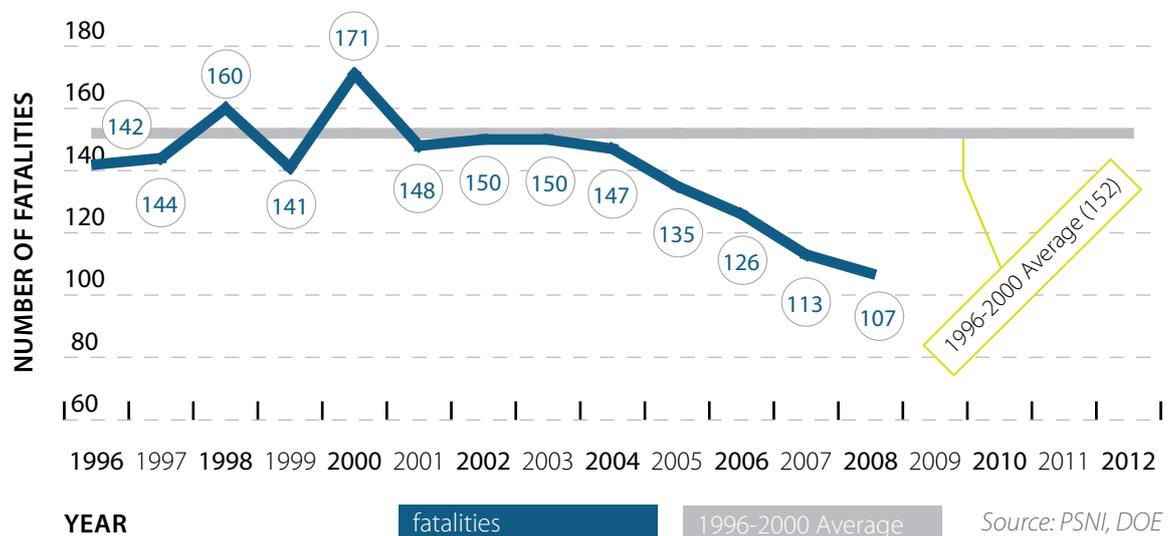
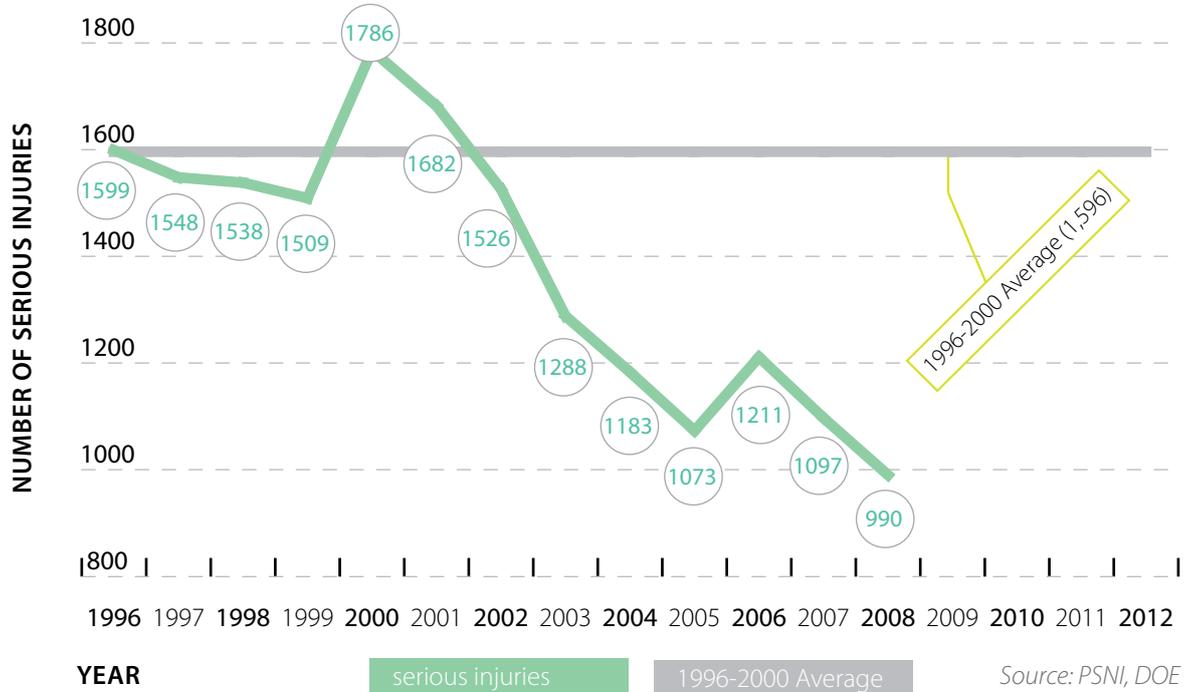


Figure 004: Serious Injuries 1996-2008

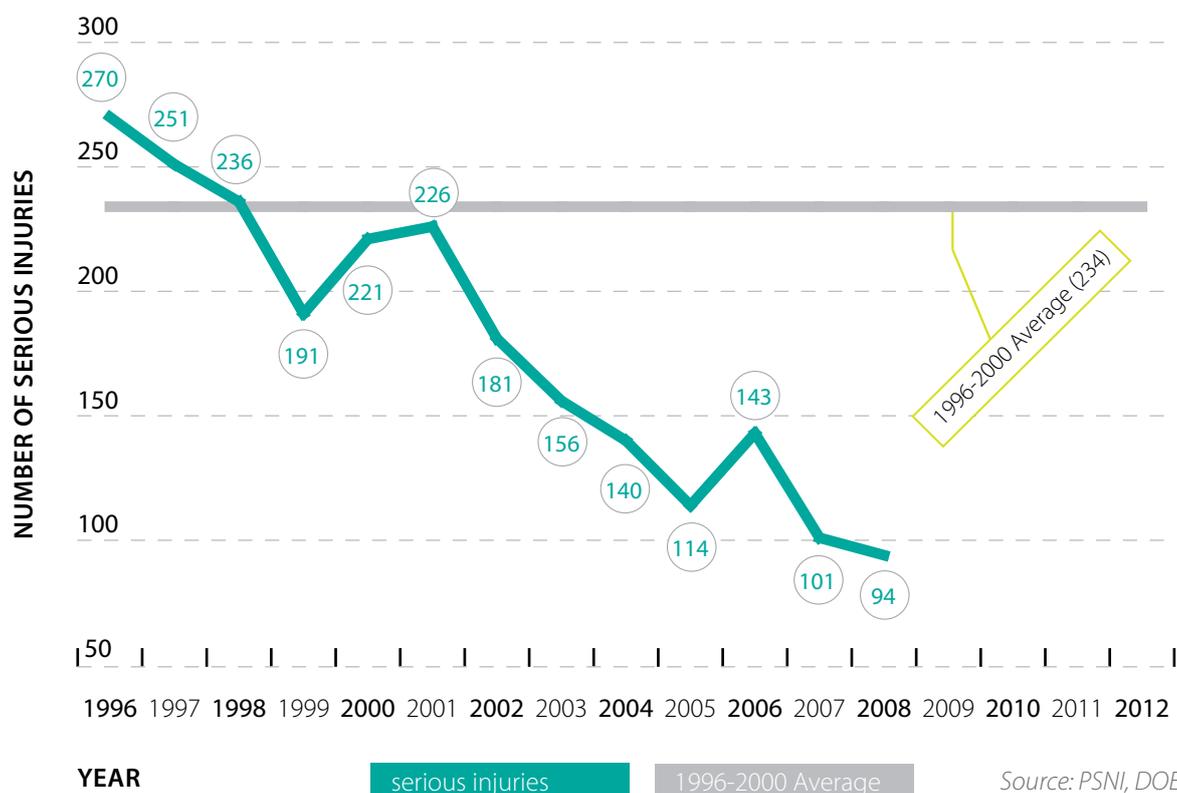


1.9 The number of children killed on our roads in 2008 was 7 compared with the 1996-2000 average of 15; a reduction of 53%. The number of serious injuries to children in 2008 was 94 compared with the 1996-2000 average of 234; a reduction of 60%.

Figure 005: Child Fatalities 1996-2008



Figure 006: Child Serious Injuries 1996-2008



- 1.10 Over the lifetime of the strategy, 134 fewer people have 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

- 1.11 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.

1.12 Using the values provided by DfT for each of the last six years, it is calculated that in cost-benefit terms it is estimated that 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 Strategy. These estimates do not represent actual costs incurred as the result of reported road casualties. It is perhaps worth noting that the Gross Value Added (GVA)² for Northern Ireland is around £28.7billion.

Table 1: Estimated Value of Prevention of Road Casualties 2003-2008

Year	Deaths	Serious Injuries	Slight Injuries	Deaths £m	Serious Injuries £m	Slight Injuries £m	All Casualties £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

1.13 Between 2003 and 2008, 24,054 road traffic collision casualties were avoided. During those six years, in cost-benefit terms, the estimated value of preventing these casualties is estimated to have been around £951million. The table below shows the detail of how these figures are calculated for each year over the life of the current strategy.

2 GVA 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.

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

1.14 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.

Background and Context

2.0

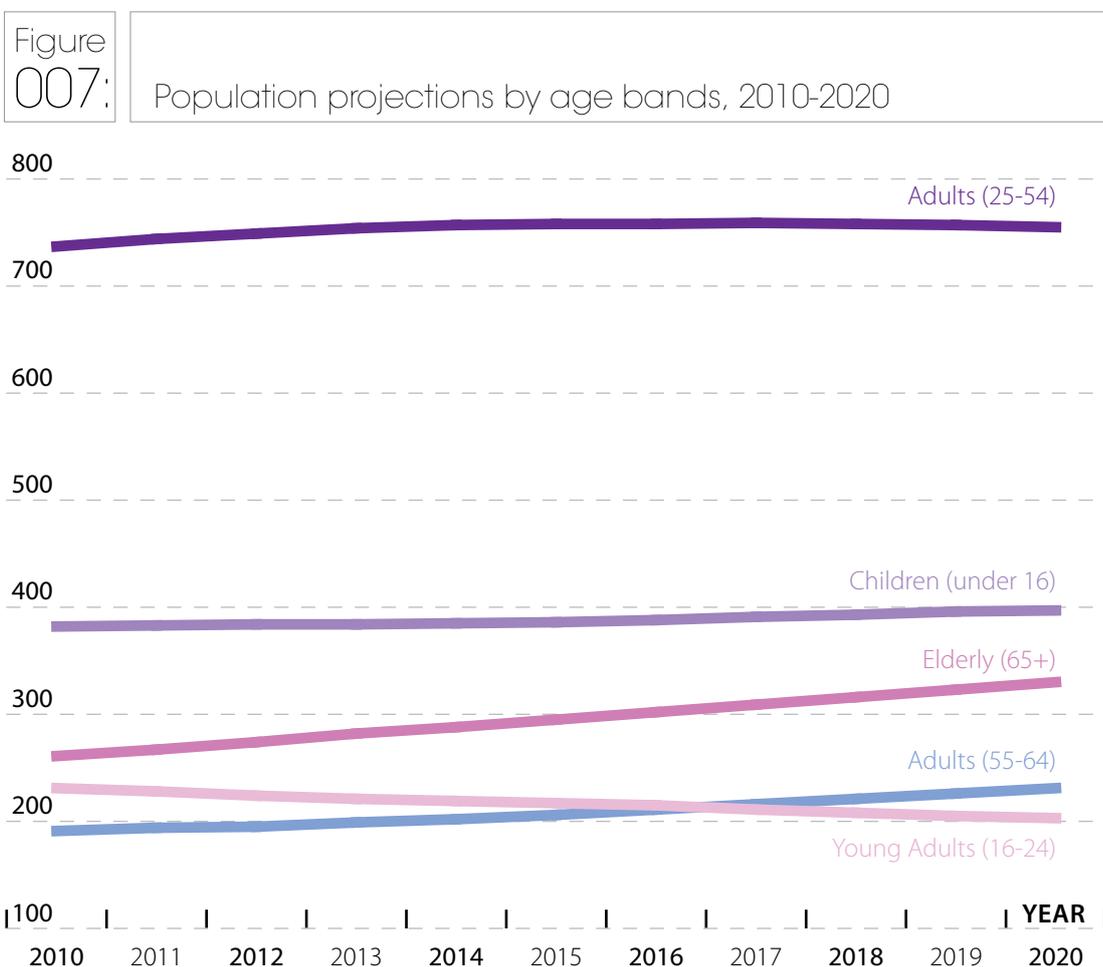
- 2.1** Road safety has been established as an important consideration for Government in successive Programmes for Government (PfGs). It was highlighted as an essential element of the 2008-2010 PfG, with the 2012 road safety targets set as key goals. This prominence recognises that improvements in road 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 particular document must be to improve safety, proposals 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 will be impacted upon by a range of more specific factors including: 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; 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 proposals support 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 preliminary impact screenings. We have worked closely with stakeholders in developing these proposals and have 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 D, and some additional suggestions that arose are included at <http://www.roadsafetyni.gov.uk/>

- 2.5 A cross-departmental Project Board has been responsible for overseeing the development of this consultation document. The steering group comprises representatives from the Department of the Environment, the Driver and Vehicle Agency, the Department for Regional Development, the Department of Education, the Department of Employment and Learning, the Department of Health, Social Services and Public Safety, the Police Service of Northern Ireland, the Fire & Rescue Service and the Ambulance Service.

DEMOGRAPHIC CHANGES

- 2.6 Over the lifetime of the new road safety 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%).



- 2.7 In assessing the impacts such demographic changes might have on road safety, it is worth considering 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.
- 2.8 In seeking your comments the Department is keen that consultees reflect on how road safety should 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.
- 2.9 It is obvious that scanning for future trends will never be an exact science and a number of the measures in this document propose the better management, sharing and use of data and the establishment or broadening the constituency of forums to better engage with stakeholders, be more sensitive to and react more swiftly to change.

LAND BORDER

- 2.10 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 considered, both on those making the journey and those living in the areas most affected by such travel, when developing road safety proposals.

RESOURCE IMPLICATIONS

- 2.11 The current and future economic conditions within which a new road safety strategy will be developed and implemented are uncertain. At this stage it has not been practical, or in some cases even possible, for the partner organisations to cost their proposals. While this document indicates the direction in which road safety practitioners would wish to move, therefore, it must be recognised that resource constraints, particularly with regard to significant infrastructure projects, could delay or even prohibit implementation.
- 2.12 Many of the measures proposed, however, would simply be taken forward within the corporate and business plans of the relevant implementing organisations. For some

proposed changes, 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.

- 2.13** The level of support received for the various proposals, along with any additional measures that arise out of the formal consultation, will help identify the way ahead and support Ministers in making difficult decisions about future road safety priorities.

Challenges, Evidence and Approach

3.0

CHALLENGES

- 3.1** A review of the evidence, in particular our road casualty trends, but also taking account of concerns raised in pre-consultation, indicates the following as key challenges to be addressed over the life of the new 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 new citizens of 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
 - » non-seatbelt wearing
 - To improve our knowledge and understanding of, and broaden involvement in, solving road safety problems
 - To implement the Strategy with limited resources

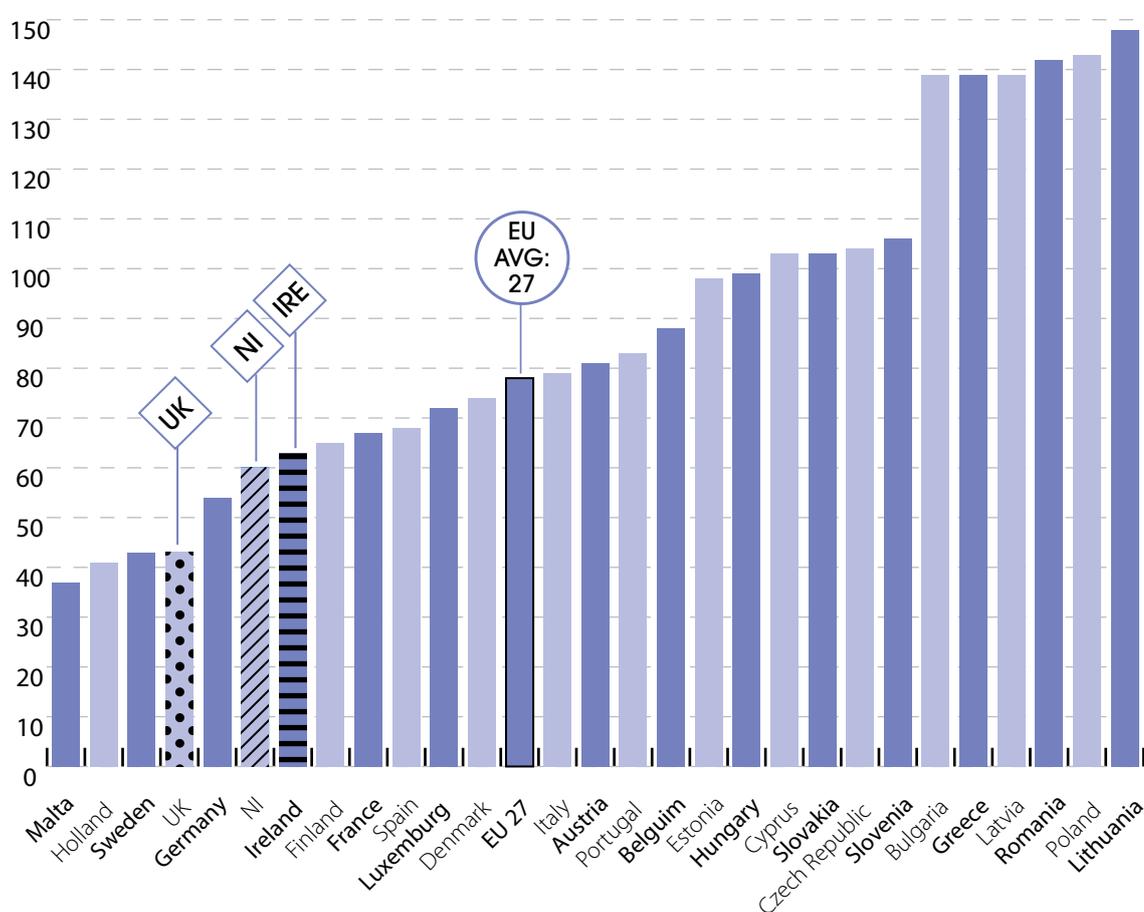
EVIDENCE

- 3.2** Establishing a sound evidence base is a crucial element in identifying key road safety issues and problems and deciding how to tackle them.
- 3.3** In developing this consultation paper we have used, not only the experience and knowledge of those involved in drafting these papers, 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.

- 3.4 We have also sought, where appropriate, to reflect the work carried out in developing the GB and Scottish strategies.

Figure 008: EU Road Traffic Collision Fatalities by Million Population 2008



STATISTICAL ANALYSIS

- 3.5 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.

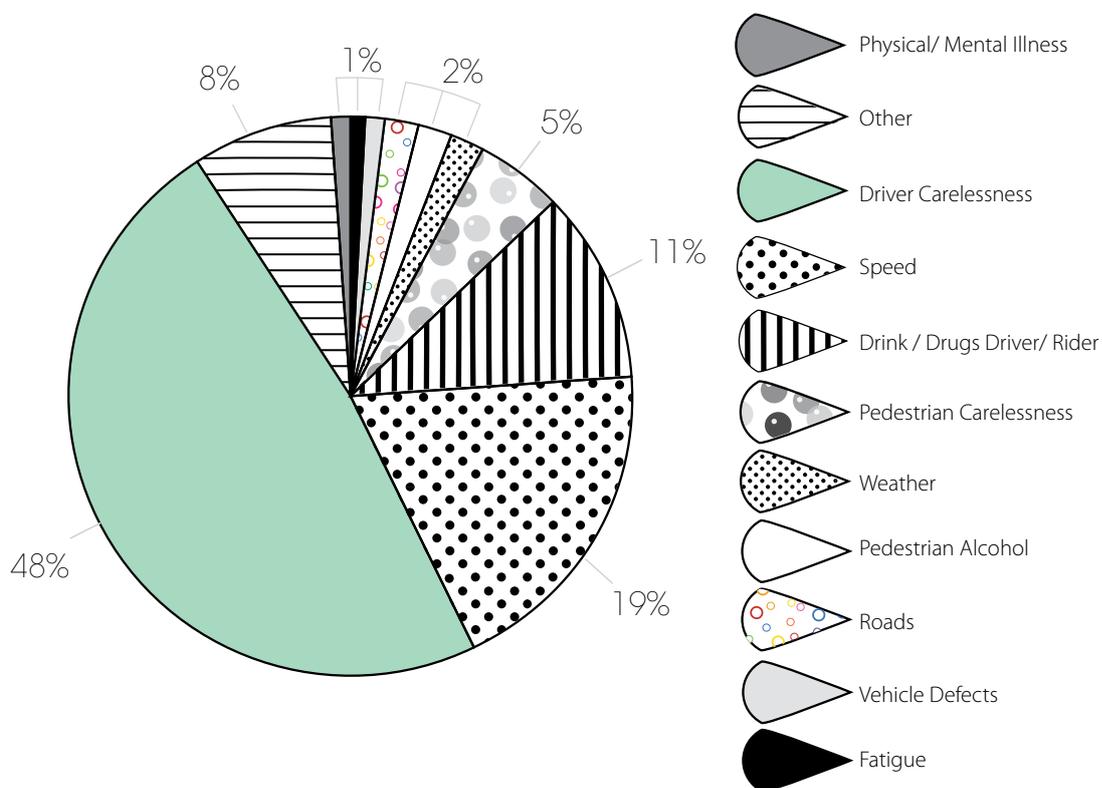
3.6 The Problem Profile for Northern Ireland which can be viewed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682> considers the main road safety issues that must be addressed if we are to improve our position in the EU in much greater detail. The Problem Profile is based largely on data collected by the police about road traffic collisions. Experience and other sources have also been used to help consider issues and prepare proposals and some of those are discussed later in this Chapter. In effect, the Problem Profile identifies the issues while this paper begins a discussion on potential solutions. For ease of reference, however, some of the key facts coming out of the Problem Profile are set out below.

CAUSATION FACTORS

3.7 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 009:

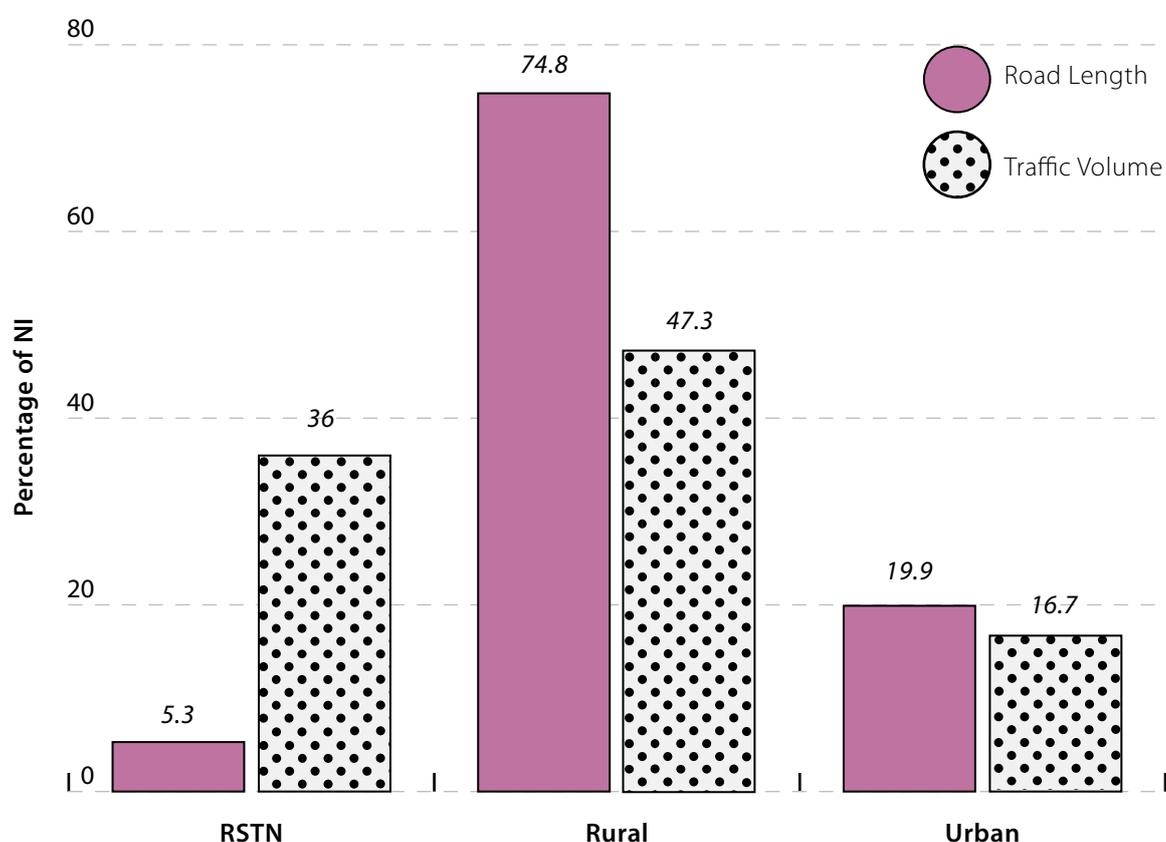
Causes of Deaths & Serious Injuries 2003-2008



RURAL ROADS

- 3.8 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 010: Road Lengths and Traffic Volumes



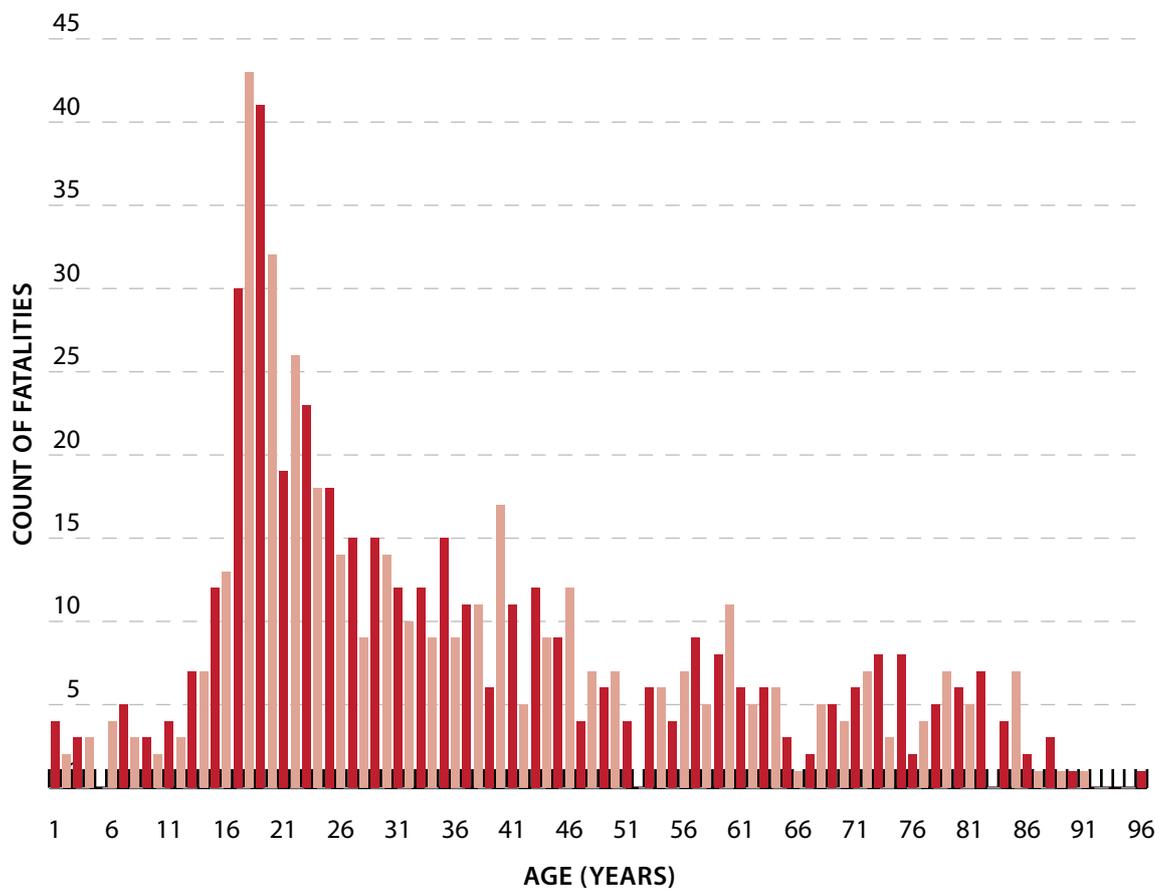
Note: The above is for 2007. RSTN is the Regional Strategic Transport Network which comprises five key Transport Corridors, four link corridors and the Belfast Metropolitan Area Transport Corridor, along with the remainder of the trunk road network.

- 3.9 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

3.10 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 011: Fatalities by age 2003-2008



3.11 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.

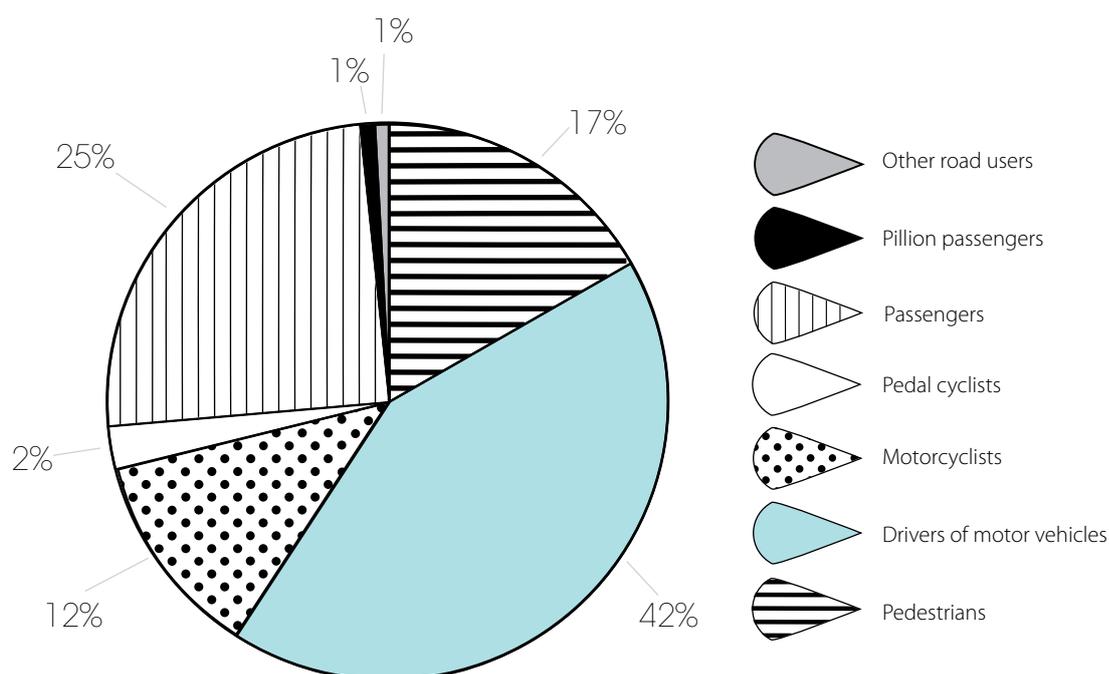
VULNERABLE ROAD USERS

3.12 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

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

Figure 012: Road Users Killed or Seriously Injured 2003-2008



PASSENGERS

- 3.14 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

- 3.15 The increase in new citizens 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, have in pre-consultation, particularly raised texting as an issue which will become greater in the future.

RESEARCH

3.16 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 arriving at a determination as to how appropriate proposed initiatives are and how likely they are to be effective. Four new research projects have been carried out as part of the preparation of this consultation 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 findings of each are outlined below.

FORECASTING AND TARGETS

3.17 The objectives of this project were to forecast the number of casualties in 2020 and support the Department in the consideration and development of appropriate casualty reduction targets and performance indicators.

3.18 The key findings of the work, which are set out below, have been incorporated into this document.

- 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%. N.B. Ranges are based on a number of traffic and motorcycling growth predictions.
- The final list of proposed casualty reduction targets for the new Strategy is given in Chapter 9 and Annex A.
- 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 proposed performance indicators is given in Annex A.

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

DEPRIVATION AND CHILD PEDESTRIAN CASUALTIES

3.19 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 Deprivation

Measure³ [NIMDM]). If such evidence was found then further investigations would be carried out to determine the nature and cause(s) of the link.

3.20 The key findings of the research are set out below.

- There is a clear trend of increasing rates⁴ 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)⁵ 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.

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

MOTORCYCLE CASUALTIES IN NI – STATISTICAL ANALYSIS, CAUSES AND INFLUENCING FACTORS

3.21 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.

3.22 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%⁶.
- Less than half (46.4%) of fatal and serious injury motorcycle casualties were

3 The Northern Ireland 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

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

5 The Deprivation Disparity Ratio is the ratio of the rates for decile 10 (most deprived) to the rates for decile 1 (least deprived)

6 Transport Statistics 1998/99 and 2007/2008

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 proposed to address the wide range of issues found. These include more targeted road safety advertising, training (both compulsory and voluntary) and increased co-operation between stakeholders.

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

BENCHMARKING

- 3.23** This project is intended 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. This exercise has been restricted to GB as it will require 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.
- 3.24** Work is ongoing and is due to be completed in March 2010. Once finalised the final report will be available at www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/research.htm

CONSULTATION

- 3.25** We have already engaged in significant consultation on road safety issues and how to address them. The Department has been taking 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 has been very constructive and has ensured that we remain responsive to the issues that are of most concern to those delivering improvements in road safety and those who interested in or affected by relevant issues and proposed policies.

- 3.26** To date road safety stakeholders have contributed to developing options through a range of participatory processes.
- 3.27** 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 this document.
- 3.28** In July 2009, all stakeholders identified as having previously indicated an interest to the Department 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.
- 3.29** The programme of engagement has to date 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 are in education or training and, having regard to curriculum delivery and examination periods, our engagement planned with some young people has necessarily had to take place outside this formal consultation period. The Department has been participating 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.
- 3.30** The thinking on many issues was remarkably consistent across the various stakeholders with several ideas replicated. The process of developing ideas into potential measures will remain ongoing while consultation continues up to summer 2010. However, many of the ideas to address bad driving behaviour, improve learning to drive, raising compliance with road traffic laws and use of engineering options are reflected in the measures presented in this document.
- 3.31** Other measures have been identified for further consideration by road safety partners and this work too is ongoing. As the hope is to prepare a Strategy that will evolve to deal with changing issues, Government is committed to ongoing engagement with those stakeholders who have an interest in, or will be impacted by, its actions. It is therefore planned to continue to seek dialogue and build on the partnerships forged to date both to develop further this Strategy and into the future delivery of road safety in Northern Ireland.

- 3.32** A list of those who participated in the informal engagement is provided at Annex D.

REFLECTING OTHER STRATEGIES AND CONSULTATIONS

- 3.33** Some of the key proposals in this document, arguably some of the key foundations on which we propose to proceed, reflect the work on the GB and Scottish strategies which were being finalised as work in Northern Ireland was progressing. Work on the GB strategy, in particular, has helped guide the way forward in Northern Ireland, with particular relevance to driver training issues. The Chair of the Northern Ireland Project Board also sat on the Board responsible for the GB Strategy and helped develop the measures now being adopted there and some which are proposed here. However, this has not prevented proposals being developed for Northern Ireland that are departures from or extensions to those being adopted in GB. Two key examples of this are our proposals to reduce the drink drive limit and to consider graduated driving licences.
- 3.34** A number of other consultations have also informed the development of this paper including consultation of measures to tackle drink driving; on how people learn to drive and are tested; and on speed management. The consideration of these consultations will help inform a more rounded and complete debate through this paper. 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. 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.

- 3.37** 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.
- 3.38** 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.
- 3.39** The following chapters look at setting a 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 6, 7 and 8 then present a number of key strategic measures that will form part of the Strategy under the safe systems headings. Please note that these Chapters do not contain all of the proposed measures.
- 3.40** All of the proposed measures are presented in Annex B under the safe systems headings broken down into sub-headings of the road user groups most affected.

Vision

4.0

- 4.1** As has been already reflected, the commitment of many different stakeholders is essential to the success of a road safety strategy. It is important we develop 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.
- 4.2** 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.
- 4.3** This document therefore comprises a range of proposals 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 our proposals 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
 - improving data and research.
- 4.4** 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 is 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

- 4.5 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.
- 4.6 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. It is proposed that the final road safety strategy be presented under the title:
- "2020 VISION – DRIVING FORWARD ROAD SAFETY"*
- 4.7 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 and Delivery

5.0

- 5.1 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 want 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.
- 5.2 We will continue to support and work with colleagues in 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.
- 5.3 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.
- 5.4 We will maintain our strong links and working relationships with GB and RoI counterparts and work to strengthen our international road safety links to access the best available research, data, advice and support.
- 5.5 Following the introduction of the PSNI Collision Investigation Unit, it is proposed that all 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.
- 5.6 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. Amongst the options that would be considered are the potential extension of existing structures such as the Road Safety Review Group and/or the development of an independent expert group.
- 5.7 We will consider how we might better conduct local road safety pilot initiatives working with voluntary, community and other stakeholders.

- 5.8 We will increase our participation in International Road Safety week and seek to increase the range of appropriate local events.
- 5.9 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.
- 5.10 We will explore the feasibility of developing a road traffic collision database for use by all statutory partners.
- 5.11 We will consider the scope for providing separate data on drink and drugs present in road fatalities.
- 5.12 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.
- 5.13 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.
- 5.14 We will develop a programme to ensure delivery of all initiatives and measures developed through this consultation. This will identify where the responsibility rests and specify planned timescales for delivery. While the level of measures might differ significantly, this is necessary to support colleagues in the preparation of their organisation's delivery plans.

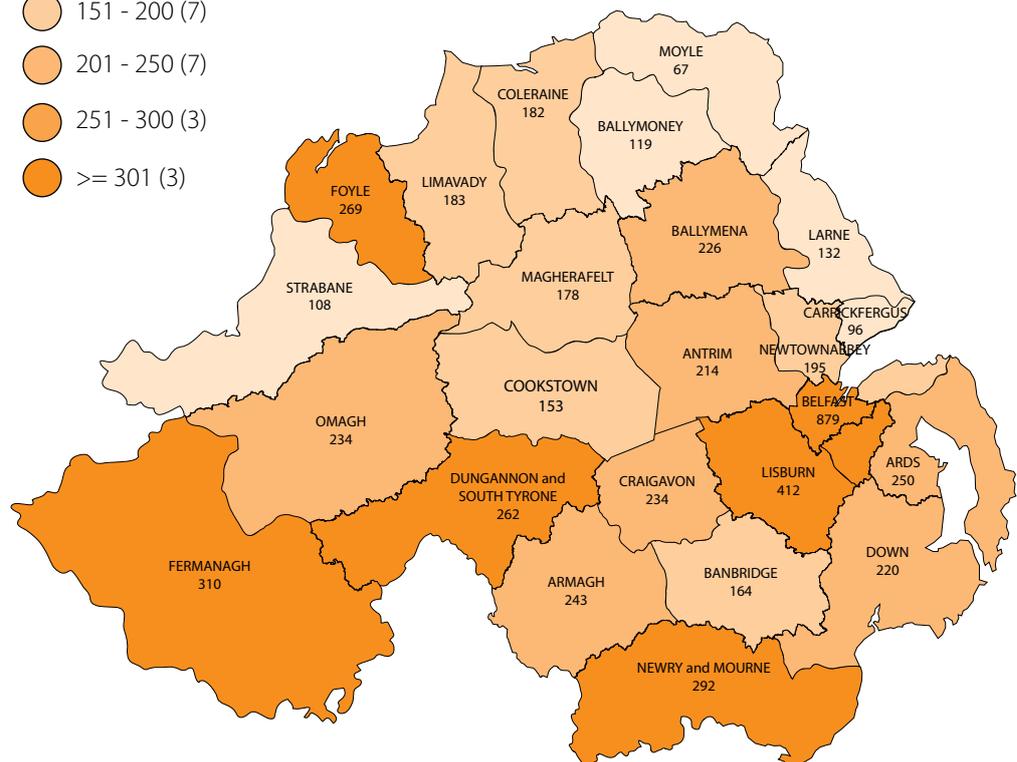
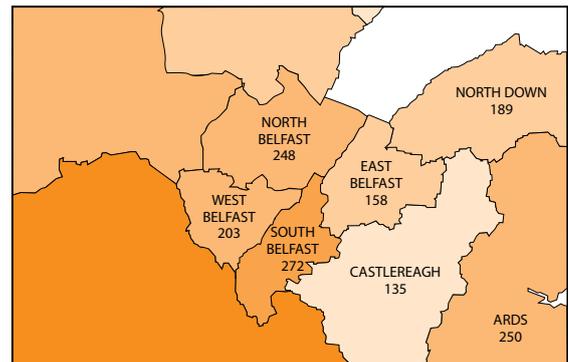
Safer Roads

6.0

6.1 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.

Figure
013:

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



- 6.2** There are many long established engineering measures, that have improved safety on rural roads and these will continue in the future. Indeed, some of the proposals suggest improvements to some of these, such as improving the visibility of road markings.
- 6.3** 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 will 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.
- 6.4** 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 30 mph and 30 to 40 can significantly change the outcome of collisions involving motor vehicles and pedestrians or cyclists.
- 6.5** 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. It is therefore a key proposal of this document to undertake and implement a review of speed limits on upper tier ('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) rural roads. This review of speed limits would follow the publication of the Department for Regional Development's Review of Speed Management. Priority for a review of speed limits would be given to those roads with the highest incidence of deaths and serious injuries.
- 6.6** If DRD's review results in the majority of such rural roads requiring a 50mph speed limit, then we would consider whether the best way to progress would be to lower the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds might, in those circumstances, be signed to 60mph.
- 6.7** In terms of urban limits, we will 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 and advisory 20mph speed limits in residential areas and other urban areas where there is a significant presence of vulnerable road users.

- 6.8 We will pilot 'enforceable 20mph speed limits'. To date 20mph zones have only tended to be used in conjunction with traffic calming engineering measures such as road humps, tables and cushions to make the limit 'self-enforcing'. This proposal would clearly 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.
- 6.9 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.
- 6.10 Through a managed, graduated process, we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.
- 6.11 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.
- 6.12 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.
- 6.13 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.
- 6.14 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.
- 6.15 We will undertake an investigation into the nature of collisions on rural roads and consider if engineering-based solutions will mitigate risks.

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 014:

- 6.16** 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.
- 6.17** 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.
- 6.18** 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.
- 6.19** 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.
- 6.20** 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.
- 6.21** 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 we 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 existing network.

Safer Vehicles

7.0

- 7.1 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.
- 7.2 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.
- 7.3 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.
- 7.4 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 colleagues.
- 7.5 The average age of private and light goods (PLG) vehicles in Northern Ireland at the 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.
- 7.6 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; systems which take control of the vehicle in emergency situations; and vehicle to vehicle and vehicle to infrastructure communications systems.

- 7.7 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.
- 7.87 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.
- 7.9 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.
- 7.10 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.
- 7.11 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 propose 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

8.0

ROAD SAFETY EDUCATION

- 8.1** 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.
- 8.2** We propose to 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 an audit 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.
- 8.3** We will extend our suite of educational materials to ensure that there are no gaps and provide a continuous intervention from pre-school to young adult. We will provide 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, parents as well as children. We will continue to work towards having road safety included regularly in each class in every school throughout the year.
- 8.4** 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.
- 8.5** 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

- 8.6** 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, issued in May 2008, proposed changes to the driver training and testing system.
- 8.7** 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. We also propose to make it possible for learners to learn in circumstances that reflect their future driving needs.
- 8.8** 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.

ROAD SAFETY AND PERSONAL MOBILITY

- 8.9** We will consult 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 will 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

- 8.10** 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

- 8.11** In Northern Ireland, statistics demonstrate that any driver who has participated in our Course for Drink Drive Offenders is almost 4 times less likely to reoffend than someone who hasn't. We propose to 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.
- 8.12** In GB, there are a number of educational interventions that provide options to penalties to address errant driver behaviours. We propose to introduce similar schemes in Northern Ireland. In the first instance we will pilot remedial courses that will be 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.
- 8.13** 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.
- 8.14** 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.
- 8.15** We propose to introduce a requirement for any person disqualified from driving for two or more years to have to sit a retest. We also propose to 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)

- 8.16** 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.
- 8.17** To maximise our efforts to reduce road casualties involving young and other newly qualified drivers we will consult in 2010 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.

- 8.18** 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

- 8.19** 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 dangerous 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

- 8.20** 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 collisions 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.
- 8.21** 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.
- 8.22** 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 propose to 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.

GRADUATED FIXED PENALTIES

- 8.23** We will introduce graduated fixed penalties, financial penalty deposit and immobilisation schemes for which powers were taken in the Road Traffic (Northern Ireland) 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-endorsable 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.
- 8.24** 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 it is proposed to consider widening the system to include graduated speeding offences.
- 8.25** We propose therefore 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. We propose that at the police charging threshold a fixed penalty drawing 3 penalty points continues to apply. If we introduce a tiered system, the proposal would be that at 20mph above the limit (possibly 15mph in a 20 or 30 limit), 6 penalty points would become applicable. We would not propose to graduate the fine of £60 and this would continue to apply.

DRINK AND DRUG DRIVING

- 8.26** 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 introduced.
- 8.27** 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.

- 8.28** While much further work would be required to address this complex issue, we propose to give consideration to a possible new offence where a driver might be convicted of driving with an illegal drug in their body. We would not envisage the penalties for such an offence being different to those for the current offence of driving while unfit through drugs.
- 8.29** We propose 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.
- 8.30** 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 available for drugs. Research continues in this area and we are committed to ensuring that police officers will be provided with drug screening devices when available and approved by the Home Office.
- 8.31** Our way ahead for both drink and drugs will take account of the recommendations produced by Sir Peter North on changes to the GB legislative regime for drink and drug driving, expected by the end of March 2010.
- 8.32** 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

- 8.33** 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.

MOTORCYCLING

- 8.34** We will set up a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.
- 8.35** 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. It is proposed that 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.

- 8.36** 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

- 8.37** 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.
- 8.38** 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.
- 8.39** We will introduce any appropriate measures or initiatives arising from our ongoing research on motorcycling and children's road safety and disadvantage.
- 8.40** We will continue to make available road safety resources for new citizens arriving in Northern Ireland who might not speak English as their first language. We will continue to seek new ways to engage with migrant workers and communities and assess how best this might be done.

Measuring and Ensuring Success

9.0

TARGETS

- 9.1 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.
- 9.2 With this in mind TRL (the former Transport Research Laboratory) were 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 proposed below; all would be measured against a baseline of the 2004-2008 average figures.

REDUCING DEATHS AND SERIOUS INJURIES

- 9.3 In recent years trends for deaths and serious injuries have been different, with the former falling at a much slower rate. In order to more clearly identify and monitor trends over time we have separated the two in our first two targets below:

To reduce the number of people killed in road collisions by at least 40% by 2020.

To reduce the number of people seriously injured in road collisions by at least 45% by 2020.

CHILDREN AND YOUNG PEOPLE

- 9.4 It is important to continue the good progress that has already been made in reducing child casualties but equally provide a challenge to do more. Given the statistically small numbers involved it seems inappropriate to monitor those killed and seriously injured separately as achievements would be open to significant fluctuation. 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.

- 9.5 One of our key challenges is to protect older children and young people. Young adults are currently at greater risk of death and serious injury on our roads and this document contains a number of ways in which we aim to do that. Our final target will focus on this age group in particular.
- 9.6 In considering the scope of this group we had to decide who it would be appropriate to include within this category of target. We had previously considered this group to have included all those from the age of 17 up to 24. However, this would have meant that 16 year olds would not have been included either in this target or the previous one. A decision was required as to which would be more appropriate.
- 9.7 Having considered the similarities that 16 year olds might have with the people in each group, particularly in terms of road safety measures, it was decided that 16 year olds should be included in the 'young adults' category. There were a number of 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 and relevant future measures might impact on them, in particular, as future drivers; they will be in the peer group of older road users who might be drivers.
- 9.8 The target proposed 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

- 9.9 We intend to 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.
- 9.10 A full list of the targets and indicators follows in Annex A.
- 9.11 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.

Targets and Indicators

ANNEX A

PROPOSED TARGETS FOR 2020 (all would be measured against a baseline of the 2004-2008 average figures).

- To reduce the number of people killed in road collisions by at least 40% 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.

PROPOSED 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 road collisions on rural roads.
- Number of people killed where at least one of the drivers or riders 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.
- 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.

Summary of Proposed Measures

ANNEX B

Action Measure		Lead Dept or Agency	Supporting Dept or Agency
Safer Roads			
	MOTORCYCLISTS		
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	
	SPEED		
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

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
6	We will pilot enforceable 20mph speed limits (without traffic calming engineering measures such as road humps, tables and cushions).	DRD	PSNI
7	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.	DRD	
8	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	
9	We will increase the size of repeater roundels on roads where excess speed has been identified as an issue.	DRD	
10	We will research the outcome of urban speed reduction initiatives in GB and elsewhere and assess their applicability to Northern Ireland.	DRD	
11	We will develop options to address the lack of understanding about the relationship between street lighting and the default speed limit of 30mph.	DRD	
12	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	
13	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
14	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
15	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		
16	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	
17	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	
18	We will research alternatives to thermoplastic line specifications for use in wet conditions on bends on unlit rural roads and test their effectiveness.	DRD	
19	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	
20	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	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
21	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	
22	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	
23	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	
24	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	
25	We will research alternative anti-skidding surfacing materials which are more sustainable and economical.	DRD	
26	We will undertake studies to measure the road safety improvements resulting from resurfacing, surface dressing and other maintenance operations.	DRD	
27	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	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
28	<p>We will consider the development of route treatment strategies for trunk roads.</p> <p>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.</p>	DRD	
29	<p>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.</p>	DRD	
30	<p>We will take measures to reduce illegal roadside trading and advertising to reduce the risk of collisions caused by driver distraction.</p>	DRD	
31	<p>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.</p>	DRD	
32	<p>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.</p>	DOE	
33	<p>We will ensure that all utility companies and contractors comply with all statutory and contractual requirements at temporary road openings and road works.</p>	DRD	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
	ROAD SAFETY AUDITS		
34	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	
35	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	
	OTHER RESEARCH		
36	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	
	PEDESTRIANS		
37	<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	
38	Investigate technical innovations for increasing driver awareness of pedestrians at zebra crossings.	DRD	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
39	We will pilot the introduction of countdown timer signals at pelican or toucan crossing sites. These will be trialled at sites where there is high pedestrian flow and where many crossing movements frequently occur outside the safe operational crossing time.	DRD	
	CYCLISTS		
40	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	
41	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD	
	INFORMATION		
42	We will consider the use of live route files, which will provide a knowledge base to inform future road safety and maintenance prioritisation.	DRD	
43	We will champion the EU Road Safety Charter in NI and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	All Partners
44	In line with Roads Service commitment to Intelligent Transport Systems (ITS), we will extend improvements in driver information on the trunk road network.	DRD	
45	We will continue to improve the Roads Service website to include more information on road conditions, road works and interactive mapping.	DRD	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
46	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	
47	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	
48	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	
49	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	
50	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	
51	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
Safer Vehicles			
52	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	
53	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.	DOE	
54	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
55	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	
56	We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.	DOE	
57	We will increase enforcement of roadworthiness standards.	PSNI	DOE
58	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	DOE
59	We will integrate our approach to the detection and enforcement of vehicle testing, insurance and licensing requirements with conjoined prosecution procedures.	DOE	PSNI

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	PSNI
61	We will promote the use of fresnel lenses by left hand drive HGVs to avoid blind spots and side swipe incidents.	DOE	
62	We will support EU Proposals to introduce, by 2014, type approval for all new vehicles to have Electronic Stability Control (ESC).	DOE	
63	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	
64	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	
65	We will extend freight operator licensing to include all vehicles greater than 3.5 tonnes, which carry goods as part of their business.	DOE	
66	Extend the 'O' licensing system to include all freight operators.	DOE	

Action Measure	Lead Dept or Agency	Supporting Dept or Agency
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Safer Road Users

	PENALTIES AND ENFORCEMENT		
67	<p>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:</p> <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	
68	<p>We will expand 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.</p>	DOE	PSNI
69	<p>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, it is proposed to consider widening the system.</p>	DOE	
70	<p>We will introduce minimum penalties for road transport offences.</p>	DOE	
71	<p>We will keep under review the possibility of introducing continuous insurance enforcement in NI.</p>	DOE	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
72	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
73	We will consider whether penalties for speeding offences should be higher than for no insurance.	DOE	PSNI
74	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera "jamming" devices) to be commenced.	DOE	
75	We propose to introduce a requirement for any person disqualified from driving for two or more years to have to sit a retest.	DOE	
	SEAT BELTS		
76	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI / DOE	
	SPEED		
77	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	
78	Through a managed, graduated process we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.	PSNI	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
79	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 or towns through the community concern aspect of the scheme.	PSNI	All Partners on the Safety Camera Board
80	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	
81	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	
82	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		
83	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	
	DRINK AND DRUGS		
84	We will consider an updated version of the RoadSafe Roadshow to deal with drug driving.	PSNI	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
85	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	
86	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	
87	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	
88	We will consider the scope for providing separate data on drink and drugs present in road fatalities.	DOE , PSNI	
89	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	
	DRIVING		
90	We will consult upon and implement the requirements of the 3rd EC Driving Licence Directive.	DOE	
91	We will improve awareness among young drivers of the implications of the New Drivers Order.	DOE	
92	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Drivers Order.	DOE	
93	We will seek to educate drivers who modify cars on the potential impact on roadworthiness and road safety.	DOE	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
94	We will educate and inform people about the dangers of using any mobile phone while driving, including hands free kits; we will also consider increasing the penalties associated with hand held phones and prohibiting the use of all phones while driving.	DOE	
95	We will seek to increase awareness of the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.	DOE	
96	We will research the impact of non NI resident lorry operators on road safety in NI.	DOE	
97	We will consider producing a new public information campaign on awareness of blind spots on HGVs.	DOE	
98	We will consider producing a new public information campaign to educate people on correct seat belt usage.	DOE	
99	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
100	<p>We will consult in 2010 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	
101	<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	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
102	We will collaborate with the private and voluntary sector to identify, accredit and promote effective training initiatives aimed at learner and novice drivers.	DOE	
103	We will support and participate with GB in the review of medical standards.	DOE	
104	We will seek ways to ensure that pharmacists and doctors advise patients when not to drive because of medical conditions and / or medication.	DOE	
105	We will consider whether Bus, LGV and HGV driver training should have a greater emphasis on vulnerable road users in their training.	DOE	
106	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	
	WALKING AND CYCLING		
107	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.	DRD	
108	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people who are deaf.	DOE	
109	We will consider producing a new public information campaign about the dangers of being a pedestrian and the need to wear reflective clothing.	DOE	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
110	We will consider producing a new public information campaign to educate pedestrians on the dangers of walking home whilst under the influence of alcohol.	DOE	
111	We will consider producing a new public information campaign highlighting the dangers associated with being a pedestrian on rural roads.	DOE	
112	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	
	WORKING WITH OTHERS		
113	We will work with representatives and associations that support foreign nationals to increase the sense of shared responsibility for road and community safety.	DOE	
114	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
115	We will consider how we might better conduct local road safety pilot initiatives working with voluntary, community and other stakeholders.	DOE	
116	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

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
117	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
118	We will work towards the inclusion of a wider range of stakeholders in monitoring and evaluating road safety in NI and advising Ministers.	DOE	
119	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		
120	We will encourage government agencies and private companies with fleets greater than 5 vehicles, to fit in-vehicle data recorders.	DOE	
121	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	
122	We will consider ways to encourage drivers, particularly novices, to choose vehicles that have higher levels of safety features.	DOE	
123	We will undertake an audit of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.	DOE	
124	We will work more closely with partners to further integrate our media campaigns.	DOE	
125	Increase promotion of Road Safety week in NI.	DOE	All partners

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
126	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
127	We will develop further education policies and actions to help keep ethnic minorities safe on our roads.	DOE	
128	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	
129	We will continue to improve road user behaviour through our award winning road safety campaigns. We will focus on behaviours that have a clear link to the most serious casualties.	DOE	
130	We will consider producing a new public information campaign focusing on wider road user responsibility.	DOE	
131	We will consider providing accessible advice and information for people who are deaf.	DOE	
132	We will develop a guide to organising pre-driver events for senior secondary school pupils.	DOE	
133	We will seek opportunities to educate those young people not in employment, education or training about road safety with particular focus on areas of deprivation.	DOE	
134	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, alcolock and intelligent speed adaptation systems.	All partners	All partners

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
135	We will consider exploring other means of delivering the RoadSafe Roadshow for example through cruising clubs, youth organisations and sporting events.	PSNI	
136	We will consider the development of a strategy for police engagement with young drivers who are motor vehicle enthusiasts.	PSNI	
137	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	
138	We will continue to disseminate information on freight and van best practise in NI, particularly relating to safety, environmental friendliness and economical driving.	DOE	
139	We will produce comprehensive information guides for the road transport sector concerning drivers' hours and other legislation.	DOE	
140	Set up a PSNI Collision Investigation Unit to investigate all fatal road traffic collisions.	PSNI	
141	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	
	VEHICLE USE		
142	We will improve our understanding of vehicle defects as either secondary or contributory factors in collisions.	DOE	
143	We will conduct a review of legislation surrounding 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	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
144	We will introduce of enhanced regulation of the Bus, Taxi and Freight Industries through the Review of the Bus Sector, the introduction of Taxis Act regulations and introduce the Freight Bill and a Transport Industry Regulator.	DOE	
	INFORMATION		
145	We will explore the feasibility of developing a road traffic collision database for use by all statutory road safety partners.	PSNI	DOE, DRD NIFRS, NIAS
146	We will seek to 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. Key areas in need of attention include rurality, deprivation and purpose of journey.	DOE	
147	We will continue to support, consider and learn from the outcomes of DfT Road Safety research.	DOE	
148	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 • Benchmarking 	DOE	
149	We will consider the creation of a comprehensive Road Safety research programme.	DOE	
	POST COLLISION		
150	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
Safer Road User Groups			
CHILDREN AND YOUNG PEOPLE			
151	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 and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.	DOE	DEL
152	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
153	We will work with partners to assess the value of introducing an additional cycle training element to Northern Ireland.	DOE	
154	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	
155	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.	DOE	
156	We will encourage greater participation in road safety messages from children and seek to include more of their ideas in campaigns.	DOE	
157	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	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
158	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 the vulnerability, and the dangers they face due to inexperience.	DOE	
159	We will conduct a baseline survey, via questionnaire, of the issues facing schools 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	
160	The Department of Education 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
161	The Department of Education will, through CCEA and ESA once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE	
162	The Department of Education will, through the ELBs and ESA once it is established, seek to engage with other statutory, voluntary and private agencies to reinforce key road safety messages.	DE	
163	The Department of Education will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
	OLDER PEOPLE		
164	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.	DOE	All Partners
	MOTORCYCLISTS		
165	We will establish a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.	DRD / DOE	
166	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.	DOE	
167	We will consider the development of a motorcycling safety strategy for Northern Ireland in partnership with other key stakeholders.	DRD / DOE	
168	We will assess the potential for introducing different speed limits for motorcycles.	DOE	PSNI
169	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	
170	We will consider measures to increase the visibility of motorcyclists e.g. through the use of fluorescent strips on jackets, helmets etc.	DOE	
171	We will promote the use of high standard motorcycle protective wear.	DOE	

	Action Measure	Lead Dept or Agency	Supporting Dept or Agency
172	We will seek to work with partners in promoting work on technologies to improve motorcyclists' safety.	DOE	
173	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	
	PEDESTRIANS		
174	We will investigate ways to improve the visibility of pedestrians particularly children travelling to and from school.	DOE	DE

Responding to this consultation

ANNEX C

We wish to ensure that you have the opportunity to comment as easily as possible on the way forward for road safety in Northern Ireland and the preparation of a new road safety strategy.

A response form is available that will take you through the issues identified in this consultation paper. The response form can be accessed at www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/public_consultation.htm and consists of a quick 'tick-box' questionnaire that can be completed on-line. An extended version of the questionnaire is also provided in Word and PDF format and allows you to support your 'tick-box' answers with additional comments. The Word version can be returned either by e-mail to roadsafety.strategy2010@doeni.gov.uk or printed and returned by post to the address below. The PDF version has to be printed to be completed and returned by post to the address below. Please note that while the Word and PDF versions are available on the website immediately, the on-line questionnaire will be available from 1 April 2010.

Obviously, you are not restricted to these questions and can provide comments as you wish. All comments received will be considered carefully.

We would also be happy to meet with groups or individuals to discuss the issues detailed in the consultation document if this would be useful.

Responses should be received no later than Friday 15 June 2010 and can be sent in any of the following ways:

On-line questionnaire:

www.roadsafetyni.gov.uk/index/road_safety_strategy_2010/public_consultation.htm

and/or

Write to: Maura Magee or Richard Jordan
Road Safety Strategy and Research
Branch
Road Safety Division
Department of the Environment
Clarence Court
10-18 Adelaide Street
Belfast
BT2 8GB

or

E-mail: roadsafety.strategy2010@doeni.gov.uk

or

Textphone: 028 9054 0642

A copy of the questionnaire will be enclosed with all hard copies of the document and we would be happy to provide additional copies of the document or questionnaire on request. If you would like a hard copy of the document, please contact us at the addresses provided above or by telephone on 028 9054 0988 or 028 9054 0104. If the papers are not in a format that suits your needs, we can arrange for them to be provided in a suitable format.

When responding, please indicate whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents, and where applicable, how the views of members were assembled.

If you have any questions on this document, attached papers or any aspect of this consultation, or if you wish to request a meeting, please contact either Maura Magee on 028 9054 0988 or Richard Jordan on 028 9054 0104.

List Of Those Consulted

ANNEX D

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 DPP
9. Consumer Council
10. Cookstown District Council
11. Cunningham, Alan Mr
12. Cycle Network
13. Cycling Touring Club
14. Disability Action
15. DUP
16. Freight Transport Association
17. Institution of Lighting Engineers
18. Kestrel Thermoplastics Ltd
19. Limavady DPP
20. Logan, SR Dr
21. Lower Shankill Residents'Voice
22. North Down DPP
23. 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. SDLP
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

Impact Assessments

ANNEX E

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INTRODUCTION

This Impact Assessment considers the Department of the Environment's (DOE) proposals for a new Road Safety Strategy for Northern Ireland, to be published in 2010.

BACKGROUND

AIM OF THE POLICY

1. The new Road Safety Strategy will identify strategic objectives for road safety in Northern Ireland and action measures to support the achievement of these. The Strategy will ultimately reduce the level of deaths and serious injuries on Northern Ireland's roads.

STRATEGIC CONTEXT

2. Road Safety Division (RSD) within the DOE is responsible for the creation of the new Road Safety Strategy. The current Road Safety Strategy 2002-12 was published in November 2002 and established road safety objectives over a ten year period and set the following casualty reduction targets for 2012:
 - A one third reduction (from the average for the period 1996-2000) in the number of people killed or seriously injured on Northern Ireland's roads each year; from the 1996-2000 average of 1,750 to fewer than 1,200 by 2012.
 - A 50% reduction (from the average for the period 1996-2000) in the number of children killed or seriously injured on Northern Ireland's roads each year from the 1996-2000 average of 250 to fewer than 125 by 2012.
3. Analysis of the overall 2008 casualty figures showed that:
 - The number of people killed or seriously injured was 1,097, a reduction of 37% on the 1996-2000 average; and
 - The total number of children killed or seriously injured was 101, a reduction of 59% on the 1996-2000 average.
4. By 2007, although significant progress had been made towards achieving the targets set out in the Road Safety Strategy, Northern Ireland still had a higher proportion of its population killed or seriously injured through road traffic collisions than Great Britain. The then Minister for the Environment Arlene Foster made a commitment to make road safety a top priority for the DOE and to create a new Strategy to be published in 2010.
5. The Public Accounts Committee (PAC) of the NI Assembly discussed the NI Audit Office's review of road safety in Northern Ireland on Thursday 13 September 2007. The NIAO report⁷ and the PAC review⁸ of this report were published in December 2007 and contained recommendations for improving road safety in Northern Ireland.

7 The Northern Ireland Audit Office report can be accessed at <http://www.niauditoffice.gov.uk/pubs/onereport.asp?arc=True&id=202&dm=0&dy=0>

8 The Public Accounts Committee report can be accessed at http://www.niassembly.gov.uk/public/2007mandate/reports/report5_07_08r.htm

6. The Minister subsequently announced in a meeting with the Environment Committee in January 2008 that the Strategy would be brought forward for launch in 2010, two years ahead of the original timescale.

POLICY DEVELOPMENT

7. The Road Safety Strategy 2010 Project was set up in 2008. The Project's objectives were:
 - To produce a review of the Road Safety Strategy 2002-12.
 - To initiate and conduct research and statistical investigations to inform the development of the Strategy and to assist road safety planning in future years.
 - To carry out consultation:
 - » detailing the road safety problem and key issues and seeking views on the way forward; and
 - » on a draft strategy.
 - To engage direct with stakeholders (e.g. in workshops / a conference) to inform the new strategy.
 - To address the issue of road safety bench marking.
 - To produce agreed implementation, monitoring and evaluation schemes for the project.
 - To create and keep updated a web page for the project.
 - To identify any additional statistical requirements for road safety.
 - To produce a Road Safety Strategy.
8. As part of the review and development of the Strategy a number of key documents were produced.

Review of the Road Safety Strategy (2003-2006)⁹. This focused on achievement against the targets, objectives and action measures in the strategy over the first four years. The overall conclusion is that while good progress was being made in achieving the casualty reduction targets some road user groups remained more at risk, especially young drivers and motorcyclists.

In those four years, the average number of people killed or seriously injured was 24% below the 1996-2000 baseline and the average number of children killed or seriously injured was 39% below the baseline. While the Strategy did not include a target for 17-24 year olds, the average number of people killed or seriously injured in this age group fell to a level 22% below the 1996-2000 baseline.

⁹ The review of the road safety strategy 2003-06 can be accessed at http://www.roadsafetyni.gov.uk/rss_review_2003-2006_final_for_publication_july_2009.pdf

Road Safety Strategy Annual Report 2007¹⁰. The 2007 Annual Report brought together the most recent information on progress against the targets, objectives and action measures in the Strategy and demonstrated that the existing Strategy continued to produce results. Significant progress towards achieving the overall target had been made and the child target had been met. In 2007 the number of people killed or seriously injured was 1,210, a reduction of 31% on the 1996-2000 average and the number of children killed or seriously injured was 106, a reduction of 57%.

Problem Profile of Road Safety in Northern Ireland¹¹. This report looks in detail at road users who are most at risk, high risk behaviours and where collisions occur on our road network. It is a key document in preparing a new road safety strategy.

The report highlights that, while drink driving and excessive or inappropriate speed remain the principal single causation factors in many collisions, careless behaviour by drivers and pedestrians must be tackled if we are to see further significant reductions in the number of people killed or seriously injured on our roads. Between 2003 and 2007, 3,140 people were killed or seriously injured due to driver carelessness, accounting for 48% of all road traffic deaths and serious injuries over that period.

Those factors that might be associated with pedestrian carelessness account for a further 426 deaths and serious injuries, 7% of the total over the period. This compares with nearly 20% of deaths or serious injuries due to excessive speed and 11% for drink/drug driving either by drivers or riders. Amongst other matters covered are whether further casualty savings through roads infrastructure improvements are possible and improving post crash survival.

The contents of the review and annual reports have been agreed with our road safety partners in DRD and the PSNI and with representatives from the Fire and Rescue Service and the Department of Education.

ENGAGEMENT WITH STAKEHOLDERS

9. Whilst the DOE has lead responsibility for road safety, a number of other bodies have major responsibilities, including the Department for Regional Development (DRD), the Police Service of Northern Ireland (PSNI), the Department of Education (DE), the Department of Employment and Learning (DEL) and the Department of Health, Social Services and Public Safety (DHSSPS) including the NI NHS, the NI Fire and Rescue Service and the NI Ambulance Service. A Project Board made up of representatives from these key stakeholders was constituted.
10. In May and June 2009 a series of one day workshops was held with key internal stakeholders. These workshops were on the themes of Safer Roads, Safer Vehicles, Safer

¹⁰ The Road Safety Strategy Annual Report 2007 can be accessed at http://www.roadsafetyni.gov.uk/rss_2002-2012_annual_report_2007_for_publication_july_2009.pdf

¹¹ The Problem Profile for Road Safety NI can be accessed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682>

Road User Groups and Safer Road User Behaviours. The purpose of each workshop was to bring key internal stakeholders together, to brief them on the findings of the Project Team and to encourage them to provide possible action measures for inclusion in the new Road Safety Strategy.

11. The outputs of the workshops were discussed and refined by key stakeholders over a number of months and clear action measures developed. These action measures form the basis of the main consultation document.
12. In July 2009 an informal consultation exercise began with approximately five hundred external stakeholders contacted. A list of the stakeholders is provided at Annex D. The purpose of the informal consultation was to provide stakeholders with information on the issues and to ask them to provide input and ideas at this stage. Some 30 written responses were received and a number of meetings were held. The resulting suggestions were passed to key internal stakeholders for further consideration and where appropriate helped inform the creation of this document.
13. An important part of the informal consultation process was to engage with children and young people (age range 0 to 25). A number of workshops were held across Northern Ireland with members of youth organisations and interest groups and participants encouraged to identify road safety issues, problems and potential solutions. Outputs from these workshops again informed the creation of this document.
14. The formal consultation issued on 16 March 2010.

RESEARCH

15. Research was carried out in the following areas:
 - Deprivation and child pedestrian casualties;
 - Motorcycle casualties in NI statistical analysis, causes and influencing factors;
 - Road Safety benchmarking exercise with Great Britain; and
 - Forecasting and targets for the new Road Safety Strategy.

The outputs of this research helped inform the creation of this document.

HOW TO RESPOND

16. Please refer to Annex C in the main consultation document.

FOCUS OF THE IMPACT ASSESSMENT AND APPROACH

17. This screening exercise will help to identify potential positive or negative impacts at this stage but it will be for the responsible body to carry out further impact assessments on each individual action measure as appropriate as they prepare for development and implementation.

18. Each proposed action measure has been assessed separately in the following areas and the results brought together in this document. The assessments draw on OFMDFM guidance on impact assessment¹² and the Department for Transport's Transport Analysis Guidance.¹³
19. This impact assessment was taken forward by the Project Team within the existing project structure.

CONSIDERATION OF AVAILABLE EVIDENCE

20. The following documents provided evidence on road safety in Northern Ireland.

Problem Profile of Road Safety in Northern Ireland¹⁴

This document reports on road safety issues in Northern Ireland, six years after the launch of the Road Safety Strategy 2002-12. The report details progress made to date against the targets set in 2002 and considers:

- who causes road traffic collisions;
- who is most at risk;
- behaviours that contribute to the numbers killed and seriously injured; and
- attitudes that need to be addressed.

The report was compiled using data collected by police officers attending road traffic collisions and is intended to present evidence that will generate discussion amongst interested parties on measures needed to address these issues.

Road Safety Strategy Annual Report 2007¹⁵

The report describes progress towards casualty reduction targets for Northern Ireland for the year 2012; compares road collision casualty trends with those for the 1996-2000 baseline average, shows the main causation factors in road traffic collisions for 2007 and details casualties by road user type between 1999 and 2007.

Review of the Road Safety Strategy (2003-2006)¹⁶

This document represents a four-year review of the Northern Ireland Road Safety Strategy between 2003 and 2006.

12 <http://www.ofmdfmi.gov.uk/workbook-four-changes-involving-sustainable-development-2.pdf>

13 <http://www.dft.gov.uk/webtag/>

14 The problem profile of road safety in NI can be accessed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=6682>

15 The road safety strategy annual report 2007 can be accessed at http://www.roadsafetyni.gov.uk/rss_2002-2012_annual_report_2007_for_publication_july_2009.pdf

16 The review of the road safety strategy 2003-06 can be accessed at http://www.roadsafetyni.gov.uk/rss_review_2003-2006_final_for_publication_july_2009.pdf

It is difficult to assess precisely the contribution of individual road safety measures to casualty reduction and this report does not seek to evaluate the relative or absolute impact of one measure over another. Rather it is accepted that the number of people killed and seriously injured is being tackled through a coordinated effort of education, engineering and enforcement. It is this integrated approach that has led to the positive returns realised to date.

Also included are comments and explanations on policy issues and clarifications about the nature and relevance of ongoing activities and how they evolved over the period up to 2006.

In addition four research assignments also provided evidence on road safety in NI.

Deprivation and child pedestrian casualties

This research involved:

- Carrying out a systematic literature review of recent (last 10 years) published and unpublished key research relevant to the project (UK or Irish only).
- Carrying out a 10 year analysis of available Police Service of Northern Ireland (PSNI) casualty data for child pedestrian casualties aged 0-15 years.
- Determining whether or not there was evidence suggesting a link between child pedestrian casualties in NI and the deprivation of the area (as measured by the Northern Ireland Multiple Deprivation Measure (NIMDM) in which the collisions occurred.
- The development of a statistical model to measure the effect of deprivation, taking account of environmental factors.

Motorcycle casualties in NI statistical analysis, causes and influencing factors

This research involved:

- Carrying out a literature review of recent key research relevant to the project (UK, Irish or international).
- Carrying out an analysis of available statistics relating to motorcycling in Northern Ireland and investigate rider and other drivers' behaviour and attitudes.
- Identifying the likely causes, influencing factors and any common trends, patterns and characteristics of motorcycle casualties.
- Recommended measures to reduce motorcycle casualties.

Road safety benchmarking exercise with Great Britain

This research involved:

- Carrying out a literature review of key research relevant to the benchmarking process (UK, Irish or international).
- Designing an appropriate benchmarking approach for Northern Ireland,
- Carrying out a benchmarking exercise for Northern Ireland and identifying a suitable partner or series of partners within GB.

- Critically assess the effectiveness and outcome of this benchmarking exercise and identify the extent and likely causes of Northern Ireland's road safety deficit over GB.

Forecasting and targets for the new Road Safety Strategy

This research involved:

- Forecast the number of casualties in 2020.
- Contribute to the consideration and development of appropriate casualty reduction targets for the new Strategy.
- Contribute to the consideration and development of a set of performance indicators to monitor progress during the implementation of the Strategy.

The key findings of the research can be found in the main consultation report.

DRD Central Statistics and Research Branch also provided more detailed casualty analysis on specific issues to inform the development process of individual interventions e.g. drink/drug driving, children and young people in rural areas.

ASSESSMENT OF IMPACTS

This screening exercise will help to identify potential positive or negative impacts at this stage but it will be for the responsible body to carry out further impact assessments on each individual action measure as appropriate as they prepare for development and implementation.

Each proposed action measure has been assessed separately in the following areas and the results brought together in this document. The assessments draw on OFMDFM guidance on impact assessment¹⁷ and the Department for Transport's Transport Analysis Guidance.¹⁸

- (1) Regulatory Impacts
- (2) Economic Impacts
- (3) Economic Appraisal
- (4) Equality Impacts
- (5) Rural Impacts
- (6) Health Impacts
- (7) Human Rights
- (8) Social Inclusion
- (9) Environmental Impacts
- (10) Transport Accessibility
- (11) Integration (with other strategies/policies)
- (12) Other Impacts

17 <http://www.ofmdfmi.gov.uk/workbook-four-changes-involving-sustainable-development-2.pdf>

18 <http://www.dft.gov.uk/webtag/>

(1) REGULATORY IMPACTS

A Regulatory Impact Assessment considers if the proposed measures will have a positive or negative impact on businesses, charities or the voluntary sector.

It is assumed that all action measures assessed will make a positive contribution to road safety particularly given the consideration involved in their development. There are some measures which have been identified as having either a positive or negative impact on those areas listed above and these are set out below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
8	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	Negative Impact: increased journey times between population centres; increased times for rural population to access services. Positive Impact: improved journey-time reliability due to reduced collisions and congestion.
SAFER VEHICLES			
52	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	Negative Impact: slight additional administrative burden.
53	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.	DOE	Positive Impact: a UK wide Regulatory Impact Assessment for ECWVTA (inclusive of IVA) was carried out by the Department for Transport. The positive effect has been presented in terms of providing consistency of environmental and safety standards for vehicles manufactured and used throughout the UK and potentially the EC; creating a level playing field for vehicle manufacturers, whilst enhancing the safety of the travelling public.

No.	Action Measure	Lead Dept or Agency	Comments
56	We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.	DOE	Negative Impact: some systems have the potential to raise the cost of vehicles which may be passed on to the customer.
65	We will extend freight operator licensing to include all vehicles greater than 3.5 tonnes which carry goods as part of their business.	DOE	Positive Impact
66	Extend the 'O' Licensing system to include all freight operators.	DOE	Positive Impact

SAFER ROAD USER BEHAVIOURS

68	We will expand 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 and Use offences.	DOE	Positive Impact: it is anticipated that the introduction of these measures will have a positive impact due to the potential benefits associated with improving road safety.
71	We will keep under review the possibility of introducing continuous insurance enforcement in NI.	DOE	Negative Impact: minor additional administrative burden.
74	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera "jamming" devices) to be commenced.	DOE	Negative Impact: production and supply of safety camera jamming devices is widespread and making their use an offence will have a negative impact on the businesses concerned. However this is a business practice that is not to be encouraged.
89	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	Negative Impact: it has been argued that tougher drink driving laws rigorously enforced would have a detrimental effect on licensed premises, particularly in rural areas. However, there is no compelling evidence that this would be the case.

No.	Action Measure	Lead Dept or Agency	Comments
90	We will consult upon and implement the requirements of the 3 rd EC Driving Licence Directive.	DOE	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.
94	We will educate and inform people about the dangers of using any mobile phone while driving, including hands free kits; we will also consider increasing the penalties associated with hand held phones and prohibiting the use of all phones while driving	DOE	The prohibition of using all mobile phones while driving could have a negative impact on those who conduct business on hands free kits while travelling in cars, vans and lorries.
99	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	Positive Impact: will assist employers, employees and self-employed to better manage the heightened risks known to be associated with driving for work.
100	We will consult in 2010 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.	DOE	Negative Impact: if social restrictions (i.e. re. driving at night and/or with peer passengers are adopted) these will impact on the businesses, charities and voluntary group who currently employ/use young drivers.

No.	Action Measure	Lead Dept or Agency	Comments
101	We will revamp the way that people learn to drive and implement the "Learning to Drive" Programme.	DOE	Positive Impact: improved driver training and testing should reduce need for additional training and assessment by employers. Negative Impact: revised instructional assessment process, new testable items and additional qualification/training requirements will impact on driver instruction and training industry.
134	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, alcoholock and intelligent speed adaptation systems.	NIFRS	Negative Impact: availability of new technologies, and the associated costs with implementation, may have an impact upon businesses and in some cases the charity/voluntary sector.
138	We will continue to disseminate information on freight and van best practice in NI. Particularly relating to safety, environmental friendliness and economical driving.	DOE	Positive Impact
139	We will produce comprehensive information guides for the road transport sector concerning drivers' hours and other legislation.	DOE	Positive Impact
169	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	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.

No.	Action Measure	Lead Dept or Agency	Comments
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OTHER ACTION MEASURES

96	We will research the impact of non-NI resident lorry operators on road safety in NI.	DOE	Positive Impact
144	We will introduce enhanced regulation of the Bus, Taxi and Freight industries through the review of the Bus Sector, the introduction of the Taxis Act regulations and introduce the Freight Bill and a Transport Industry Regulator.	DOE	Positive Impact

(2) ECONOMIC IMPACTS

An Economic Impact Assessment considers if the proposed measures will have a positive or negative impact on the provision or uptake of goods and services, infrastructure, research and development, enterprise, skills or perceptions of Northern Ireland. Those measures which have been identified as having an impact, either positive or negative, are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
8	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	Positive Impact: improved journey-time reliability due to reduced collisions and congestion might make goods and services more attractive. Negative Impact: this measure may have a negative impact on the provision of goods and services and infrastructure.
SAFER VEHICLES			
53	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.	DOE	Positive Impact: the primary objective of the Directive is to eliminate technical trade barriers across Europe, whilst ensuring high standards of safety and environmental protection. The objective of UK implementation is to do this whilst maintaining the diverse range of vehicles offered to the market by low volume manufacturers and ensuring those manufacturers are not forced out of business due to the high cost of building to EC type approval standards.

No.	Action Measure	Lead Dept or Agency	Comments
55	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	Positive Impact: educating the transport industry in NI will increase the skill levels of road hauliers and vehicle technicians who prepare commercial vehicles for annual roadworthiness tests. This may also have a positive impact on the perception of the NI transport industry throughout the UK should the roadworthiness of NI vehicles improve.
56	We will continue to support DfT on the delivery of safer vehicles through a combination of consumer information, raising awareness and regulation.	DOE	Negative Impact: potential for negative impact on uptake of goods and services regarding the higher costs of vehicles.

SAFER ROAD USER BEHAVIOURS

67	<p>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:</p> <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	Positive Impact: good enforcement of road safety has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded. Contributes to enhanced road safety in the all-Ireland scenario.
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No.	Action Measure	Lead Dept or Agency	Comments
75	We propose to introduce a requirement for any person disqualified from driving for two or more years to have to sit a retest.	DOE	Positive Impact: the proposed measures may impact upon the economics of the instruction and training industry and additional business opportunities may be created.
76	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	Positive Impact: good enforcement has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded.
77	We will scope the development of the SPECS average speed cameras to complement current police patrolling strategies.	PSNI	Positive Impact: installation of a SPECS system on the motorway network would bring positive benefits to the infrastructure, enhancing safety and moderating traffic flow.
79	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 or towns through the community concern aspect of the scheme.	PSNI	Positive Impact
81	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	Positive Impact
82	Monitor development of the new portable 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	Positive Impact

No.	Action Measure	Lead Dept or Agency	Comments
90	We will consult upon and implement the requirements of the 3rd EC Driving Licence Directive.	DOE	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.
92	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Driver's Order.	DOE	Positive Impact: the proposed measures may impact upon the economics of the instruction and training industry and additional business opportunities may be created.
99	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	Positive Impact: will assist employers, employees and self-employed to better manage the heightened risks known to be associated with driving for work.
100	We will consult in 2010 on proposals to abolish 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.	DOE	Negative Impact: if social restrictions (i.e. re. driving at night and/or with peer passengers are adopted) these will impact on the businesses, charities and voluntary groups who currently employ/use young drivers.

No.	Action Measure	Lead Dept or Agency	Comments
101	We will revamp the way that people learn to drive and implement the "Learning to Drive" Programme.	DOE	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created. Also, better, more appropriately, skilled drivers should be more attractive to employers who may have to invest less in their own training.
102	We will collaborate with the private and voluntary sector to identify, accredit and promote effective training initiatives aimed at learner and novice drivers.	DOE	Positive Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created. Also, better, more appropriately, skilled drivers should be more attractive to employers who may have to invest less in their own training.
107	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.	DRD	Positive Impact: delivering a more sustainable NI will maximise the investment in roads and other infrastructure and enhance NI as an attractive location for inward investment.
120	We will encourage government agencies and private companies with fleets greater than 5 vehicles, to fit in-vehicle data recorders.	DOE	Positive Impact: the implementation of this action measure would portray the NI Government and private companies in a proactive and progressive light.

No.	Action Measure	Lead Dept or Agency	Comments
134	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, alcolock and intelligent speed adaptation systems.	NIFRS	Negative Impact: certain technologies will require infrastructural investment and support to make them viable e.g. intelligent speed adaptation systems.
137	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	Positive Impact: good enforcement has a positive impact on the image of NI. It permits commerce to use the roads in a safe manner and unimpeded.
169	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	Negative Impact: some of the proposed measures may impact upon the economics of the instruction and training industry although additional business opportunities may be created.

SAFER ROAD USER GROUPS

74	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera “jamming” devices) to be commenced.	DOE	Negative Impact: proscribing the use of safety camera jamming devices will have a negative impact on the provision and take-up of goods. Positive Impact: Strengthening enforcement relating to speeding offences would improve image of NI .
160	The Department of Education will engage with DOE, ELBs, 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 and safe choices and decisions.	DE	Positive Impact: empowering children will improve pupils’ decision making skills in terms of their own safety. Such skills are transferrable to later life and the workplace.

No.	Action Measure	Lead Dept or Agency	Comments
161	The Department of Education will, through CCEA and ESA, once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE	Positive Impact: this action measure will involve identification of appropriate lessons/resources, which can be used by schools to reach children about road safety. Through relevant teaching, schools will be empowering children, specifically helping them to their decision making skills in terms of their own safety. Such skills are transferrable to later life and the workplace.
170	We will consider measures to increase the visibility of motorcyclists e.g. through the use of fluorescent strips on jackets, helmets etc.	DOE	Negative Impact: on clothing manufacturers and retailers although additional business opportunities may be created.
171	We will promote the use of high standard motorcycle protective wear.	DOE	Negative Impact: on clothing manufacturers and retailers although additional business opportunities may be created.
172	We will seek to work with partners in promoting work on technologies to improve motorcyclists' safety.	DOE	Positive Impact: there is potential for this action measure to encourage research and development, enterprise and skills in NI.

OTHER ACTION MEASURES

43	We will champion the EU Road Safety Charter in NI and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	Positive Impact: encouraging a variety of organisations and agencies to pledge their commitment to road safety and to set specific target actions will enhance the potential for better health and public safety outcomes in the future.
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No.	Action Measure	Lead Dept or Agency	Comments
116	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	Positive Impact: this measure will improve emergency service provision at the scene of a collision through the pooling of expertise, multi-agency working and co-ordinated activity, adopting evidence based practice and promoting a culture change which will facilitate seamless co-operation on road safety.
121	Improve road safety for the population living and travelling in border areas. This will include a 3 year pilot based on cross border collaboration for fire and rescue services on both sides of the border and the community and voluntary sector.	DHSSPS	Positive Impact: developing a consistent and standardised approach to service delivery by fire and rescue service personnel north and south of the border. Better access to services and development of services in disadvantaged areas.
123	We will undertake an audit of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.	DOE	Positive Impact: a review of the Road Safety Education Service will better inform the Department as to the most effective method of delivery of its targets and objectives – which will be aligned to the new road safety strategy.
150	Review response time 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	Positive Impact: quicker response times means intervention and the potential for better health and public safety outcomes in the future.

(3) ECONOMIC APPRAISAL

An Economic Appraisal examines if the proposed measures provide value for money in terms of costs, benefits and risks. It will also consider if the action measures are affordable, practicable, publicly acceptable and financially sustainable.

The majority of the action measures in this Strategy were considered to provide value for money in terms of the costs, benefits and risks. The primary benefit identified was casualty savings which, in each case, outweighed the costs.

Similarly, the majority considered to be affordable, practicable, publicly acceptable and financially sustainable.

Issues were highlighted on a small number of action measures and these are listed in the table below.

Action Measure	Lead Dept or Agency	Comments
SAFER ROADS		
<p>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.</p>	<p>DRD</p>	<p>The Economic Assessment of such measures might not be positive (as relevant casualty numbers are low) unless alternative signing systems are used.</p>
<p>12 We will consider a pilot scheme to test a system, currently used in parts of Europe, which links pedestrian crossing signals with detectors which change the lights to red if an approaching vehicle is exceeding the speed limit. Enforcement of such a scheme would be backed with 'red-light' safety cameras.</p>	<p>DRD</p>	<p>In certain circumstances this measure might have the potential to increase risk to pedestrians who choose to use the crossing when it has been automatically activated, although such risks may be mitigated by appropriate systems and timing settings.</p>
SAFER ROAD USER GROUPS		
<p>92 We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Driver's Order.</p>	<p>DOE</p>	<p>The cost of attending existing similar courses is deemed affordable but concessionary fees could be considered. Only those licence holders who have incurred penalties will be subject to the measure.</p>

(4) EQUALITY IMPACTS

An Equality Impact Assessment considers if the action measures have differential impacts (either positive or negative) on any Section 75 category. These categories include religious belief, political opinion, racial group, gender, marital status, age, persons with a disability, persons with dependants and sexual orientation.

Those action measures which have been identified as having an impact on these groups are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
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	Positive Impact: positively impacts on children and their parents travelling to school.
39	We will pilot the introduction of countdown timer signals at pelican or toucan crossing sites. These will be trialled at sites where there is high pedestrian flow and where many crossing movements frequently occur outside of the safe operational time.	DRD	Positive Impact: positively impacts on wheelchair users and visually impaired.
SAFER VEHICLES			
60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Any road safety measure, particularly those targeting errant behaviours, could be expected to disproportionately impact on young men aged between 17 and 24 both in terms of those apprehended offending and in casualty reduction.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER BEHAVIOURS			
78	Through a managed, graduated process we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.	PSNI	Positive Impact: 16-24 age group over-represented in terms of casualties and responsibility in terms of speed related casualties/collisions.
80	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.	PSNI	Positive Impact: the proposed Youth Diversion Scheme is designed only for offenders falling within the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.
84	We will consider an updated version of the RoadSafe Roadshow to deal with drug driving.	PSNI	Positive Impact: action measure is targeted at the 16-19 age group - those just starting out on a driving career. This is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties and responsibility.
87	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	Positive Impact: an offence, if one is created, is likely to have a differential impact on the age groups most likely to take and be impaired by these substances e.g. young people who are known to be over-represented both in terms of casualties and responsibility in relation to driver/rider alcohol and drugs.

No.	Action Measure	Lead Dept or Agency	Comments
89	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	Positive Impact: on age and gender. There is clear evidence that doses of alcohol well below the current limit have a far more devastating effect on younger drivers (24 years of age and younger) than on older drivers. In Northern Ireland, 17-24 year olds account for 75% of novice drivers (those with two years experience) and both drink driving and responsibility for road deaths due to drink driving are much more prevalent among male drivers.
100	We will consult in 2010 on proposals to abolish 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.	DOE	On 'age', given that the majority of learner and novice drivers (within 2 years of obtaining first licence) are aged 17-24. Negative Impact: If adopted, social restrictions (i.e. re. driving at night and/or with peer passengers) will have economic and welfare impacts.
101	We will revamp the way that people learn to drive and implement the "Learning to Drive" Programme.	DOE	On 'age', given that the majority of learner and novice drivers (within 2 years of obtaining first licence) are aged 17-24. Positive Impact: the employability of young people may be enhanced where improved driver training and testing reduces the need for additional training and assessment by employers. Negative Impact: if it becomes more expensive /difficult to acquire a licence this will impact differentially on young people.

No.	Action Measure	Lead Dept or Agency	Comments
108	We will consider producing new public information campaigns addressing pedestrian safety, taking account of the needs of people who are deaf.	DOE	Positive Impact: assists the Department in meeting its responsibility under Section 75, by addressing the needs of those who are deaf.
131	We will consider providing accessible advice for people who are deaf.	DOE	Positive Impact: assists the Department in meeting its responsibility under Section 75, by addressing the needs of those who are deaf.
135	We will consider exploring other means of delivering the RoadSafe Roadshow, for example through cruising clubs, youth organisations and sporting events.	PSNI	Positive Impact: action measure is targeted at the 16-19 age group - those just starting out on a driving career. This is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties and responsibility.
136	We will consider the development of a strategy for police engagement with young drivers who are motor vehicle enthusiasts.	PSNI	Positive Impact: action measure is targeted at the 16-19 age group - those just starting out on a driving career. This is deemed to be necessary to counter the problem that young drivers are over-represented both in terms of casualties and responsibility.
148	We will consider, learn from and, where appropriate implement any relevant recommendations from ongoing road safety research projects including: deprivation and child pedestrian casualties, motorcycle casualties in NI and benchmarking.	DOE	Positive Impact: any relevant recommendations implemented as a result of the research into deprivation and child pedestrian casualties should have a positive impact on road safety for young people.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER GROUPS			
151	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 and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.	DOE	This action measure focuses on the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.
152	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	This action measure focuses on the 16-24 age range. This is justified due to their over-representation both in terms of casualties and responsibility.
155	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.	DOE	Positive Impact: on age and gender but supported by evidence.
157	Target the minority of young and inexperienced mostly male drivers exhibiting dangerous driving behaviour through education, training and enforcement.	DOE	Positive Impact: on age and gender but supported by evidence.
158	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	Positive Impact: on age and gender but supported by evidence.

No.	Action Measure	Lead Dept or Agency	Comments
164	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.	DOE	Positive Impact: on age and gender but supported by evidence.
173	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	The action measure would be expected to impact disproportionately on young men aged 17 to 24 as this group would make up a large proportion of those who ride a motorcycle unaccompanied whilst on a provisional licence.

(5) RURAL IMPACTS

A Rural Impact Assessment examines if the proposed measures have a negative or positive impact in rural areas and communities.

As more collisions occur on rural roads in Northern Ireland many of the action measures will indirectly impact on rural communities as a consequence. Only those action measures which have a direct impact on rural areas in particular have been included in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
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	Positive Impact: on the safety of children and their parents travelling to rural schools where the national speed limit applies. This measure might also improve journey time reliability where a school is on the route.
8	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	Positive Impact: on reducing speed in rural communities, improving journey time reliability and addressing disproportionate numbers of people killed or seriously injured on rural roads. Negative Impact: outcome may result in possible increased journey times between population centres and may lead to slower access to services, ports and airports.
51	We will undertake an investigation into the nature of collisions on rural roads and engineering based solutions to mitigate the risks.	DRD	Positive Impact: targeted at better understanding problems and ultimately casualty reduction on rural roads.

No.	Action Measure	Lead Dept or Agency	Comments
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SAFER VEHICLES

58	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	Positive Impact: increased safety of LGVs who frequently travel on the trunk road network is likely to deliver particular benefits to rural communities.
60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	While the measure is not be targeted specifically towards rural areas the disproportionately high percentage of deaths and serious injuries on rural roads would mean it is likely to have a greater impact in such areas. It must also be acknowledged, however, that a rural dweller whose vehicle is confiscated is likely to be more adversely impacted as transport alternatives are not as readily available.

SAFER ROAD USER BEHAVIOURS

67	<p>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:</p> <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	Positive Impact: the greater road safety problem is in rural areas therefore it is reasonable to expect that this is where the greater enforcement effort should occur. For some this could be perceived as a negative impact but for the majority, i.e. the typical road users, it should be a positive measure.
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No.	Action Measure	Lead Dept or Agency	Comments
79	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 or towns through the community concern aspect of the scheme.	PSNI	Positive Impact: this action measure has the potential to deliver positive benefits to rural communities, bringing safer roads and greater compliance with speed limits.
87	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	Positive Impact: data demonstrate that there are more deaths and serious injuries due to road traffic collisions in rural areas and that most deaths and serious injuries due to driver/ rider alcohol or drugs happen on rural roads. It is therefore likely that any reductions in the numbers killed or seriously injured due to driver/ rider drugs would be proportionally greater in rural areas.

No.	Action Measure	Lead Dept or Agency	Comments
89	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	<p>Positive Impact: data demonstrate that there are more deaths and serious injuries due to road traffic collisions in rural areas and that most deaths and serious injuries due to driver/ rider alcohol or drugs happen on rural roads. It is therefore likely that any reductions in the numbers killed or seriously injured due to driver/rider alcohol would be proportionally greater in rural areas.</p> <p>Negative Impact: it has been argued that tougher drink driving laws rigorously enforced would have a detrimental effect on licensed premises, particularly in rural areas. However, there is no compelling evidence that this would be the case.</p>
100	We will consult in 2010 on proposals to abolish 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.	DOE	<p>Negative Impact: if adopted, social restrictions (i.e. re. driving at night and/or with peer passengers) will have differential impact on those people living and working in rural areas who are more likely to have limited access to public transport.</p>
111	We will consider producing a new public information campaign highlighting the dangers with being a pedestrian on rural roads.	DOE	<p>Positive Impact: measure targeted at improving safety for rural communities.</p>

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER GROUPS			
121	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	Positive Impact: the border has led to severance of some border communities from economic and cultural centres. Their greater distance from economic centres doubly disadvantages such, already remote, districts. Social and economic development in these primarily rural areas has consequently been inhibited. Specifically, access to specialist road safety services may not be as readily available to these communities. This measure will address this disadvantage.
150	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	Positive Impact: improved response times will ultimately lead to a better provision of service to rural communities.
163	The Department of Education will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	The guidance consideration of the use of high visibility materials on school uniforms should impact positively on children and young people travelling to and from school in rural areas where street lighting may be more limited than in urban areas and public transport is less frequent.

(6) HEALTH IMPACTS

A Health Impact Assessment considers if the proposed action measures have a positive or negative impact on any of the following – lifestyle, physical environment, socio-economic environment, access to healthcare and population groups.

It is assumed that all action measures will have an impact on health in terms of reducing the total number of people killed or injured on our roads and may target particular user groups e.g. pedestrians, 16-24 year olds, the elderly etc. The table below will, therefore, only include measures which have impact on any other aspect of health as listed above.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
23	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	Positive Impact: removal of pedestrian guard railings makes a positive contribution to the physical environment.
SAFER VEHICLES			
53	We will introduce Individual Vehicle Approval (IVA) as an alternative to ECWVTA as provided for in the motor vehicle type approval framework directive 2007/46/EC; for cars, buses, goods vehicles and trailers.	DOE	Positive Impact: there will be some safety and environmental benefits as a consequence of improving air quality and vehicle standards, however these are indeterminate.
SAFER ROAD USER BEHAVIOURS			
86	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	Positive Impact: may have an impact on general awareness and use of drugs and overall health and wellbeing.
87	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	Positive Impact: may have an impact on general awareness and use of drugs and overall health and wellbeing.

No.	Action Measure	Lead Dept or Agency	Comments
89	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	Positive Impact: may have an impact on general awareness and use of alcohol and overall health and wellbeing.
107	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.	DRD	Positive Impact: a key driver in setting up ATF is improving physical fitness, health and well-being of those who move to active and sustainable travel options.
149	We will consider the creation of a comprehensive Road Safety research programme.	DOE	The action measure includes considering and implementing recommendations arising from research into deprivation and child pedestrian casualties research. This could have a positive impact on the physical environment, social environment and lifestyle in deprived areas.

SAFER ROAD USER GROUPS

163	The Department of Education will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	The guidance encourages the use of high visibility materials on school uniforms and should help reduce the number of deaths and serious injuries caused to children and young people travelling to and from school, particularly in winter months.
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No.	Action Measure	Lead Dept or Agency	Comments
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OTHER ACTION MEASURES

43	We will champion the EU road safety charter in NI and encourage appropriate partner organisations to sign. We will continue to contribute to and learn from global best practice.	NIFRS	Positive Impact: with increased road safety activities taking place Europe wide and more organisations promoting a culture of road safety and awareness, this measure has the potential to contribute to a reduction in deaths and serious injuries, improving quality of life for those living and travelling in the region and ultimately driving down the financial costs of deaths and serious injuries to society.
116	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	Positive Impact: the co-ordination of the organisations involved at the scene of a road traffic collision will ultimately lead to improved services for those people living within the eligible area and thus impacting positively on people's quality of life.
121	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.	NIFRS	Positive Impact: the project will result in improved services for those people living within the area and thus impact positively on people's quality of life and access to services.
126	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	Positive Impact: there may be spin-off benefits from the sharing of collision data/ intelligence which will impact on healthcare and certain population groups.

No.	Action Measure	Lead Dept or Agency	Comments
140	Set up a PSNI Collision Investigation Unit to investigate all fatal road traffic collisions.	PSNI	Positive Impact: there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
141	Following the introduction of the PSNI Collision Investigation Unit, all road safety partners will meet regularly to consider the nature and causes of fatal collisions and explore ways to mitigate any risks identified.	PSNI	Positive Impact: there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
145	Explore the feasibility of developing a road traffic collision database for use by all statutory partners.	PSNI	Positive Impact: there may be spin-off benefits from the sharing of collision data/intelligence which will impact on healthcare and certain population groups.
150	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	Positive Impact: by improving our response times and extrication techniques we can have a positive impact on casualty survival rates.

(7) HUMAN RIGHTS

A Human Rights Impact Assessment considers if the proposed action measures could involve any human right set out in the Human Rights Act 1998.

In general all action measures will positively contribute to a reduction in the number of people killed or injured in road traffic collisions and hence will involve Article 2 - The right to life. The table below will, therefore, include measures which may involve any of the other rights.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER VEHICLES			
57	We will increase enforcement of roadworthiness standards.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
58	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Some schemes allow for confiscation of a vehicle in advance of a conviction in court, for example, in the case of a drink driver. If such a power were to be included under any future NI scheme, it would have to be assessed as to whether this would impinge on the presumption of innocence provided under Article 6 (2) of the European Convention on Human Rights. It should be noted, however, that such a power already exists in relation to the offence of driving without insurance.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER BEHAVIOURS			
67	<p>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:</p> <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	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
74	We will work with NIO to enable the powers taken in their Criminal Justice (NI) Order 2008 (to make it an offence to use safety camera “jamming” devices) to be commenced.	DOE	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
76	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
86	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	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).

No.	Action Measure	Lead Dept or Agency	Comments
87	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
89	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	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).
137	Investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	For the most serious offences, it is likely to legitimately impact on Articles 5 and 6 (the right to liberty and security of person and the right to a fair and public hearing).

(8) SOCIAL INCLUSION

A Social Inclusion Impact Assessment considers if the proposed action measures have a positive or negative impact on socially excluded or vulnerable groups and/or socially excluded areas in terms of employment, health, education and housing.

There is evidence that those from socially disadvantaged areas are over-represented in the casualty statistics and therefore, in a general sense, all the action measures in the Strategy are indirectly contributing to reduction in casualties within these areas and groups. The table below will, therefore, only include those action measures which have direct impact.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
23	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	Positive Impact: improves visibility for people who use wheelchairs but may have a negative impact on visually impaired people.
38	Investigate technical innovations for increasing driver awareness of pedestrians at zebra crossings.	DRD	Positive Impact: on children and people who use wheelchairs.
39	We will pilot the introduction of countdown timer signals at pelican or toucan crossing sites. These will be trialled at sites where there is high pedestrian flow and where many of the crossing movements frequently occur outside of the safe operational crossing time.	DRD	Positive Impact: on visually impaired people and people who use wheelchairs.
SAFER ROAD USER BEHAVIOURS			
108	We will consider producing new public information campaigns addressing pedestrian safety, taking into account the needs of people who are deaf.	DOE	Positive Impact: addresses the needs of people who are deaf.
114	We will continue to seek opportunities to forge new partnerships with sporting associations in order to promote/assure road safety.	DOE	Positive Impact: links with sporting organisations in areas of social deprivation may assist in promotion of road safety

No.	Action Measure	Lead Dept or Agency	Comments
131	We will consider providing accessible advice and information for those who are deaf.	DOE	Positive Impact: addresses the needs of people who are deaf.
148	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 • Benchmarking 	DOE	Positive Impact: children in socially disadvantaged areas are over-represented in road traffic casualty statistics Any relevant recommendations arising as a result of the research into deprivation and child pedestrian casualties would have the potential to impact positively on children in deprived areas.

SAFER ROAD USER GROUPS

151	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 and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.	DOE	Positive Impact: on young people aged 16-24 who are not in employment, education or training.
163	The Department of Education will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	Positive Impact: the guidance encourages schools to take into account concerns of any groups and whether they amount to interference with the right to manifest a religion or belief or whether they are discriminatory. Therefore this action measure should have a positive impact.

No.	Action Measure	Lead Dept or Agency	Comments
164	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.	DOE	Positive Impact: This action measure should make using the road safer for older people and therefore increase their ability to more safely access services in their communities and beyond.

OTHER ACTION MEASURES

121	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	Positive Impact: this project aims to target a range of vulnerable groups in the border area. Communities in border areas often feel socially excluded due to their distance from large towns and this measure will address the access to road safety services and education in the area.
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(9) ENVIRONMENTAL IMPACT

An Environmental Impact Assessment considers if the proposed action measures have a positive or negative impact on air or water quality, climate change, landscape/townscape/use of land, natural resources, built/natural heritage, bio-diversity or noise.

The table below lists those action measures which have an impact, either positive or negative, on the above.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
8	If the Review of Speed Limits results in the majority of upper tier rural roads requiring a 50mph speed limit, then consider lowering the national speed limit on rural single carriageway roads to 50mph. Higher class roads, which would allow for safe driving at higher speeds, might in those circumstances be signed up to 60mph.	DRD	Positive Impact: decrease in greenhouse gas emissions and fuel consumption. This measure might make road users feel safer and encourage walking and cycling and, if so, would positively impact on air quality, climate change and noise.
21	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	Negative Impact: land used for farming or wildlife habitat is included in the road network and maintained as road verge.
22	We will, where feasible, instigate a programme of installing safety barriers, close crossover points and reduced access points to upgrade lower standard parts of the dual carriageway network.	DRD	Negative Impact: grade separation often results in elevated carriageways and extensive land use.
23	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	Positive Impact: on townscape and built heritage.

No.	Action Measure	Lead Dept or Agency	Comments
29	We will consider the provision of additional rest areas on the motorway and trunk road network to address possible driver fatigue. These areas would also be useful for PSNI and DVA enforcement activities.	DRD	Negative Impact: rest areas would normally be constructed remote from centres of population and can therefore intrude on the countryside. This can be mitigated, to some extent, through sensitive design.
40	Where there is provision for cyclists, we will, wherever practical, physically separated from vehicular traffic; in urban areas where this is not possible the maximum speed limit should be 20mph.	DRD	Positive Impact: by encouraging cycling this action measure positively impacts on air quality, climate change and noise. Negative Impact: increase in greenhouse gas emissions and fuel consumption.
41	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD	Positive Impact: by encouraging cycling this action measure positively impacts on air quality, climate change and noise.
77	We will scope the development of the SPECS average speed cameras to complement current police patrolling strategies.	PSNI	Positive Impact: installation of a SPECS system on the motorway network could reduce average speed leading to a decrease in greenhouse gas emissions and fuel consumption.

SAFER VEHICLES

53	We will introduce Individual Vehicle Approval (IVA) as an alternative to ECWVTA as provided for in the Motor Vehicle Type Approval Framework Directive 2007/46/EC; for cars, buses, goods vehicles and trailers.	DOE	Positive Impact: there will be some positive environmental benefits in terms of reducing current exhaust emissions and road noise; however these are indeterminate.
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No.	Action Measure	Lead Dept or Agency	Comments
55	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	Positive Impact: there will be some positive environmental benefits in that better maintained commercial vehicles could have lower exhaust emissions and road noise; however these are indeterminate.
57	We will increase enforcement of road worthiness standards.	PSNI	Positive Impact: may positively impact on vehicle emissions.
58	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	Positive Impact: may positively impact on vehicle emissions.

SAFER ROAD USER BEHAVIOURS

107	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.	DRD	Positive environmental impact through reductions in car-based journeys and, therefore, reductions in CO ₂ emissions and pollution.
138	We will continue to disseminate information on freight and van best practice in NI. Particularly relating to safety, environmental friendliness and economical driving.	DOE	Positive Impact

No.	Action Measure	Lead Dept or Agency	Comments
OTHER ACTION MEASURES			
121	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	<p>Positive Impact: the project will work with a range of stakeholders to improve roads infrastructure, reduce spillages and improve signage and lighting.</p> <p>The project will also engage with relevant organisations to support 'greener' vehicles on our roads, supporting reduced CO₂ emissions.</p> <p>NIF&RS personnel will ensure minimal impact on the environment when attending collisions.</p> <p>The project will promote positive environmental initiatives such as recycling.</p>
144	We will introduce enhanced regulation of the bus taxi and freight industries through the Review of the Bus sector, the introduction of the Taxis Act regulations and introduce the Freight Bill and a Transport Industry Regulator.	DOE	Positive Impact

(10) TRANSPORT ACCESSIBILITY

This section considers if the proposed action measures have a positive or negative impact on access to the transport system or increase transport options. Those which have an impact are listed in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER BEHAVIOURS			
77	We will scope the development of a network of SPECS average speed cameras to complement current police patrolling strategies.	PSNI	Positive Impact: moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
79	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	Positive Impact: moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
81	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	Positive Impact: moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.
82	Monitor 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	Positive Impact: moderation of traffic flow brings positive benefits to public transport, particularly buses and makes them a more attractive travel option.

No.	Action Measure	Lead Dept or Agency	Comments
107	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.	DRD	Positive Impact: a key driver in setting up ATF is improving physical fitness, health and well-being of those who move to active and sustainable travel options.

SAFER ROAD USER GROUPS

173	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	At present the law permits people to ride motorcycles as learners on a provisional licence and whilst unaccompanied. The prohibition of this practise would lead to a degree of modal shift from motorcycle to other forms of transport until such times as those affected were to obtain a full motorcycle driving licence.
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OTHER ACTION MEASURES

144	We will introduce enhanced regulation of the bus taxi and freight industries through the Review of the Bus sector, the introduction of the Taxis Act regulations and introduce the Freight Bill and a Transport Industry Regulator.	DOE	Positive Impact: on those who wish to use buses or taxis.
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(11) INTEGRATION

This section considers if the proposed action measures integrate with or impact on other government initiatives, policies or strategies, aside from the Road Safety Strategy. Those which have an impact are included in the table below.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROADS			
4	Following the successful installation of pilot schemes at two primary schools and, subject to available funding, develop a programme of part time 20mph speed limits at rural schools on roads where the national speed limit applies. Investigate options for more cost effective signing systems as an alternative to those used in the pilots.	DRD	Integrates with policies on Sustainable Transport and Safer Routes to Schools.
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	Integrates with policies/strategies encouraging walking and cycling.
7	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.	DRD	Integrates with policies/strategies encouraging walking and cycling in rural areas.
21	Where possible we will extend verges at sides of roads and at junctions in rural areas to reduce severity of run-off collisions and improve the likelihood of avoiding a potential collision.	DRD	May impact on countryside protection policies/strategies.
23	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	Integrates with policies/strategies on walking.

No.	Action Measure	Lead Dept or Agency	Comments
40	Where there is provision for cyclists we will, wherever practical, physically separate from vehicular traffic; in urban areas where this is not possible the maximum speed limit should be 20mph.	DRD	Integrates with policies/ strategies on health and fitness, climate change and sustainable transport.
41	We will continue to develop and maintain cycling infrastructure on appropriate routes to increase cycle usage and safety.	DRD	Integrates with policies/ strategies on health and fitness, climate change and sustainable transport.

SAFER VEHICLES

52	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	Integrates with Department for Transport's policy on continuous enforcement of vehicle excise duty.
53	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.	DOE	Implementation of the IVA project is an integral part of the UK ECWVTA project; the primary objectives are to remove trade barriers whilst improving vehicle safety and environmental standards.
54	We will create dedicated team of Vehicle Examiners to inspect vehicles involved in serious road traffic collisions (RTCs) supported by improved legislation provision and appropriate SLA with PSNI.	DOE	This action measure integrates with other DVA, DOE and PSNI strategies and policies. The way forward has been agreed by all parties.
55	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	It is intended to take account of other relevant strategies within DVA and DOE.

No.	Action Measure	Lead Dept or Agency	Comments
57	We will increase enforcement of roadworthiness standards.	PSNI	Integrates with policies/strategies on air pollution.
58	We will improve our training of police officers on tachographs to improve enforcement activity.	PSNI	Integrates with policies/strategies on air pollution.
59	Investigate the potential for an integrated approach to the detection and enforcement of vehicle testing, insurance and licensing requirements.	DOE	Integrates with other related strategies/policies.
60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	Integrates with other related strategies/policies.
62	We will support EU Proposals to introduce, by 2014, type approval for all new vehicles to have Electronic Stability Control (ESC).	DOE	Integrates with other related strategies/policies.
63	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	Integrates with other related strategies/policies.
65	We will extend freight operators' licensing to include all vehicles greater than 3.5 tonnes, which carry goods as part of their business.	DOE	Integrates with other related strategies/policies.
66	Extend the 'O' licensing system to include all freight operators.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER BEHAVIOURS			
67	<p>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:</p> <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	Integrates with the NI Policing Plan.
69	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, it is proposed to consider widening the system.	DOE	Integrates with other related strategies/policies.
70	We will introduce minimum penalties for road transport offences.	DOE	Integrates with other related strategies/policies.
72	We will progress the mutual recognition of penalty points between NI and GB , and between UK and Ireland. Progress the mutual recognition of disqualification between NI and Ireland.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
75	We propose to introduce a requirement for any person disqualified from driving for two or more years to have to sit a retest.	DOE	Integrates with other related strategies.
76	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	Integrates with the NI Policing Plan.
86	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	Integrates with Drugs Strategy and NI Policing Plan.
87	We will work in conjunction with Department for Transport to consider the creation of an offence of driving with a named substance (drug) in the body.	DOE	Contributes to: <ul style="list-style-type: none"> Investing for Health 2002 A Healthier Future 2005 New Strategic Direction for Alcohol and Drugs 2006–2011
89	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	Contributes to: <ul style="list-style-type: none"> Investing for Health 2002 A Healthier Future 2005 New Strategic Direction for Alcohol and Drugs 2006–2011
91	We will improve awareness among young drivers of the implications of the New Drivers Order.	DOE	Integrates with other related strategies/policies.
92	We will work with DSA to develop and introduce a course for drivers who incur penalties while subject to the New Drivers Order.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
94	We will educate and inform people about the dangers of using any mobile phone while driving, including hands free kits; we will also consider increasing the penalties associated with hand held phones and prohibiting the use of all phones while driving.	DOE	Integrates with other related strategies/policies.
95	We will seek to increase awareness of the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.	DOE	Integrates with other road safety partners' related strategies/policies.
97	We will consider producing a new public information campaign on awareness of blind spots on HGVs.	DOE	Integrates with other road safety partners' related strategies/policies.
103	We will support and participate with GB in the review of medical standards.	DOE	Integrates with other related strategies/policies.
104	We will seek ways to ensure that pharmacists and doctors advise patients when not to drive because of medical conditions and / or medication.	DOE	Integrates with other related strategies/policies.
105	We will consider Bus, LGV and HGV driver training should have a greater emphasis on vulnerable road users in their training.	DOE	Integrates with other related strategies/policies.
107	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.	DRD	The ATF is directly linked to the Regional Development Strategy and the Regional Transportation Strategy. It is also supportive of the Sustainable Development Strategy and DHSSPS-led initiatives to help prevent obesity.
108	We will consider producing new public information campaigns addressing pedestrian safety taking into account the needs of people who are deaf.	DOE	Integrates with policies/strategies concerned with providing accessible information.

No.	Action Measure	Lead Dept or Agency	Comments
109	We will consider producing a new public information campaign about the dangers of being a pedestrian and the need to wear reflective clothing.	DOE	Integrates with other road safety partners' related strategies/policies.
110	We will consider producing a new public information campaign to educate pedestrians on the dangers of walking home whilst under the influence of alcohol.	DOE	Integrates with other road safety partners' related strategies/policies.
111	We will consider producing a new public information campaign highlighting the dangers associated with being a pedestrian on rural roads.	DOE	Integrates with other road safety partners' related strategies/policies.
120	We will encourage government agencies and private companies with fleets greater than 5 vehicles, to fit in-vehicle data recorders.	DOE	Integrates with other related strategies/policies.
125	Increase promotion of Road Safety week in NI.	DOE	Integrates with other road safety partners' related strategies/policies.
129	We will continue to improve road user behaviour through our award winning road safety campaigns. We will focus on behaviours that have a clear link to the most serious casualties.	DOE	Integrates with other road safety partners' related strategies/policies.
130	We will consider producing a new public information campaign focusing on wider user responsibility.	DOE	Integrates with other road safety partners' related strategies/policies.
131	We will consider providing accessible advice and information for people who are deaf.	DOE	Integrates with policies/strategies concerned with providing accessible information.
137	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	Integrates with the NI Policing Plan.

No.	Action Measure	Lead Dept or Agency	Comments
138	We will continue to disseminate information on freight and van best practise in NI. Particularly relating to safety, environmental friendliness and economical driving.	DOE	Integrates with other related strategies/policies.
142	We will improve our understanding of vehicle defects as either secondary or contributory factors in collisions.	DOE	Integrates with other related strategies/policies.
143	We will conduct a review of legislation surrounding 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	Integrates with other related strategies/policies.
149	We will consider the creation of a comprehensive Road Safety research programme.	DOE	Integrates with other related research programmes and policy areas.

SAFER ROAD USER GROUPS

151	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 and consider any lessons learnt which may help improve road safety for this group. DEL will inform road safety colleagues of the outcome.	DOE	Integrates with other related research programmes and policy areas.
152	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	Integrates with other related research programmes and policy areas.
153	We will work with partners to assess the value of introducing an additional cycle training element to Northern Ireland.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
157	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	Integrates with other road safety partners' related strategies/ policies.
158	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 the vulnerability, and the dangers they face due to inexperience.	DOE	Integrates with other road safety partners' related strategies/ policies.
159	We will conduct a baseline survey, via questionnaire, of the issues facing schools 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	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
160	The Department of Education will engage with DOE, ELBs, 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 and safe choices and decisions.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.

No.	Action Measure	Lead Dept or Agency	Comments
161	The Department of Education will, through CCEA and ESA, once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
162	The Department of Education will, through the ELBs and ESA, once it is established, seek to engage with other statutory, voluntary and private agencies to reinforce key road safety messages.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.
163	The Department of Education will issue guidance on school uniforms to highlight issues of visibility related to road safety.	DE	The outcomes of this action measure could potentially impact on the national school curriculum. The outcomes will also potentially impact on the current DOE Road Safety Education Programme and the DRD Safer Routes to Schools Scheme. There may also be some interaction with the Western Education and Library Board Pupil / Road Safety initiative.

No.	Action Measure	Lead Dept or Agency	Comments
164	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.	DOE	Integrates with other related strategies/policies.
166	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.	DOE	Integrates with other related strategies/policies.
169	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	Integrates with other related strategies/policies.
173	We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.	DOE	Integrates with other Government Strategies and policies.
174	We will consider ways to improve the visibility of pedestrians particularly children travelling to and from school.	DOE	Integrates with other related strategies/policies.

No.	Action Measure	Lead Dept or Agency	Comments
OTHER ACTION MEASURES			
116	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	Integrates with other policy frameworks for health, public safety and road safety. Contributes to: <ul style="list-style-type: none"> • Investing for Health 2002 • A Healthier Future 2005 • Lifetimes Opportunity Anti-Poverty and Social Inclusion • NI Programme for Government • Road Safety Strategy 2002-2012 • Review of Public Administration
119	We will seek better understanding and co-operation of road safety roles and initiatives amongst those agencies involved in this area to minimise duplication or overlap.	DOE	Integrates with road safety partners' policies/strategies.

No.	Action Measure	Lead Dept or Agency	Comments
121	<p>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.</p>	DHSSPS	<p>Integrates with other policy frameworks for health, public safety and road safety. Contributes to:</p> <p><u>Northern Ireland</u></p> <ul style="list-style-type: none"> • Investing for Health 2002 • A Healthier Future 2005 • Lifetimes Opportunity Anti-Poverty and Social Inclusion • NI Programme for Government • Road Safety Strategy 2002-2012 • Review of Public Administration <p><u>Republic of Ireland</u></p> <ul style="list-style-type: none"> • National Development Plan 2007-2013 • DoHC Statement of Strategy 2005-2007 • Quality and Fairness – A Health System for You 2001 • National Action Plan Against Poverty and Social Exclusion 2006-2008 • Road Safety Strategy 2008-2011 <p><u>Europe</u></p> <ul style="list-style-type: none"> • EU Health Strategy 2007-2013 • EU Road Safety Charter • Global Collaboration on Road Safety
123	<p>We will undertake an audit of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.</p>	DOE	<p>Integrates with road safety partners' policies/strategies.</p>

No.	Action Measure	Lead Dept or Agency	Comments
144	We will introduce enhanced regulation of the bus taxi and freight industries through the Review of the Bus sector, the introduction of the Taxis Act regulations and introduce the Freight Bill and a Transport Industry Regulator.	DOE	Integrates with other related strategies/policies.
150	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	Integrates with NIFRS Road Safety Strategy 2008-13 and other policy frameworks for health, public safety and road safety. Contributes to: <ul style="list-style-type: none"> • Investing for Health 2002 • A Healthier Future 2005 • Lifetimes Opportunity Anti-Poverty And Social Inclusion • NI Programme for Government • Road Safety Strategy 2002-2020 • Review of Public Administration

(12) OTHER IMPACTS

This section considers if the proposed action measures have any other impacts not already detailed above e.g. personal security, physical fitness, journey comfort etc.

No.	Action Measure	Lead Dept or Agency	Comments
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SAFER VEHICLES

60	We will consider taking powers to seize vehicles from serious or persistent road traffic offenders.	DOE	<p>The measure might lead to improvements in the personal physical fitness, reduce the likelihood of travel and reduce the journey comfort of a person whose vehicle has been seized and who has to use public transport or active travel options. Such effects, however, are likely to be marginal and individual rather than significant and broad.</p> <p>The possibility for the measure to impact on those other than the driver would have to be considered. This might include those within a family where a seized vehicle is a shared resource which others use, as drivers or as passengers, particularly in cases of dependants and/or where an alternative vehicle or transport option is not available.</p> <p>Considerations would be given to cases where a vehicle might not belong to the driver but to a business, employer or another person, should it be a family member, friend or associate.</p>
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No.	Action Measure	Lead Dept or Agency	Comments
SAFER ROAD USER BEHAVIOURS			
76	Continue to carry out campaigns and enforcement and consider introducing retraining courses on seat belt use to further improve compliance rates.	PSNI	Could positively impact on journey comfort by improving driving standards and compliance with the law.
77	We will scope the development of a network of SPECS average speed cameras to compliment current police patrolling strategies.	PSNI	Improved journey times.
79	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 or towns through the community concern aspect of the scheme.	PSNI	Improved journey times.
81	We will continue to encourage the public to report areas where speeding regularly occurs.	PSNI	Improved journey times.
82	We will monitor 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	Improved journey times.
107	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.	DRD	The ATF is expected to impact positively across all sectors with physical fitness and journey improvements clearly identified.

No.	Action Measure	Lead Dept or Agency	Comments
137	We will investigate compliance issues amongst road user groups other than car drivers and develop strategies to address risks identified.	PSNI	Could positively impact on journey comfort by improving driving standards and compliance with the law.

OTHER ACTION MEASURES

121	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	In addition to enhanced multi-agency working and co-ordinated activity in the border region this measure will help develop a new accredited approach to working with young people and result in an accredited youth engagement qualification for staff involved.
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RECOMMENDATION

While this exercise has highlighted a number of potential impacts and is useful as an overall assessment of the action measures contained in the Strategy it is recommended that each responsible body should carry out a further, more detailed, impact assessment on each individual action measure as appropriate as they prepare for development and implementation.

MONITORING AND EVALUATION

The impacts of the action measures will continue to be monitored by the road safety partners as the Strategy is implemented.

Abbreviations

ANNEX F

ACPRO	Association of Chief Police Officers	GDL	Graduated Driving Licensing
AFT	Active Travel Forum	GVA	Gross Value Added
AMI	Approved Motorcycle Instructor	HGV	Heavy Goods Vehicles
CBT	Compulsory Basic Training	ISA	Intelligent Speed Adaptation
CCEA	Council for the Curriculum Examinations and Assessment	IVA	Individual Vehicle Approval
DDR	Deprivation Disparity Ratio	KSI	Killed and/or Seriously Injured
DE	Department of Education	L2D	Learning to Drive
DEL	Department of Employment and Learning	NIAO	Northern Ireland Audit Office
DfT	Department for Transport (GB)	NIAS	Northern Ireland Ambulance Service
DHSS&PS	Department of Health, Social Service and Public Safety	NIFRS	Northern Ireland Fire and Rescue Service
DOE	Department of the Environment	NIMDM	Northern Ireland Deprivation Measure
DoHC	Department of Health and Children (ROI)	NI NHS	Northern Ireland Nation Health Service
DRD	Department for Regional Development	NIO	Northern Ireland Office
DSA	Driving Standards Agency (GB)	OFMDFM	Office of the First Minister and Deputy First Minister
DVA	Driver and Vehicle Agency	PAC	Public Accounts Committee
ECWVTA	European Whole Vehicle Type Approval	PfG	Programme for Government
ELB	Education and Library Boards	PLG	Private Light Goods vehicles
ESA	Education and Skills Authority	PSNI	Police Service of Northern Ireland
ETI	Education and Training Inspectorate	RoI	Republic of Ireland
		RSTN	Regional Strategic Transport Network
		RTC	Road Traffic Collisions
		SLA	Service Level Agreement
		UN-ECE	United Nations Economic Commission for Europe

