

# NORTHERN IRELAND'S ROAD SAFETY STRATEGY TO 2020





# Introduction

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Road safety is an issue that affects everyone. We all use the roads to get around, indeed most people use them every day, as drivers, passengers, pedestrians, riders or cyclists. Our roads provide access to work and leisure and to goods and services. They are of critical importance to our economy and community and it is essential to balance efficient movement and mobility with risk to ensure that, as far as possible, we all share and use our roads in safety.

The Department of the Environment (DOE) and road safety partners are committed to *'making a journey on Northern Ireland's roads as safe for all road users as anywhere in the world'*. We have produced a strategy detailing what we intend to do to further improve road safety in Northern Ireland over the next ten years. It describes how we arrived at our vision above, identifies our targets and how we will measure progress and sets out measures to further reduce road deaths and serious injuries up to 2020.

# Road Safety Issues

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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) categorised under the general heading of driver carelessness. Between 2004 and 2008 all of these causation factors together resulted in 78% (4,850) of all the deaths and serious injuries on our roads.

Overall, on average, 126 people were killed and 1,111 seriously injured on Northern Ireland's roads each year between 2004 and 2008.

Every death and every serious injury on our roads is one too many. We need to continue to look at the causes of road traffic collisions and explore what can be done to prevent them. We know that our behaviour as road users contributes greatly to the number of collisions on our roads, we also know that road and vehicle standards and maintenance have important parts to play.

Our Strategy has therefore been designed to address Northern Ireland's road safety problems using the Safe Systems Approach i.e. safer vehicles, safer roads and safer road users.

We will continue to work with our partner organisations, Department for Regional Development, Department of

Education, the Police Service of NI, the NI Fire & Rescue Service and the NI Ambulance Service, to maintain the huge efforts made by all towards reducing the number of road casualties. Of course, everyone has a crucial part to play in reducing casualties. 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.

# Vision

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Northern Ireland's road safety vision is:

**‘To make a journey on Northern Ireland’s roads as safe for all road users as anywhere in the world’**

Government in Northern Ireland and road safety partners believe that this is an ambitious vision. A vision is not intended as a target for a single point in time but is on-going and aspirational. We believe that our vision reflects the strong commitment of all our stakeholders.

Road safety partners are determined that no level of road death or serious injury to any category of road user will be seen as acceptable. Our vision is to match the very best but we will continue to strive to prevent any casualties from occurring on our roads.

# Northern Ireland's Road Safety Targets

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Northern Ireland's road safety targets to 2020 (measured against a baseline of the 2004-2008 average figures) are:

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

# Challenges

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The key challenges to be addressed over the lifetime of the Strategy 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 and motorcyclists (age range 16-24);
- 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.



# How we propose to address these challenges

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## Safer Road Users

- Review road safety education services and resources to ensure they appropriately address today's road safety issues;
- Develop, implement and update an improved programme of measures to influence young people's attitudes and behaviours;
- Reassess and improve the way that novice drivers first learn to drive and/or ride, are tested and continue to learn throughout their lives;
- Consult on proposals to amend the existing 45mph speed restriction on learner and restricted drivers and introduce a new system of Graduated Driver Licensing (GDL) to replace the current 'R' driver scheme;
- Extend the use of driver remedial courses and make greater use of educational interventions for errant road users;
- Introduce graduated penalties for certain crimes; and
- Adopt the Association of Chief Police Officers (ACPO) speed limit enforcement.

## Safer Roads

We will continue to maintain, treat and update the Northern Ireland roads network. In addition we will:

- Carry out a review of speed limits on upper tier rural roads; and
- Consider 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.

## Safer Vehicles

We will continue to inspect all vehicles to ensure that they remain roadworthy and therefore safe to drive on our roads. We will also continue to test novice drivers to ensure that they reach the required standards to drive safely on our roads.

### In addition we will:

- Support GB in working towards appropriate EU vehicle regulations;
- Seek increasing opportunities to participate in trialling and piloting new systems within the UK research programme; and

- Support future emphasis on advanced crash avoidance systems.

If we deliver the 199 Action Measures (AM) detailed in this Strategy, and achieve our targets, it is estimated that 418 fatalities and 2,750 serious injuries will be avoided over the lifetime of our Strategy.

# Summary of measures to be delivered within the first three years of this Strategy

Safer Road Users	Lead Dept or Agency
<p><b>AM 86</b> Through a managed, graduated process we will adopt the Association of Chief Police Officers (ACPO) speed limit enforcement guidelines.</p>	<p><b>PSNI</b></p>
<p><b>AM 88</b> 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.</p>	<p><b>PSNI</b></p>
<p><b>AM 97</b> 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.</p>	<p><b>DOE</b></p>

Safer Road Users	Lead Dept or Agency
<b>AM 99</b> We will increase enforcement activities aimed at detecting drug drivers.	<b>PSNI</b>
<b>AM 101</b> We will improve awareness among young drivers of the implications of the New Drivers Order.	<b>DOE</b>
<b>AM 105</b> We will consider further measures to reduce mobile phone usage, including texting, while driving.	<b>DOE/ PSNI</b>
<b>AM 106</b> We will seek to increase awareness of the benefits of lower speed driving in relation to fuel efficiency, health impacts and road safety.	<b>DOE</b>
<b>AM 107</b> We will research the impact of non-NI resident lorry operators on road safety in Northern Ireland.	<b>DOE</b>
<b>AM 108</b> We will consider producing a new public information campaign on awareness of blind spots on HGVs.	<b>DOE</b>
<b>AM 115</b> We will consider introducing independent driving as an integral part of the overall driving test.	<b>DOE</b>
<b>AM 116</b> We will consider withdrawing the publication of driving test routes to ensure that learner drivers are exposed to a wider driving experience.	<b>DOE</b>
<b>AM 118</b> We will collaborate with the private and voluntary sector to identify, accredit and promote effective training initiatives aimed at learner and novice drivers.	<b>DOE</b>

Safer Road Users	Lead Dept or Agency
<b>AM 120</b> We will seek ways to ensure that pharmacists and doctors advise patients when not to drive because of medical conditions and/or medication.	<b>DOE</b>
<b>AM 128</b> We will educate all road users about the dangers of distraction.	<b>DOE</b>
<b>AM 137</b> We will develop a memorandum of understanding between all those attending a collision which will set out responsibilities and procedures. This memorandum will be included in all future training programmes within NIFRS, PSNI and NIAS.	<b>NIFRS/ PSNI/ NIAS</b>
<b>AM 140</b> We will seek better understanding and co-ordination of road safety roles and initiatives among those agencies involved to minimise potential duplication or overlap.	<b>DOE</b>
<b>AM 144</b> We will undertake a review of Road Safety Education services and resources to ensure that they appropriately address today's road safety issues.	<b>DOE</b>
<b>AM 146</b> We will work more closely with partners to further integrate our media campaigns.	<b>DOE</b>
<b>AM 147</b> We will increase promotion of Road Safety week in Northern Ireland.	<b>DOE</b>

Safer Road Users	Lead Dept or Agency
<b>AM 151</b> We will continue to improve road user behaviour through our road safety campaigns. We will focus on behaviours that have a clear link to the most serious casualties.	<b>DOE</b>
<b>AM 152</b> We will produce a new public information campaign on driver inattention.	<b>DOE</b>
<b>AM 158</b> We will consider exploring other means of delivering the Road Safe Roadshow, for example, through cruising clubs, youth organisations and sporting events.	<b>PSNI</b>
<b>AM 159</b> We will consider the development of a strategy for police engagement with young drivers who are motor vehicle enthusiasts.	<b>PSNI</b>
<b>AM 161</b> We will assess the value of continuing to disseminate information on freight and van best practice in NI. This relates particularly to safety, environmental friendliness and economical driving.	<b>DOE</b>
<b>AM 162</b> We will produce comprehensive information guides for the road transport sector concerning drivers' hours and other legislation.	<b>DOE</b>
<b>AM 163</b> We will set up a PSNI Collision Investigation Unit to investigate all fatal road traffic collisions.	<b>PSNI</b>

Safer Road Users	Lead Dept or Agency
<p><b>AM 171</b> We will improve the quality of our data. We will also seek to expand and supplement existing data sources in order to help target interventions more effectively and develop our understanding of road safety problems and trends. Particularly focusing on rurality, deprivation and purpose of journey. To facilitate this, the road safety partners will, where appropriate, adopt a data-sharing approach.</p>	<p><b>DOE</b></p>
<p><b>AM 174</b> We will consider the creation of a comprehensive road safety research programme.</p>	<p><b>DOE</b></p>
<p><b>AM 175</b> We will review response times to collisions and benchmark nationally with other Fire and Rescue Service organisations. Commence implementation of proven methods to improve the survival and extrication of those involved in road collisions.</p>	<p><b>NIFRS</b></p>
<p><b>AM 176</b> We will review the findings of the DEL scoping study into issues relating to young people aged 16-24 who are not in employment, education or training. We will consider any lessons learnt which may help improve road safety for this group and inform appropriate educational opportunities, with particular focus on areas of deprivation.</p>	<p><b>DOE</b></p>



Safer Road Users	Lead Dept or Agency
<b>AM 177</b> We will explore opportunities to provide enhanced road safety education for young people aged 16-24 through further education colleges, universities or apprenticeship programmes.	<b>DOE</b>
<b>AM 178</b> We will consider how best to address research findings suggesting child pedestrian casualties (urban and rural) are linked to deprivation and any correlation with presence of schools and traffic activity.	<b>DOE</b>
<b>AM 179</b> We will work with partners to assess the value of introducing an additional cycle training element to Northern Ireland.	<b>DOE</b>
<b>AM 180</b> 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.	<b>DOE</b>
<b>AM 181</b> We will continue to develop alternative communication approaches to reach young people with road safety messages and improve the road safety presence on other media channels, including better use of social networking sites and other technology such as Bluetooth messaging.	<b>DOE</b>

Safer Road Users	Lead Dept or Agency
<b>AM 183</b> We will continue to target the minority of young and inexperienced, mostly male, drivers exhibiting more dangerous driving behaviour through education, training and enforcement.	<b>DOE</b>
<b>AM 184</b> We will continue to look for innovative ways to target younger drivers with appropriate messages about safe driving, to increase their awareness and understanding of their vulnerability and the dangers they face due to inexperience.	<b>DOE</b>
<b>AM185</b> We will conduct a baseline survey, via questionnaire, of the issues facing schools and youth service 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).	<b>DE/DOE</b>
<b>AM186</b> We will engage with DOE, ELBs, and CCEA and the Education and Skills Authority (ESA) once it is established, to explore how resources for schools on road safety can better empower children to make informed safe choices and decisions.	<b>DE</b>
<b>AM 187</b> We will, through CCEA and ESA once it is established, inform schools clearly about existing opportunities within the curriculum to highlight road safety.	<b>DE</b>

Safer Road Users	Lead Dept or Agency
<b>AM 188</b> We will issue guidance on school uniforms to highlight issues of visibility related to road safety.	<b>DE</b>
<b>AM 193</b> We will introduce an Approved Motorcycle Instructor (AMI) Register and Compulsory Basic Training (CBT) for motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.	<b>DOE</b>
<b>AM 194</b> We will seek to improve training and awareness techniques for motorcycle riders.	<b>DOE</b>
<b>AM 199</b> We will investigate ways to improve the visibility of pedestrians particularly children travelling to and from school.	<b>DOE</b>
Safer Roads	Lead Dept or Agency
<b>AM 1</b> We will consider the needs and vulnerability of motorcyclists when designing new roads and implementing safety measures on existing roads.	<b>DRD</b>
<b>AM 2</b> We will consider provision of specific route treatments for popular motorcycle 'runs' such as motorcycle 'friendly' barriers and additional signing.	<b>DRD</b>

Safer Roads	Lead Dept or Agency
<p><b>AM 8</b> We will undertake and implement the review of speed limits on upper tier rural roads following the publication of the outcome of the speed management review. Priority will be given to those roads with the highest incidence of deaths and serious injuries. We will also assess whether an increase to limits might be appropriate on some other roads including motorways.</p>	<p><b>DRD</b></p>
<p><b>AM 17</b> We will consider the introduction of portable vehicle-activated speed indicator signs at sites where speeding has been identified as an issue.</p>	<p><b>DRD</b></p>
<p><b>AM 21</b> We will improve edge and junction visibility on rural roads with a combination of reflective bollards and studs using advances in reflective technology.</p>	<p><b>DRD</b></p>
<p><b>AM 24</b> 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.</p>	<p><b>DRD</b></p>
<p><b>AM 29</b> During routine road inspections we will check that 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.</p>	<p><b>DRD</b></p>

Safer Roads	Lead Dept or Agency
<b>AM 32</b> We will take measures to reduce illegal roadside trading and advertising to reduce the risk of collisions caused by driver distraction.	<b>DRD</b>
<b>AM 34</b> 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.	<b>DRD</b>
<b>AM 35</b> We will ensure that all utility companies and contractors comply with all statutory and contractual requirements at temporary road openings and road works.	<b>DRD</b>
<b>AM 50</b> We will continue to improve the Roads Service website to include more information on road conditions, road works and interactive mapping.	<b>DRD</b>
<b>AM 52</b> 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.	<b>DRD</b>

Safer Roads	Lead Dept or Agency
<p><b>AM 53</b> 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 existing processes in identifying priorities for future road safety engineering action.</p>	<p><b>DRD</b></p>
Safer Vehicles	Lead Dept or Agency
<p><b>AM 59</b> 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.</p>	<p><b>DOE</b></p>
<p><b>AM 64</b> We will improve our training of police officers on tachographs to improve enforcement activity.</p>	<p><b>PSNI</b></p>
<p><b>AM 71</b> We will extend freight operator licensing to include all vehicles greater than 3.5 tonnes, which carry goods as part of their business.</p>	<p><b>DOE</b></p>
<p><b>AM 72</b> We will extend the ‘O’ licensing system to include all freight operators.</p>	<p><b>DOE</b></p>



## **Further Information**

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A full copy of the Strategy can be accessed via the publications page of: [www.roadsafetyni.gov.uk](http://www.roadsafetyni.gov.uk)

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Any further queries relating to Northern Ireland's Road Safety Strategy to 2020 should be directed to:

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