

NORTHERN IRELAND ROAD SAFETY STRATEGY 2002-2012

# Northern Ireland Road Safety Strategy 2002 - 2012



This document is available on the Road Safety Website at:  
[www.doeni.gov.uk/roadsafety](http://www.doeni.gov.uk/roadsafety)

Enquiries about this document should be directed to Road Safety Branch at the contact details below.

Requests for this document to be made available in large print or on a audio tape should be directed to Road Safety Branch at the contact details below or through the website:

Department of the Environment  
Road Safety Branch  
Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB  
Tel: 028 90540094  
Fax: 028 90540681  
Email: via Road Safety website  
Textphone: 028 90540642



## CONTENTS

	Page
<b>FOREWORDS BY PARLIAMENTARY UNDER-SECRETARY OF STATE AND CHIEF CONSTABLE, POLICE SERVICE OF NORTHERN IRELAND</b>	2 3
<b>VISION, KEY PRINCIPLES AND BACKGROUND TO THE STRATEGY</b>	4
<b>TARGETS</b>	6
Background,	6
Casualty and Traffic Forecasts,	6
Killed or Seriously Injured,	7
Child Casualties,	8
Progress Towards 2012	9
<b>STRATEGIC OBJECTIVES</b>	10
1. Safer Children	13
2. Safety for Pedestrians and Other Vulnerable Road Users	21
3. Better Driver Training, Testing and Licensing	31
4. Better Driver Behaviour	41
(a) safer speeds	41
(b) drink, drugs and drowsiness	49
(c) dangerous and careless driving	57
5. Safer Roads Infrastructure	61
6. Safer Vehicles	67
<b>CO-ORDINATION</b>	74
<b>MONITORING AND REPORTING</b>	76
<b>Annex A</b> Equality, Human Rights and New Targeting Social Need	77
<b>Annex B</b> Consultees responding to Consultation Document for a Northern Ireland Road Safety Strategy 2001-2010	80

## **PARLIAMENTARY UNDER-SECRETARY'S FOREWORD**



Parliamentary Under-Secretary of State  
Angela Smith MP

Making Northern Ireland's roads safer for everyone to use is the responsibility of the whole community. Success in reducing the unacceptable number of deaths and serious injuries on the roads requires the support of the whole community.

I know that the road safety strategy has been the subject of extensive consultation by the devolved administration and that the responses to the consultation have, where appropriate, been reflected in this new Northern Ireland Road Safety Strategy. I thank all those who responded for their helpful contribution to this process.

While the number of deaths and serious injuries on Northern Ireland's roads has declined significantly over the

last 20 years to about two thirds of the levels in the 1970s, there is still much that can be done to achieve further reductions. We cannot be satisfied or complacent knowing that each year almost 150 people are killed, approximately 1600 are seriously injured and more than 11,000 receive slight injuries as a result of road collisions. Behind these statistics lies an enormous human suffering and economic burden on the community.

This document sets out the strategic objectives which are proposed to improve road safety over the next decade. It identifies certain action measures planned by the departments and agencies whose activities contribute to road casualty reduction. To focus our collective efforts a target has been set to reduce deaths and serious injuries by 33% and, within that overall target, a further target of a 50% reduction in the numbers of children killed or seriously injured.

Importantly, these targets are not limits, but guides. Moreover, all aspects of the strategy, including targets, will be reviewed in the light of experience after three years and again after six years from the launch of the strategy.

Road safety is a key priority for government throughout the United Kingdom and this has been reflected in additional resources for the road safety activities of the Department of the Environment and the Department for Regional Development. Through this road safety strategy, government will continue to give a lead. However, influencing a positive change in road user attitudes and behaviour remains the biggest challenge and this will require vigorous and sustained support from all parts of society.

I am confident that by promoting an integrated partnership approach by the statutory road safety departments and agencies, including the Police Service of Northern Ireland, and with the support of the wider community, we will succeed in making Northern Ireland's roads safer for all.

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

**Parliamentary Under-Secretary of State Angela Smith MP**

## **FOREWORD BY THE CHIEF CONSTABLE, POLICE SERVICE OF NORTHERN IRELAND**



Hugh Orde, Chief Constable

The level of deaths and serious injuries on our roads – despite a broadly downward trend in recent years – remains too high. While we are just above mid-point on the European safety scale, our figures remain the worst of the four regions within the United Kingdom.

This is a situation which is unacceptable to the police. I believe it is also unacceptable to the people we serve.

This document, which is the culmination of significant consultation, sets out a road safety strategy for the next 10 years. The aim, ultimately, is to reduce the toll of tragedy further. This is an objective to which we all aspire.

The Police Service of Northern Ireland has long been wedded to the three-pronged approach of education, enforcement and engineering. Central to this has been a commitment to working in partnership with statutory and voluntary agencies and individuals who can bring an influence to bear on making our roads safer. We work closely with colleagues in the Department of the Environment and the Department for Regional Development; with educationalists, the medical profession, the ambulance and fire services, the voluntary sector, victims' groups and, of course, with the broader community.

The targets set out in the strategy are demanding. And, certainly, they cannot be achieved by a single organisation. Making our roads safer is everybody's business.

The police will play their part fully. There must be few people in Northern Ireland who are unaware of the pressures on policing resources – both human and financial. The loss of staff through voluntary severance, along with a disproportionately large number of major crime investigations, the requirement to police public disorder and the raised level of terrorist threat are operational demands which simply have to be met. That means that some very difficult decisions sometimes have to be taken on how best to meet every-day policing demands.

Despite all of these pressures, however, the Police Service is resolutely determined to keep roads policing a priority.

Officers will continue to target the main causes of road traffic collisions which too often end in injury and death – speed, carelessness, the non-wearing of seat belts and drink-driving – with advice, guidance and, where appropriate, prosecution.

They will continue to promote road safety, particularly amongst the most vulnerable groups – young men and the elderly.

And, increasingly, given the demands on personnel, we will be looking at testing and using the most up-to-date equipment and technology to support the policing effort.

Reducing the number of deaths and serious injuries on Northern Ireland's roads is a laudable, and achievable, objective. But it can only be done if we all work together.

Hugh Orde  
Chief Constable  
**POLICE SERVICE OF NORTHERN IRELAND**

## **NORTHERN IRELAND ROAD SAFETY STRATEGY 2002-2012**

### **VISION**

Safe road use for the whole community.

### **KEY PRINCIPLES**

Road traffic collisions and road casualties should not be accepted as inevitable.

The priority given to road safety should reflect the high value which the community places on the preservation of human life and on the prevention of serious injury. The community, in turn, has an essential role in the development of positive approaches to safe road use, a role that requires widespread community support and participation.

Government departments and agencies involved in road safety, including the Police Service of Northern Ireland (PSNI), consider that with the community's support the strategic objectives set out in this strategy will help to achieve the targets proposed for reducing deaths and serious injuries on our roads.

### **BACKGROUND TO THE STRATEGY**

#### ***THE PROGRAMME FOR GOVERNMENT***

Improving road safety has been established as an important element of plans for the future of Northern Ireland in successive Programmes for Government drawn up by the Northern Ireland Executive. Under devolution, increased resources were made available to the Department of the Environment (DOE) for road safety education and publicity and to the Department for Regional Development (DRD) for the improvement of roads infrastructure.

#### ***CONSULTATION***

A consultation document for a Northern Ireland Road Safety Strategy 2001-2010 was launched in May 2001 by the then Minister of the Environment, Sam Foster, in fulfilment of the commitment in the Programme for Government 2000-2003. The document reviewed road safety issues in Northern Ireland. It detailed the ways in which road safety departments and agencies, including the PSNI, are currently seeking to improve Northern Ireland's road safety performance and the extent to which this has improved over the past 30 years. It also set out a range of proposals for new long-term road casualty reduction targets and a strategy for achieving further significant reductions in deaths and serious injuries.

The consultation document was distributed widely and sought the community's views on what would represent challenging yet realistic targets; on the combination of existing and new measures that would be needed to achieve these; and, in particular, on ideas about how best to reduce road casualties and to secure the commitment of road users to improving road safety. The number and extent of responses have been encouraging with over 70 organisations and individuals responding (See Annex B). Respondents overwhelmingly endorsed the objectives and measures proposed in the consultation document.

## **PURPOSE OF STRATEGY**

The Northern Ireland Road Safety Strategy seeks to promote an integrated approach to the planning, co-ordination and delivery of the Government's road safety activities over the next decade, aimed at achieving the casualty reduction targets set out in the next section. It represents the commitment of the departments and agencies, whose activities contribute to road casualty reduction, to addressing the strategic objectives set out in the consultation document.

The timescales for the implementation of the action measures to deliver the strategic objectives are shown under three categories: -

Immediate	(ongoing or by March 2003)
Short term	(within 3 years)
Long term	(within 4-10 years)

Preparation of the Northern Ireland Road Safety Strategy has taken place against the background of other strategic initiatives. In particular, the Northern Ireland Regional Development Strategy, agreed by the Assembly in September 2001, sets out the dynamic strategic framework for the spatial development of Northern Ireland over the next 25 years. A vital component of this strategy is the 10-year Regional Transportation Strategy for Northern Ireland (RTS) which was agreed by the Assembly in July 2002 and which is now being taken forward by DRD. The RTS contains a range of initiatives to support a reduction in road casualties, including: accident remedial measures, traffic calming schemes, traffic management schemes, an increased level of road maintenance, 'Safer Routes to Schools', education and enhanced public transport services. In addition the Northern Ireland Executive's Investing for Health Strategy (published on 27 March 2002), includes an objective to reduce accidental injuries and deaths, and the development by the PSNI of its Road Policing Strategy will make a significant contribution to meeting the objectives of this Road Safety Strategy.

## **TARGETS**

### **BACKGROUND**

Each year more than 13,000 road traffic casualties occur on Northern Ireland's roads. Of these, approximately 150 are killed and 1,600 are seriously injured. In the early 1970s twice as many people were killed annually and 50% more were seriously injured than now. Although the level of road deaths and serious casualties remains unacceptably high, it has fallen substantially over the past thirty years, particularly since the late 1980s. Since the early 1970s, however, the number of slight casualties has more than doubled.

### **CASUALTY AND TRAFFIC FORECASTS**

Analysis carried out by TRL (formerly the Transport Research Laboratory) in 1998 suggested that a 20% reduction in the numbers killed or seriously injured by 2010, relative to a baseline of the average number over the period 1994-98, would represent a challenging target for Northern Ireland. This analysis was based on statistical evidence that, as the volume of traffic increases, the number of road casualties also tends to rise and on an assumption based on past trends, that over the following decade, growth in the volume of traffic in Northern Ireland would continue to increase at approximately the same rate as in the 1990s.

The TRL analysis also assumed continuation of the prevailing package of road safety measures, adjusted and refreshed as necessary, and the prevailing level of public resources devoted to road safety.

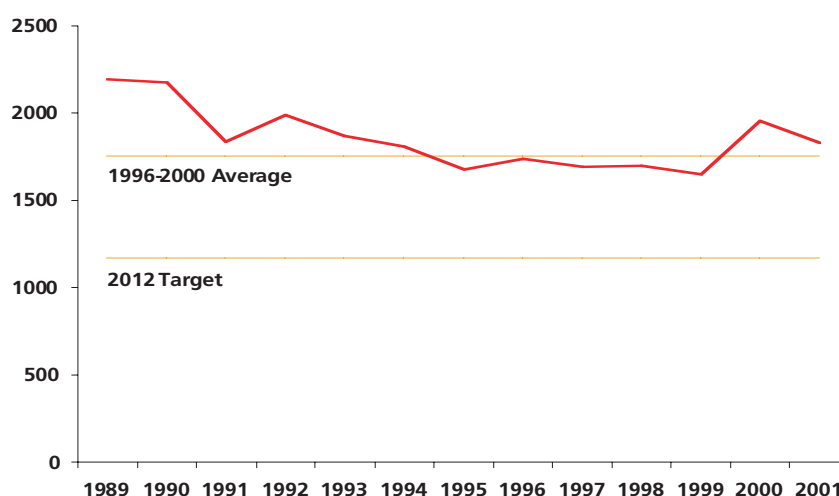
TRL was asked, in early 2002, to update its previous analysis to take account of new Northern Ireland traffic volume forecasts and of actual traffic volume and casualty data for the years since 1997. To reflect the passage of time since its first report in 1998, and the fact that the strategy would now span the period from 2002 to 2012, TRL was asked to advise on what would represent a challenging casualty reduction target to be achieved by 2012, relative to a baseline of 1996-2000.

Since 1991, the percentage increase in traffic growth in Northern Ireland has been, on average, 3% a year. Forecasts prepared for the Regional Transportation Strategy (using economic and demographic projections from the Regional Development Strategy) suggest that over the period 2002-2012 traffic growth will be approximately 2% a year. Based on the assumption that the rate of traffic growth will fall to this level (and that upward pressure on the numbers killed or seriously injured on the roads will, therefore, be less severe than previously anticipated) TRL has concluded that a reduction of approximately one-third in the numbers killed and seriously injured would represent a challenging but achievable casualty reduction target for Northern Ireland in the period to 2012, equivalent in terms of challenge to the current 40% reduction target for Great Britain to 2010.

## KILLED OR SERIOUSLY INJURED

The Northern Ireland Road Safety Strategy aims at 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 current average of 1750 to fewer than 1200 by 2012. Progress to date towards achieving the year 2012 casualty reduction target is shown in Chart 1.

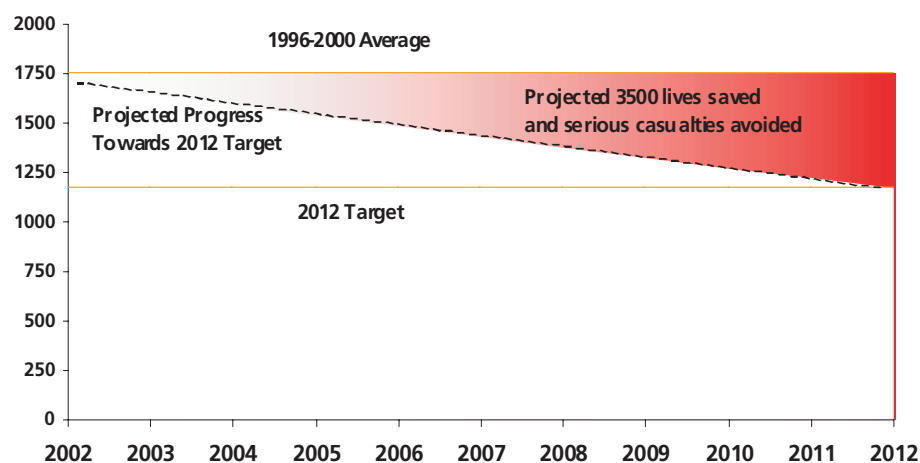
Chart1: Progress in Reducing Deaths and Serious Casualties 1989 - 2001



Source: PSNI, DOE

If this target is achieved, it is estimated that between 2002 and 2012, a total of 300 lives will have been saved and 3200 serious injuries avoided than if road deaths and serious injuries had remained at the level of the average for 1996 – 2000 (Chart 2).

Chart2: Projected Lives Saved and Serious Casualties Avoided 2002 - 2012

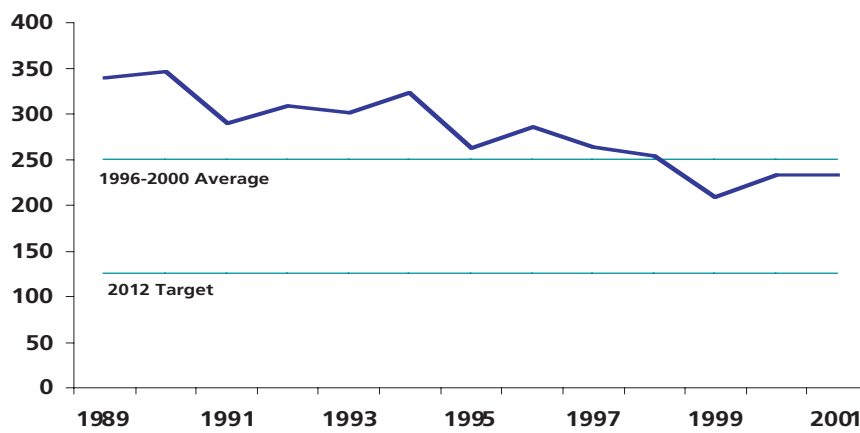


Source: PSNI, DOE

### CHILD CASUALTIES

This strategy also aims at 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 current average of 250 to fewer than 125 by 2012. Progress to date towards achieving the year 2012 child casualty reduction target is shown in Chart 3.

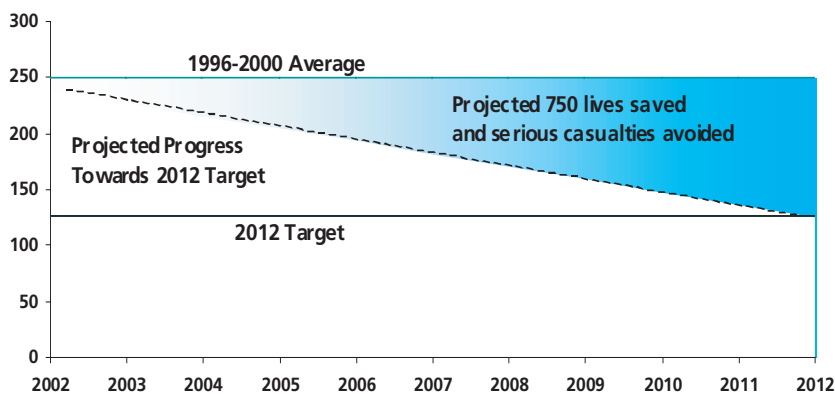
Chart 3: Progress in Reducing Child Deaths and Serious Casualties 1989-2001



Source: PSNI, DOE

If this target is achieved, it is estimated that between 2002 and 2012, the lives of a total of 50 children will have been saved and 700 fewer children will have been seriously injured in road traffic collisions than if child road deaths and serious injuries had remained at the level of the average for 1996 – 2000 (Chart 4).

Chart 4: Projected Child Lives Saved and Serious Casualties Avoided 2002 - 2012



Source: PSNI, DOE

## **PROGRESS TOWARDS 2012**

The year-on-year fluctuations illustrated in charts 1 and 3 indicate that progress towards the year 2012 targets may not be sustained year-on-year. Therefore, what is important are the lives saved and serious casualties avoided represented by the shaded area on charts 2 and 4. For example, although the year 2000 casualty reduction target was not achieved, in terms of the number of deaths and serious injuries in that year, nevertheless, there were approximately 340 fewer deaths and 3660 serious casualties in the period from 1990 to 2000, than if casualties had continued at the 1989 level. Moreover, these figures are higher than if the year 2000 target had been achieved as projected, on a straight-line reduction basis between 1990 and 2000.

## **STRATEGIC OBJECTIVES**

Research indicates that many current measures appropriately refreshed and updated will continue to make an effective contribution to road casualty reduction. Consequently the road casualty reduction targets proposed in this strategy will be achieved by:

- continuing existing effective measures;
- enhancing and achieving wider implementation of measures which have the potential for increased effectiveness; and
- introducing new measures.

Together the road safety departments and agencies will pursue the following strategic objectives:

- to educate children to behave safely when using the roads and to persuade drivers to take extra care when driving near children;
- to improve road safety for pedestrians and other vulnerable road users;
- to make learning to drive even more relevant to today's driving conditions and ensure drivers are properly registered, tested and licensed;
- to influence drivers to avoid excessive speed and to drive more responsibly on our roads;
- to reduce the incidence of driving while impaired through drink, drugs or drowsiness;
- to reduce the incidence of dangerous and careless driving;
- to ensure that safety continues to be a primary objective in designing, building, operating and maintaining roads in Northern Ireland; and
- to improve the safety of vehicles in use on the roads and to require them to be properly registered, tested and licensed.

## **RESEARCH**

Research undertaken in Northern Ireland, Great Britain and Europe will continue to provide an informed base for planning across all aspects of road safety activity, including the maintenance and development of a strong legislative framework for the promotion of road safety.

This research led approach will continue to be underpinned by a broad programme of local analysis:

- to provide a better understanding of the causes of collisions;
- to help develop improved solutions; and
- to ensure, where practicable, that resources are targeted to optimum effect.

The PSNI in partnership with DOE and DRD will develop an advanced casualty and collision history analysis during 2003. This will provide information for:

- improved targeted enforcement;
- identification of vulnerable groups for educational purposes; and
- highlighting locations, which may require engineering work.

The PSNI will also continue to research, identify and introduce new technology to enhance enforcement targeted on the principal causes of deaths and serious injuries on our roads.

## **PERSONAL RESPONSIBILITY**

Most road traffic collisions and resulting deaths or serious injuries are avoidable. The main causes remain excessive speed (inappropriate for the conditions or in excess of speed limit), alcohol (both driver/rider and pedestrian) and failure to wear a seat belt. Continued success in reducing the numbers killed or seriously injured will depend on the combined effects of education, enforcement and engineering and will build on progress over the past decade which has been enhanced by the co-ordinated efforts of the road safety departments and agencies.

The Northern Ireland Road Safety Strategy has been developed to provide the focus for the Northern Ireland Executive's and the community's efforts to reduce further, deaths or serious injuries on the roads. While the road safety agencies, including the PSNI, have a vital part to play in improving road safety, reducing road deaths and serious injuries very largely depends on road users behaving responsibly on Northern Ireland's roads. Changing road user attitudes and behaviour remains the biggest challenge. If the road safety strategy is to succeed,

the support of the whole community is required to make the principal causes of road casualties socially unacceptable. To this end, ways will be sought of engaging the community, at local level and throughout Northern Ireland, more closely and effectively in the promotion of road safety and contributing to casualty reduction (see section on Co-ordination, page 74).

A more responsible approach by road users will not only benefit the community in terms of the impact on road casualties, but will also reduce the burden on the health and personal social services and have significant benefits for the environment and the health of the community.

## 1. SAFER CHILDREN

### STRATEGIC OBJECTIVE

*To educate children to behave safely when using the roads and to persuade drivers to take extra care when driving near children.*

#### 1.1 RESEARCH

Research will continue to be used to identify more clearly the groups of children most at risk and to establish action measures that will specifically benefit children's road safety.

### ACTION MEASURES

#### DOE

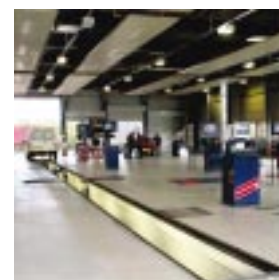
- will initiate research on the nature of the child casualty problem and identify where greatest casualty reduction gains can be made.

#### 1.2 EDUCATION AND TRAINING

Education of young people about road safety is of critical importance in establishing responsible attitudes and behaviour among road users from an early age and in instilling the right attitudes and behaviour in tomorrow's drivers.

In Great Britain, the Department for Transport's (DfT) – formerly the Department of Transport, Local Government and the Regions (DTLR) - 'Road Safety Education in Schools Good Practice Guidelines' recommend that road safety education of school children is best carried out by professional teachers on a regular basis with Road Safety Officers providing appropriate teaching resources and teacher training. DOE will continue to apply these guidelines to the promotion of road safety education and training in all schools. A range of new initiatives will also be introduced.

Through its Traffic Education Support Teams, the PSNI will continue to promote community safety in schools by developing and making available a teaching resource pack to every school with a Sixth Form and to Colleges of Further Education in Northern Ireland.



Objective 1

**ACTION MEASURES**

**DOE**

- will, in liaison with the Department of Health, Social Services and Public Safety (DHSSPS), establish a Children's Traffic Club for pre-school children in 2002/03.
- will encourage and assist all schools to adopt and implement a specific road safety policy by 2003.
- will introduce practical child pedestrian safety training as a follow-up to classroom theory in 2002.
- will encourage a greater uptake of on-road cycling proficiency training.
- will encourage more post primary schools to teach road safety formally to a greater number of pupils and to offer GCSE Motor Vehicle and Road User Studies as part of the school programme.
- will develop new publicity initiatives to increase children's road safety awareness.
- will target new publicity to influence drivers to take greater care when driving near children and to encourage children to behave safely in the vicinity of traffic.

**PSNI**

- will make available a teaching resource pack to every school with a Sixth Form and to Colleges of Further Education.

**1.3 SCHOOL TRAVEL**

DRD is developing a number of initiatives designed to alleviate the traffic congestion problems associated with the 'school run' through encouraging more children to walk, cycle and use public transport to get to school.

The Northern Ireland School Travel Advisory Group (STAG) was established in November 2000 to assist in the dissemination of best practice information and to contribute to the development of policy. The Group's aim is to contribute to reducing the trend towards increasing use of the car for journeys to and from school by:-

- (a) developing a coherent approach to school travel;

- (b) promoting alternative sustainable modes of travel such as walking, cycling and the use of public transport;
- (c) identifying practical means of influencing school travel behaviour and committing to funding arrangements with the STAG partners;
- (d) raising the profile of school travel issues; and
- (e) leading the dissemination of best practice.

DRD has commissioned work on the development of experimental Safer Routes to Schools Projects at nine participating schools across the Education and Library Board areas. Evidence and feedback from the pilot schools will assist STAG to make progress in addressing the critical issues, including barriers to travelling to school by means other than the private car. This will be useful in assisting the development of future policy with the aim of securing a shift from the private car to other modes of transport.

#### **ACTION MEASURES**

##### **DRD**

- will, in partnership with local schools, consider introducing Safer Routes to Schools projects, within Education and Library Board areas.
- will seek to influence children, parents and teachers about safe non-car options for school travel, through the delivery of an education and awareness programme.
- will introduce traffic-calming measures and provide improved access and bus loading and unloading facilities in consultation with participating schools and Translink.

##### **DOE**

- will adopt the concept of Child Road Safety Audits and apply the relevant aspects over the strategy period.
- will, in agreement with respective Education and Library Boards, extend the Walking Bus pilot introduced at Moneyrea Primary School to schools in each Education and Library Board area including where possible, schools in socially disadvantaged areas, in 2002.

**PSNI**

- will, through the advanced casualty and collision history analysis, enhance the statistical information provided to DOE relating to road casualties involving children travelling to and from school by all modes of transport, and taking into account the relative numbers travelling by each mode.

**1.4 SCHOOL TRANSPORT**

The Environment Committee of the Assembly published a report on its 'Inquiry into Transport used by Children Travelling to and from School' on 20 September 2001. The report contained 28 recommendations relating to 17 specific areas and these were directed to the Departments of Education, Regional Development and Environment as well as to the providers of school transport in Northern Ireland (Translink and the Education and Library Boards).

The Committee's 4 main recommendations seek:

- to abolish the "three for two" provision from public service vehicles;
- to ban standing on school buses;
- to require seat belts on all school buses; and
- to provide new signage and hazard lights on all school buses.

Regarding the Environment Committee's recommendation that a formal reporting system for accidents be established, Education and Library Boards have procedures in place for dealing with accidents and have guidelines and codes of conduct for all those involved in the transportation of children.

The Education and Library boards, in conjunction with Translink, have recently published guidance in the form of a booklet 'Safe School Travel' which includes guidance on boarding and alighting at school premises.

**ACTION MEASURES**

**DOE**

- will carry out a regulatory impact assessment and a review of the costs and benefits of implementing each of the main recommendations of the Environment Committee's Inquiry into School Transport. (This is a necessary prerequisite to any consideration of the significant financial resources that would be required for implementation).

- will take action to raise awareness among drivers of the need for greater caution while overtaking buses where children are likely to be boarding or alighting.
- will work to develop greater awareness among parents and children of the specific dangers encountered on the roads while travelling to and from school. This will be done in conjunction with DRD's Safer Routes to Schools programme and through the enhanced programme of school visits by DOE's Road Safety Education Officers.

**DRD**

- will consult the School Travel Advisory Group on the implications of linking certain safety measures within the Environment Committee's report with the Safer Routes to Schools programme.

**DE**

- will work with Education & Library Boards and Translink on introducing improved means of communication for bus and taxi drivers.
- will pursue the development of codes of conduct for all parties involved in home to school transport, including operators and their staff, schools and colleges, parents and children themselves.
- will pursue, with Translink, the development of an action plan for dealing with vandalism, bullying and misbehaviour on buses.

**1.5 SEAT BELTS**

Children are vulnerable when travelling in cars. Child passengers account for a quarter of all child road deaths and serious child casualties. Their vulnerability is significantly increased when children are not appropriately restrained by a seat belt or in a child safety seat or restraint.

Drivers have legal responsibility for ensuring that children under 14 years of age are appropriately restrained in cars.

DOE aims to increase awareness among parents and drivers of the need to ensure children are appropriately restrained when travelling in cars. As a follow up to the seat belt publicity campaign "DAMAGE" launched in June 2001, DOE and the PSNI will continue to work together to increase publicity, education and enforcement, in order to improve the level of seat belt wearing by children.

The “DAMAGE” publicity campaign, supplemented by robust PSNI enforcement, resulted in an increase in the seat belt wearing rate by back seat passengers of 5 percentage points (from 67% in April 2001 to 72% in April 2002). A 13 percentage point increase in back seat passenger wearing rate was recorded for 14-29 year olds (up from 46% in April 2001 to 59% in April 2002). However, **the Northern Ireland Seat Belt Survey in April 2002 indicated that approximately 3 in 10 children aged between 5 and 13 years (29%) still travel unrestrained in the back of a car.**

### ACTION MEASURES

#### DOE

- will continue to increase awareness among parents and drivers of the need to ensure children are appropriately restrained when travelling in cars, through the provision of information leaflets to pre-school play groups, primary schools, libraries and health centres.
- will, through its Road Safety Education Officers, provide advice and information on the correct fitting of child safety restraints in cars.
- will continue education and publicity campaigns aimed at increasing seat belt wearing and, through annual roadside surveys, will monitor the effect of these activities on seat belt wearing by children and generally.

#### PSNI

- will seek to raise the level of seat belt wearing through increased education and enforcement.

**ACTION MEASURE TIMETABLE  
SAFER CHILDREN**

NO	MEASURE	Action by	Immediate	Short term	Long term
1	initiate research on the child casualty problem.	DOE	✓		
2	establish a Children' s Traffic Club in 2002/03.	DOE & DHSSPS	✓		
3	encourage and assist all schools to adopt a road safety policy by 2003.	DOE	✓		
4	introduce practical child pedestrian safety training in 2002.	DOE	✓		
5	encourage more on-road cycling proficiency training.	DOE	✓		
6	encourage more post-primary schools to teach road safety formally and offer GCSE Motor Vehicle and Road User Studies.	DOE	✓		
7	develop publicity initiatives to increase children' s road safety awareness.	DOE	✓		
8	target new publicity to influence drivers to take greater care near children and to encourage children to behave safely.	DOE	✓		
9	provide a teaching resource pack to every Sixth Form and to Colleges of Further Education.	PSNI	✓		
10	consider introducing Safer Routes to Schools projects.	DRD	✓		
11	advise about safe non-car options for school travel through the delivery of an education and awareness programme.	DRD	✓		
12	introduce traffic calming measures and provide improved access and bus loading and unloading facilities.	DRD	✓		
13	adopt the concept of Child Road Safety Audits.	DOE	✓		
14	extend the Walking Bus pilot to schools in each ELB, in 2002.	DOE	✓		
15	enhance the statistical information provided to DOE relating to road casualties involving children travelling to and from school.	PSNI	✓		

**ACTION MEASURE TIMETABLE  
SAFER CHILDREN (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
16	carry out regulatory impact assessment and review costs and benefits of implementing School Transport Inquiry recommendations.	DOE	✓		
17	raising awareness of the need for greater caution while overtaking buses where children are boarding or alighting.	DOE	✓		
18	develop awareness of the dangers encountered travelling to and from school.	DOE	✓		
19	consult STAG on implications of linking certain safety measures with the Safer Routes to Schools programme.	DRD	✓		
20	introduce improved means of communication for bus and taxi drivers.	DE	✓		
21	develop codes of conduct for all parties involved in home to school transport.	DE	✓		
22	develop action plan for dealing with vandalism, bullying and misbehaviour on buses.	DE	✓		
23	increase awareness among parents and drivers of the need to ensure children are appropriately restrained when travelling in cars.	DOE	✓		
24	provide advice and information on the correct fitting of child safety restraints.	DOE	✓		
25	continue education and publicity campaigns aimed at increasing seat belt wearing and monitor the effect of these activities.	DOE	✓		
26	seek to raise the level of seat belt wearing through increased education and enforcement.	PSNI	✓		

## 2. SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS

### STRATEGIC OBJECTIVE

*To improve road safety for pedestrians and other vulnerable road users.*

#### 2.1 SAFETY PLANNING

Not all road users experience the same level of safety. In particular, pedestrians, cyclists, motorcyclists and horse riders are exposed to a high risk of death or serious injury if a collision occurs, and require specific consideration in road safety planning.

#### 2.2 PEDESTRIANS

Encouraging walking will continue to form a key part of the Regional Transportation Strategy and of wider objectives of the Northern Ireland Executive, such as the Investing for Health Strategy and the DHSSPS Physical Activity Strategy, which stresses the importance of physical activity in maintaining a healthy lifestyle. In pursuing these objectives, DRD established the Northern Ireland Walking Forum in 2000. For walking to be further encouraged and for the health and environmental benefits of walking to be more extensively enjoyed, it must be perceived as being freer from danger, particularly from other road users.

Pedestrians themselves need to take sensible precautions like wearing conspicuous clothing and crossing the road at appropriate places, including using pedestrian crossings. A pedestrian under the influence of alcohol and/or drugs is at a significantly greater risk of being involved in a collision; alcohol is identified increasingly as a factor in pedestrian deaths and serious injuries in Northern Ireland.

### ACTION MEASURES

#### DOE

- will launch a road safety publicity campaign addressing pedestrian safety, in autumn 2002.
- will carry out further analyses of where and when pedestrian alcohol and drug casualties occur to inform potential education, engineering and enforcement initiatives.



## **DRD**

- will improve road safety for pedestrians by implementing the range of measures set out in the Regional Transport Programme<sup>1</sup>.
- will publish a walking strategy in 2002.
- will introduce Puffin crossings and extend the use of Toucan and other controlled pedestrian crossings.
- will continue to extend the use of tactile cones at signalised junctions and pedestrian crossing places and beepers at stand alone Pelican, Puffin and Toucan crossings to cater for the needs of blind and visually impaired people.

## **PSNI**

- will, through its Traffic Education Support Teams, continue to develop and provide an effective education and intervention strategy for pedestrians.
- will seek to educate pedestrians, (backed up by enforcement, where necessary) about the dangers they create for themselves or others by walking on the carriageway.

## **2.3 UNBELTED DRIVERS AND PASSENGERS**

Although seat belt wearing rates in Northern Ireland have improved in recent years, they remain low when compared with Great Britain. DOE and the PSNI will continue to work together to increase publicity, education and enforcement to improve the level of seat belt wearing by car occupants.

## **ACTION MEASURES**

### **DOE**

- will continue the seat belts campaign launched in June 2001 with the aim of increasing the use of seat belts and child restraints.
- will require the fitting of seat belts on all new Heavy Goods Vehicles (HGVs), coaches, minibuses and other non-urban buses first registered in Northern Ireland from Autumn 2002.

---

<sup>1</sup> The consultation paper setting out the proposed Regional Transportation Strategy proposes that arrangement for the delivery of the Strategy will be progressed through a number of transport plans. In the interim period until transport plans are finalised, DRD will continue to produce Transport Programmes outlining the transport initiatives to be undertaken during the following year.

## **PSNI**

- will continue the enforcement strategy introduced in July 2001, of issuing fixed penalty notices supplemented by education to increase the level of seat belt wearing.

## **2.4 CYCLISTS**

Encouraging cycling will continue to form a key part of the Regional Transportation Strategy and of wider objectives of the Northern Ireland Executive, including the Investing for Health Strategy which promotes healthy lifestyles. DRD has acted as the catalyst for development of the Northern Ireland Cycling Strategy, through the Northern Ireland Cycling Forum established in 1998. For the health and environmental benefits of cycling to be more extensively enjoyed it must be perceived as being freer from danger, particularly from other road users.

### **ACTION MEASURES**

#### **DOE**

- will introduce arrangements for cycle training for adults where there is a demand for such training.

#### **DRD**

- will, in association with the Northern Ireland Cycle Forum, develop and introduce further measures which will lead both to increased cycle usage and to increased safety.

#### **PSNI**

- will, through its Traffic Education Support Teams, continue to develop and provide an effective education and intervention strategy for vulnerable cyclists.

## **2.5 MOTORCYCLISTS**

There has been a significant increase in the number of motorcycles registered in recent years. However, if this increase is not to lead to an increase in motorcyclist casualties, more needs to be done to ensure that other road users are made aware of motorcyclists and their vulnerability and that motorcyclists themselves are encouraged to ride safely. Around 65% of collisions involving motorcyclists are caused primarily by other road users.

The provision of appropriate advice, training and testing will be the main thrust of the strategy to improve protection of motorcyclists. The PSNI will extend its 'Operation Bikesafe' – where police advanced motorcyclists educate riders, particularly those returning to motorcycling after several years, in the safe maintenance and suitable handling of their motorcycles and the appropriate riding skills required.

## **ACTION MEASURES**

### **DOE**

- will, through targeted publicity, encourage motorcyclists to ride safely and other drivers to be aware of motorcyclists and their vulnerability.
- will continue to offer training and assessment to motorcycle instructors, to maintain a voluntary register of instructors and to promote rider training among motorcycle dealers.
- will, within the first 3 years of the strategy, review the current voluntary training arrangements and consider the merits of introducing Compulsory Basic Motorcyclist Training (CBT) for all new riders on the basis operated in Great Britain.
- will monitor EU consideration of the merits of the arrangements for accelerated access and direct access which operate at present in Great Britain and which make provision for riders over 21 years of age to gain earlier entitlement to ride more powerful motorcycles.
- will bring forward proposals during 2002/2003 for regulations to require all drivers wishing to obtain a motorcycle licence to pass the motorcycle theory test before the practical motorcycle test is taken.
- will, through the Driver & Vehicle Testing Agency (DVTA), seek to introduce changes to the motorcycle test in the area of special manoeuvres by 2005.
- will bring forward proposals during 2002 for regulations to require all drivers/riders wishing to obtain a driving licence in Category B1 (tricycle/quadricycle) to pass a test in that category.

### **PSNI**

- will increase awareness of the 'Operation Bikesafe' days, particularly among motorcyclists and their representatives.
- will endeavour to meet the increasing demand from motorcyclists to participate in 'Operation Bikesafe'.

## 2.6 HORSE RIDERS

Horse riders are entitled to use Northern Ireland's roads safely. Horse riders and motorists share a responsibility to understand each other's needs as road users.

Horse riders would prefer not to use the roads – but it is often necessary to do so to reach bridleways and other facilities off the road. Horses can easily be unsettled, especially by inconsiderate actions of drivers and other road users. Motorists may not understand why horses and their riders take the actions they do and may find it difficult to anticipate these actions. As most incidents arise from a lack of understanding, it is important to educate motorists and horse riders about road use. Guidance for motorists and horse riders can be found in the Highway Code (in particular paragraphs 34-41 and 190-191).

Horse riders and drivers of horse drawn vehicles should be able to control their horses safely, be aware of the dangers on the road and be competent enough to avoid them. To help riders improve their road safety skills, the British Horse Society runs Riding and Road Safety Training and Testing.

### ACTION MEASURES

#### DOE

- will, in liaison with PSNI, analyse data from collision reports to establish more clearly the extent and nature of horse-related collisions to inform future policy.
- will raise drivers' awareness of vulnerable road users through better training and testing (see Strategic Objective 3).
- will provide, through the distribution of leaflets, advice to motorists and to horse or pony riders on how to improve the safety of riders when using the public roads.
- will, through its ongoing road safety awareness campaigns on radio, alert drivers to the need to drive carefully when sharing the use of a road with a horse or pony rider.
- will consider with other agencies what more could be done to improve the safety of horse riders.

## 2.7 OLDER DRIVERS

People are living longer and the number of elderly people is increasing. Older drivers may have particular difficulties and requirements. A greater percentage of elderly people, than previously, are drivers and wish to continue driving longer. The mileage driven by elderly people is also expected to increase over the next decade, therefore, a greater proportion of the driving population will be elderly drivers. The types of road traffic collisions that elderly people have differ from those experienced by other age groups. Older drivers are more likely to be involved in collisions in complex traffic scenarios and multiple-vehicle collisions at intersections.

There is therefore a need to develop appropriate measures to enhance the safety of older drivers in Northern Ireland. A recent review by DfT in Great Britain (Older drivers: a review) examined a wide range of research relevant to older drivers and identified several important points that must be borne in mind when assessing and attempting to improve risk factors for this group, eg:

- for any given collision, an elderly person is two to four times more likely to be injured or to die as a result than a young adult;
- elderly people's collisions are different from those experienced by other age groups;
- elderly people generally drive less than other age groups; and
- collision rate does not increase dramatically with age.

The review considered a range of actions in approaching the task of reducing on-road risk for the older driver, particularly the provision of specific education and training.

### ACTION MEASURES

#### DOE

- will assess the outcome of the DfT review on older drivers in Great Britain and progress, where appropriate, proposals for improving the safety of older drivers in Northern Ireland.

#### PSNI

- will, through its traffic education support teams, continue to develop and provide an effective education and intervention strategy for older drivers who may have particular difficulties and requirements.

**ACTION MEASURE TIMETABLE  
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS**

NO	MEASURE	Action by	Immediate	Short term	Long term
27	launch a pedestrian safety publicity campaign in autumn 2002.	DOE	✓		
28	carry out analyses of where and when pedestrian alcohol and drug casualties occur.	DOE		✓	
29	improve road safety for pedestrians through measures set out in the Regional Transport Programme.	DRD	✓		
30	publish a walking strategy in 2002.	DRD	✓		
31	introduce Puffin crossings and extend the use of Toucan and other controlled pedestrian crossings.	DRD		✓	
32	provide facilities at signalised junctions and pedestrian crossing places to cater for the needs of blind and visually impaired people.	DRD	✓		
33	continue to develop and provide an effective education and intervention strategy for pedestrians.	PSNI	✓		
34	educate pedestrians about the dangers of walking on the carriageway.	PSNI	✓		
35	continue the seat belts campaign launched in June 2001.	DOE	✓		
36	require the fitting of seat belts on all new HGVs, coaches, minibuses and other non-urban buses.	DOE	✓		
37	continue to issue fixed penalty notices supplemented by education to increase the level of seat belt wearing.	PSNI	✓		
38	introduce arrangements for cycle training for adults where there is a demand.	DOE		✓	
39	develop and introduce further measures to increase cycle usage and increase safety.	DRD	✓		
40	continue to develop and provide an effective education and intervention strategy for vulnerable cyclists.	PSNI	✓		

**ACTION MEASURE TIMETABLE  
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
41	encourage motorcyclists to ride safely and other drivers to be aware of motorcyclists and their vulnerability.	DOE	✓		
42	offer training and assessment to motorcycle instructors, maintain a voluntary register of instructors and promote rider training.	DOE	✓		
43	review voluntary training arrangements and consider introducing Compulsory Basic Motorcyclist Training (CBT).	DOE		✓	
44	monitor EU consideration of arrangements for accelerated access and direct access to motorcycles.	DOE		✓	
45	require all drivers wishing to obtain a motorcycle licence to pass the motorcycle theory test before the practical motorcycle test is taken.	DOE		✓	
46	seek to introduce changes to the motorcycle test in the area of special manoeuvres by 2005.	DOE		✓	
47	bring forward proposals during 2002 for regulations to require all drivers/riders wishing to obtain a driving licence in Category B1 (tricycle/quadracycle) to pass a test in that category.	DOE		✓	
48	increase awareness of the 'Operation Bikesafe' days.	PSNI	✓		
49	endeavour to meet the increasing demand from motorcyclists to participate in 'Operation Bikesafe'.	PSNI	✓		
50	analyse data from collision reports to establish the extent and nature of horse-related collisions to inform future policy.	DOE & PSNI	✓		
51	raise drivers' awareness of vulnerable road users through better training and testing.	DOE		✓	
52	provide advice to motorists and to horse or pony riders on how to improve the safety of riders when using the public roads.	DOE		✓	

**ACTION MEASURE TIMETABLE  
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
53	alert drivers to the need to drive carefully when sharing the use of a road with a horse or pony rider.	DOE	✓		
54	consider what more could be done to improve the safety of horse riders.	DOE		✓	
55	assess outcome of the DfT review on older drivers in GB and progress proposals in NI.	DOE		✓	
56	continue to develop and provide an effective education and intervention strategy for older drivers who may have particular difficulties and requirements.	PSNI	✓		



### 3. BETTER DRIVER TRAINING, TESTING AND LICENSING

#### STRATEGIC OBJECTIVE

*To make learning to drive even more relevant to today's driving conditions and ensure drivers are properly registered, tested and licensed.*

#### 3.1 DRIVER TRAINING AND TESTING

It is essential that the right driving skills are taught, the right attitudes and behaviour are encouraged and that, when novice drivers begin to drive on the road by themselves, they can deal with the pressures and hazards of today's driving conditions. Therefore it is necessary to instil in learner drivers better driving skills and better driving attitudes and to encourage all drivers to drive safely and responsibly at all times.

In Great Britain, DfT issued a consultation document in March 2002 on "Introducing a More Structured Approach to Learning to Drive" inviting views on a number of options for new measures to improve the safety of novice drivers in Great Britain. DOE has invited views from relevant interests in Northern Ireland to these proposals and these will be taken into account by DfT in reaching its conclusions.

The proposals include:

- mandatory logbooks for provisional licence holders;
- extending the learning period;
- requirements for P plates (similar to R plates in Northern Ireland); a requirement to take a second practical driving test at the end of a probationary period; and
- a range of other measures relating to restrictions on newly qualified drivers.

DOE proposes to issue a consultation document in 2003 on the way forward for driver training and testing in Northern Ireland and will seek approval for the introduction of any new legislation required to implement the recommended changes to driver training and testing.



DOE's Driver & Vehicle Testing Agency (DVTA) is responsible for maintaining a register of approved driving instructors (ADIs) who are required to undergo a qualifying examination in order to become registered. The purpose of the ADI scheme is to maintain and improve road safety and provide the public with an assurance of a minimum acceptable standard for an ADI.

DVTA will take forward recommendations arising from the recent review of the ADI scheme, the aim of which is to improve road safety by raising the standard of driver tuition. The Agency will also continue to develop both the practical driving test and the driving theory test to reflect better what needs to be tested and the most effective ways of doing this.

## **ACTION MEASURES**

### **DOE**

- will, through DVTA, work in conjunction with the Driving Standards Agency (DSA) in Great Britain on the development of a screen-based hazard perception test using specially filmed video clips, for introduction by 2003.
- will, through DVTA, seek to implement the provisions of the Second European Commission Directive on Driving Licences (which introduced amendments to the technical context of certain driving tests) between 2003 to 2012.
- will consider reintroducing the PSV driving test for taxi drivers as part of the proposed review of taxi regulation.
- will complete a review of the R driver scheme by 2003, taking account of proposed changes to the driving, training and testing regime in Great Britain and introduce any changes to the R driver scheme decided after consultation.
- will progress legislation, at the earliest available opportunity, to remove the 45 mph speed restriction for learner drivers allowing them to be trained and tested in the skills necessary to drive at speeds up to the normal speed limits.
- will, through DVTA, take forward recommendations arising from the review of the ADI scheme.

### **3.2 DRIVER LICENSING**

Driver licensing contributes to road safety by ensuring that only qualified drivers are licensed to drive on public roads and to hold certain categories of licence, and that drivers are medically fit to drive. DOE's Driver and Vehicle Licensing Agency (DVLNI),

maintains a comprehensive record of drivers - an essential pre-requisite to ensuring compliance with road traffic law by allowing the identification and prosecution of offenders.

### ***Driver offences and disqualifications***

#### *Co-operation with Great Britain*

The United Kingdom intends to ratify the European Union Convention on driving disqualifications. The objective of the Convention is "that drivers who are disqualified from driving in a Member State other than that in which they normally reside should not escape the effects of their disqualification when they leave the state of the offence." The key provision in the Convention is that persons who are normally resident in one of the Member States of the European Union, and who are disqualified for a driving offence in another Member State, will have that disqualification enforced against them in their state of residence. In effect (since his or her licence will have been removed) this means that if a driver is disqualified in one Member State, he is disqualified in all 15 Member States.

Mutual recognition of driving disqualifications between Great Britain and Northern Ireland is an essential pre-requisite to enabling the United Kingdom to ratify the European Union Convention. Legislation in each jurisdiction is required to effect mutual recognition. DOE and DfT are preparing legislation to achieve this.

Legislation to enable endorsements and penalty points which are incurred in Northern Ireland by a Great Britain licence holder, to be recognised in Great Britain, and vice versa, is also desirable to enhance the enforcement of road traffic law. This will ensure that licence holders disqualified or awarded penalty points by the courts in either Northern Ireland or Great Britain will have those convictions and penalty points recognised in both jurisdictions. Considerable work needs to be done to facilitate the mutual recognition of penalty points between Great Britain and Northern Ireland and this will be pursued by DOE and DfT as a longer term aim.

Legislation is also proposed in both Great Britain and Northern Ireland which will enable non UK Community driving licence holders who commit an endorsable driving offence in either jurisdiction to be dealt with under the fixed penalty system, instead of prosecution through the courts as at present. This legislation will also bring a holder of a Northern Ireland driving licence who commits an endorsable driving offence in Great Britain within the scope of the fixed penalty system there (and vice-versa).

## *Co-operation with Republic of Ireland*

In the longer term, DOE will work with the relevant authorities in the Republic of Ireland to introduce mutual recognition of penalty point endorsements between Northern Ireland and the Republic of Ireland following the introduction of penalty points in the latter jurisdiction.

The potential also exists in the longer term for co-operation between Northern Ireland and the Republic of Ireland in relation to enforcing the payment of traffic fines in the context of the adoption of the Agreement on Co-operation between Member States of the European Union in Proceedings for Road Traffic Offences and the Enforcement of Financial Penalties.

In essence this Agreement introduces a legal basis to allow for the pursuit of road traffic offences across national boundaries for the purpose of enforcing payment of fines. It provides for co-operation in proceedings for road traffic offences including the exchange of information between competent authorities in each Member State. Co-operation in relation to enforcement will, in certain circumstances, involve the transfer of the enforcement of decisions from one Member State to another.

The United Kingdom and Irish Governments are participating in this European Union initiative.

## *Regulation of the Taxi Industry*

DOE will begin, in autumn 2002, a review of the regulation of the taxi industry (drivers, vehicles and operators), taking account of road safety and public safety objectives.

## **ACTION MEASURES**

### **DOE**

- will take forward, in conjunction with DfT, legislative proposals for mutual recognition of driving disqualifications between Northern Ireland and Great Britain.
- will take forward, in conjunction with DfT, legislative proposals which will enable non-UK Community licence holders who commit an endorsable driving offence in either Great Britain or Northern Ireland, to be dealt with under the fixed penalty systems in those jurisdictions and will also bring Northern Ireland licence holders within the scope of the Great Britain fixed penalty system (and vice versa).

- will explore in the longer term the scope for mutual recognition of penalty point endorsements between Great Britain and Northern Ireland and, following the introduction of penalty points in the Republic of Ireland, between Northern Ireland and the Republic of Ireland.
- will, through DVLNI, develop an action plan to improve the accuracy of the driver database in 2002.
- will monitor developments in relation to the United Kingdom Government's participation in the Agreement on Co-operation between Member States of the European Union in Proceedings for Road Traffic Offences and the Enforcement of Financial Penalties.
- will carry out a review of the regulation of the taxi industry.
- will liaise with the Northern Ireland Office (NIO) regarding the introduction of legislative proposals to provide PSNI access to DVLNI driver records to enhance their enforcement capability.

#### **PSNI**

- will prosecute motorists detected driving without a licence or driving whilst disqualified.
- will request NIO to agree to the introduction in Northern Ireland of a power of arrest for driving whilst disqualified as in Section 103(3) of the Road Traffic Act 1988 in Great Britain.

### **3.3 POST-TEST TRAINING**

Driver training does not end when a driver passes his or her driving test. This is the beginning of a continuous learning process building on driving experience. Post-test driving improvement measures are important and DOE will monitor developments in Great Britain in setting standards there for advanced driver training, with a view to introducing similar arrangements in Northern Ireland.

#### *Driver Improvement Courses*

In England and Wales, Driver Improvement Courses have been developed by the police, often in association with local authorities. These courses offer road traffic offenders, at the discretion of the prosecuting authority, driver improvement training as an alternative to prosecution for careless driving offences where a driver's mistake, rather than intent or dangerous

driving, has led to a collision. The course is designed to correct poor driving behaviour arising from errors of judgement without the need to bring the case to court. Legislation is required to introduce similar courses in Northern Ireland. This is a major road safety initiative and, based on experience in Great Britain, should deliver significant road safety benefits.

## **ACTION MEASURES**

### **DOE**

- will monitor developments in Great Britain on post-test driver training and assess the effectiveness of the schemes currently operating there with a view to their introduction in Northern Ireland.
- will examine, in consultation with DfT, how best to implement draft European proposals aimed at improving lorry and bus driver's skills, which address initial and refresher training.
- will, in liaison with PSNI and subject to NIO agreeing to the introduction of Driver Improvement Courses, make the necessary arrangements, including legislative provision, for the provision of such courses.

### **PSNI**

- will, when the necessary legislation is in place, refer motorists who meet the relevant criteria to a driver improvement course.

## **3.4 REDUCING AT-WORK ROAD TRAFFIC COLLISIONS**

Many vehicles are driven for work purposes - for example, lorries, vans, taxis, coaches, buses, emergency service and utilities vehicles, company cars, construction and agricultural machinery, motorcycles, moped and bicycles. Many people also work on or by the road - such as maintenance workers, refuse collectors, postal workers, vehicle breakdown employees, the police and so on. All these workers are exposed to risks from traffic, and estimates in Great Britain are that work related collisions amount to 10% of total collisions. As part of the Northern Ireland Road Safety Strategy there would clearly be merit in examining whether more can be done to reduce road traffic collisions that are related to work.

A report on this issue has been published by the independent Work Related Road Safety Task Group, appointed in May 2000

jointly by the UK Government and the Health and Safety Commission, to recommend measures aimed at reducing at-work road traffic incidents. Its focus is on how health and safety risk management principles can be brought to bear on at-work road risk and the role which employers, individuals, Government agencies and others can play in working together to reduce deaths and serious injuries on the roads.

The UK Government is currently considering the report, the key proposals of which are that existing health and safety law should be applied to work activities on the road and that employers should manage road risk in the same way as they manage other occupational health and safety risks. The report sees no need for new regulations as the occupational health and safety system and the risk management principles that lie at its forefront are well established and can be readily applied by employers. The Health and Safety Commission's response to the recommendations in the report was published in June 2002 and was in the main supportive of the recommendations. It favoured a cautious approach by government to implementing the recommendations to ensure actions are effectively targeted and the resource implications are fully evaluated and subsequently manageable.

### **ACTION MEASURES**

#### **DOE**

- will consult the Health and Safety Executive for Northern Ireland (HSENI) on the implications for Northern Ireland of the UK Government's response, when known, following its consideration of the Work-related Road Safety Task Group's report, with a view to determining how best to address this issue in Northern Ireland.

**ACTION MEASURE TIMETABLE  
BETTER DRIVER TRAINING, TESTING AND LICENSING**

NO	MEASURE	Action by	Immediate	Short term	Long term
57	work with the DSA in Great Britain, on the development of a screen-based hazard perception test.	DOE		✓	
58	seek to implement the provisions of the Second European Commission Directive on Driving Licences between 2003 to 2012.	DOE			✓
59	consider reintroducing the PSV driving test for taxi drivers.	DOE		✓	
60	complete a review of the R driver scheme by 2003, and introduce any changes decided after consultation.	DOE		✓	
61	progress legislation, to remove the 45mph speed restriction for learner drivers.	DOE		✓	
62	take forward recommendations arising from the ADI Review.	DOE		✓	
63	progress legislative proposals for mutual recognition of driving disqualifications, between NI and GB.	DOE		✓	
64	progress legislative proposals to extend the scope of the NI and GB fixed penalty systems.	DOE		✓	
65	explore the scope for mutual recognition of penalty point endorsements between GB and NI and between NI and the Republic of Ireland.	DOE			✓
66	develop an action plan to improve the accuracy of the driver database in 2002.	DOE	✓		
67	monitor developments in relation to the enforcement of financial penalties across EU Member States.	DOE			✓
68	carry out a review of the regulation of the taxi industry.	DOE	✓		
69	liaise with NIO on the introduction of legislative proposals to provide PSNI access to DVLNI driver records.	DOE		✓	

**ACTION MEASURE TIMETABLE  
BETTER DRIVER TRAINING, TESTING AND LICENSING (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
70	prosecute motorists detected driving without a licence or driving whilst disqualified.	PSNI		✓	
71	pursue the introduction, in Northern Ireland, of a power of arrest for driving whilst disqualified, as in Great Britain.	PSNI		✓	
72	monitor developments in GB on post-test driver training with a view to introduction in Northern Ireland.	DOE		✓	
73	examine how best to implement, draft European proposals aimed at improving lorry and bus drivers skills.	DOE		✓	
74	make arrangements for the introduction of Driver Improvement Courses.	DOE & PSNI		✓	
75	when legislation is in place, refer motorists who meet the relevant criteria to a driver improvement course.	PSNI		✓	
76	consult the HSENI on the implications of GB proposals on work-related road safety.	DOE		✓	



## 4. BETTER DRIVER BEHAVIOUR

### (A) SAFER SPEEDS

#### STRATEGIC OBJECTIVE

*To influence drivers to avoid excessive speed and to drive more responsibly on our roads.*

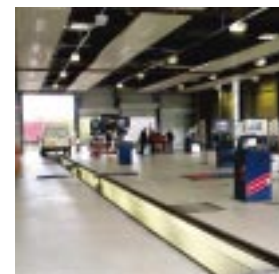
#### 4.1 SPEED MANAGEMENT

A vehicle's speed is considered excessive when it exceeds the speed limit or is inappropriate for prevailing road conditions taking account of the time of day, weather, volume of traffic and presence of vulnerable road users especially children.

The general principle of lowering traffic speeds (either at specific sites or by introducing speed control measures in association with speed limits) will form a key element of the management of traffic in Northern Ireland over the 10-year strategy period.

A speed limit of 60 mph remains appropriate for many stretches of high quality rural single carriageway roads. But it is clear that on some rural roads and country lanes vehicle speeds of 60 mph are excessive. Use of the normal road classification system (A, B, C and Unclassified) is not appropriate for speed management purposes since these designations define routes rather than the nature or function of the roads themselves or their relative safety.

Following publication of the United Kingdom Government's Road Safety Strategy for Great Britain, 'Tomorrow's Roads – Safer for Everyone', the former DTLR awarded a commission to examine the introduction of a revised rural road hierarchy for speed management purposes. Research will also be undertaken into drivers' understanding of speed limits and signing in Great Britain. DRD will monitor closely the findings of the research in Great Britain and examine their relevance to the Northern Ireland road network.



Objective 4A

**ACTION MEASURES**

**DOE**

- will commission research into the factors contributing to collisions in border and rural areas, and, in liaison with other road safety agencies, develop proposals to address problems identified.

**DRD**

- will examine the application to the roads of Northern Ireland of the outcome (when known) of the DfT studies.
- will examine the feasibility of introducing lower speed limits, appropriate to specific parts of the road network.
- will continue to work closely with the PSNI to maximise the potential use of developing technology to reduce excessive speed.

**PSNI**

- will publish a Road Policing Strategy in 2002.
- will continue to target education and enforcement activity at the principal causes of road traffic collisions.
- will continue to develop liaison with police services throughout Europe to identify and share good practice in road casualty reduction activity.

**4.2 SAFETY CAMERAS**

Vehicle speed affects the severity of collisions as well as the risk of involvement in a collision. Excessive speed is the principal contributory factor in almost a fifth of all road traffic collisions in Northern Ireland resulting in deaths or serious injuries. The increased use of safety cameras, properly targeted, has the potential to bring about a major reduction in excessive speed with the prospect of significant reductions in deaths and serious injuries.

In April 2000, pilot schemes for new funding arrangements for the use of safety cameras began in Great Britain. The schemes permitted the cost of operating fixed and mobile safety cameras to be netted off the conditional offer fixed penalty fines for speeding and red light offences detected by those cameras. The pilot schemes showed a significant reduction in the number of collisions and casualties at safety camera sites. Consequently the

then Department of Transport, Local Government and the Regions announced in August 2001 that the cost recovery scheme for safety cameras would be extended throughout Great Britain over the following three years.

DOE, working in conjunction with the PSNI, DRD's Roads Service and other departments and agencies in Northern Ireland, has established the need for and determined the viability of, extending the Safety Camera Netting Off Scheme to Northern Ireland.

### **ACTION MEASURES**

#### **DOE**

- will request the NIO to pursue the introduction of a Safety Camera Scheme for Northern Ireland.

#### **PSNI**

- will, subject to NIO agreement, establish a Safety Camera Partnership involving appropriate departments and agencies to implement and manage a pilot scheme in Northern Ireland.
- will, if following a review and evaluation the safety camera pilot scheme is successful in meeting its objectives, seek legislation to introduce a formal Safety Camera Scheme in Northern Ireland.
- will identify those locations where the community is exposed to a high incidence of speed related collisions and casualties.
- will target speed detection equipment, including mobile and fixed site cameras, as appropriate, at these locations to deter or detect motorists driving at excessive speeds and to offer reassurance to the community.
- will test digital speed and red light cameras at pilot sites in Northern Ireland for the purpose of achieving the necessary type approvals for prosecution purposes.
- will, when the type approvals are in place, introduce digital cameras more widely.

## 4.3 TRAFFIC CALMING & 20 MPH ZONES

DRD's Roads Service will continue its programme of traffic calming measures (on both individual streets and on an area-wide basis) to improve driver awareness and behaviour and to reduce vehicle speeds to levels in keeping with the surrounding urban street environment. There is an increasing appreciation by local communities of the potential benefits in terms of both safety and amenity of advisory 20 mph zones as a means of regulating traffic volumes and vehicle speeds. These 20 mph zones are specifically designed to incorporate suitable traffic calming and parking restrictions around schools and in residential areas, where many collisions involving children occur. The demand from local communities for traffic calming greatly exceeds currently available resources and schemes are prioritised on the basis of anticipated greatest benefits, assessed primarily in terms of collision reduction.

The Regional Transportation Strategy sets out future funding strategies and the priority to be given to emerging transportation and safety-related issues.

In 2001-2002 the Minister for Regional Development increased by 30% the funding available for the introduction of traffic calming schemes. Throughout the period of the strategy, DRD will continue to give a high priority to this aspect of its work in the allocation of its resources.

### ACTION MEASURES

#### DRD

- will continue to give a high priority to the introduction of traffic calming and advisory 20 mph zones in order to regulate traffic speed and volume, reduce the severity of collisions in residential areas and improve safety on routes to school.
- will monitor the effectiveness of urban speed management studies in Great Britain and apply appropriate good practice in Northern Ireland. In particular, studies will be undertaken into the effectiveness of introducing 20 mph advisory speed limited areas in towns, supported by limited engineering measures and appropriate signing.

## 4.4 HOME ZONES

Home zones extend the traffic calming and 20 mph zone concepts. These comprise a street or group of streets that retain the integration of vehicles with other road users while at the same time seeking to give greater priority to pedestrians and cyclists.

Within a home zone the street layout is designed to ensure vehicles travel at little more than walking pace. Through sensitive treatments, community living space can effectively be extended to include part of the public road thus providing a better quality of life and a safer, healthier and sustainable environment to the benefit of the whole community. The local community plays a central role in determining the design of the home zone.

Work commenced in 2001 in the New Lodge area of Belfast on the introduction of Northern Ireland's first pilot home zone scheme. When work is completed and this has been fully evaluated, consideration will be given to extending the concept to other residential areas.

## **ACTION MEASURES**

### **DRD**

- will, in co-operation with the Department of Social Development, evaluate the results of a pilot home zone scheme in the New Lodge area of Belfast before considering expansion of the concept to other parts of Northern Ireland.

## **4.5 SPEED LIMIT SIGNING**

On all roads there is a need for better driver information about appropriate speed including the use of:

- more effective speed limit signing;
- more speed activated signs to warn of hazards and speed limits; and
- additional signing for safety cameras.

## **ACTION MEASURES**

### **DRD**

- will examine the application to the roads of Northern Ireland of the outcome (when known) of research studies commissioned by DfT into drivers' understanding of current speed limits and signing in Great Britain.
- will introduce variable message traffic control signing at appropriate locations on motorways and main traffic routes.
- will pilot the use of signs activated by vehicles travelling at speeds above a pre-set level.

## 4.6 PUBLICITY

Positively influencing driver attitudes and behaviour remains the key to improving road safety. DOE will continue to run regular publicity campaigns to raise public awareness of the dangers of excessive speed with the aim of changing public attitudes to excessive speed and to improving driver behaviour. These campaigns will continue to be supported by intensive police enforcement and will take account of research into the attitudes and behaviour of road users.

Young inexperienced drivers (particularly males) continue to be substantially over-represented in the number of deaths and serious injuries occurring on the roads of Northern Ireland, particularly when excessive speed is a primary cause. Such drivers will continue to be a particular focus for DOE and PSNI anti-speeding campaigns.

The PSNI has developed, in association with other emergency services, DOE and the private and voluntary sectors, a "Roadsafe Roadshow" aimed at young drivers and young people about to embark upon their driving careers. The show highlights in a very dramatic way, the dangers of speeding and the very serious consequences of road traffic collisions. It aims to encourage young drivers to adopt a responsible attitude towards their driving behaviour.

### ACTION MEASURES

#### DOE

- will revitalise and expand its campaigns to reduce excessive speed and re-emphasise the need for all drivers (particularly young male drivers) to reduce speed, not just to the speed limit, but to a level appropriate to the road and traffic conditions, and will highlight the consequences of speed-related collisions.

#### PSNI

- will continue to work in association with the media to raise public awareness of the dangers of excessive speed.
- will continue to deliver and develop the "Roadsafe Roadshow" to address the significant problem of excessive speed by young drivers, particularly young male drivers.
- will, in support of DOE publicity campaigns, target enforcement activity on those roads with a high incidence of speed-related collisions and casualties.

**ACTION MEASURE TIMETABLE  
SAFER SPEEDS**

NO	MEASURE	Action by	Immediate	Short term	Long term
77	commission research into the factors contributing to collisions in border and rural areas, and develop proposals.	DOE		✓	
78	examine the application to the roads of NI of the outcome of the DIT studies, when known.	DRD			✓
79	examine the feasibility of introducing lower speed limits.	DRD			✓
80	maximise the potential use of developing technology to reduce excessive speed.	DRD & PSNI	✓		
81	publish a Road Policing Strategy in 2002.	PSNI	✓		
82	continue to target education and enforcement activity at the principal causes of road traffic collisions.	PSNI	✓		
83	continue to develop liaison with police services throughout Europe to identify and share good practice.	PSNI	✓		
84	request the NIO to pursue the introduction of a safety camera scheme for Northern Ireland.	DOE	✓		
85	implement and manage a safety camera pilot scheme in Northern Ireland.	PSNI		✓	
86	if pilot scheme is successful, seek legislation to introduce a formal safety camera scheme in Northern Ireland.	PSNI		✓	
87	identify locations where the community is exposed to a high incidence of speed-related collisions and casualties.	PSNI	✓		
88	target speed detection equipment, including mobile and fixed site cameras, as appropriate, at these locations.	PSNI		✓	
89	test digital speed and red light cameras in NI for achieving the necessary type approvals.	PSNI	✓		
90	introduce digital cameras more widely, when type approvals are in place.	PSNI		✓	

**ACTION MEASURE TIMETABLE  
SAFER SPEEDS (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
91	continue to give a high priority to the introduction of traffic calming and advisory 20 mph zones.	DRD	✓		
92	monitor the effectiveness of urban speed management studies in GB and apply appropriate good practice in NI.	DRD		✓	
93	evaluate the results of a pilot home zone scheme in Belfast before considering expansion of the concept to other parts of NI.	DRD & DSD		✓	
94	examine the application to NI of the outcome of DfT research studies into drivers' understanding of current speed limits and signing in GB.	DRD		✓	
95	introduce variable message traffic control signing at appropriate locations.	DRD		✓	
96	pilot the use of signs activated by vehicles travelling at speeds above a pre-set level.	DRD		✓	
97	revitalise and expand campaigns to reduce excessive speed, re-emphasise the need for all drivers to reduce speed, and highlight the consequences of speed related collisions.	DOE	✓		
98	work with the media to raise public awareness of the dangers of excessive speed.	PSNI	✓		
99	continue to deliver and develop the "Roadsafe Roadshow".	PSNI	✓		
100	target enforcement activity on those roads with a high incidence of speed-related collisions and casualties.	PSNI	✓		

## 4. BETTER DRIVER BEHAVIOUR

### (B) DRINK, DRUGS AND DROWSINESS

#### STRATEGIC OBJECTIVE

*To reduce the incidence of driving while impaired through drink, drugs or drowsiness.*

#### 4.7 DRINK-DRIVING

Anti drink-drive campaigns supported by robust and sustained enforcement by the police have helped to change public attitudes to drink-driving and to influence driver behaviour positively. These campaigns have already increased substantially public awareness of the risks and consequences of drink-driving, which is now widely regarded as socially unacceptable.

However, despite progress over recent years, alcohol remains a major factor in road traffic collisions and consequential deaths and serious injuries on our roads.

The Northern Ireland Office plans to carry out in 2002/2003 a review of road traffic penalties based on a recent Home Office review in Great Britain. This review will, among other things, examine the whole range of penalties for drink-drive offenders.

#### ACTION MEASURES

##### DOE

- will, in partnership with the PSNI, continue high profile anti drink-drive publicity campaigns.
- will continue to promote responsible road user attitudes and behaviour through road safety education in post-primary schools, including highlighting the collision risk and human consequences associated with drink-driving.

##### PSNI

- will breathalyse all drivers involved in a collision attended by police, no matter how slight.
- will consider breath testing any driver detected committing a moving traffic offence.



Objective 4B

- will arrest any motorist failing a preliminary breath test or who is suspected of driving whilst impaired due to drink and require them to undergo an evidential breath test.
- will prosecute anyone failing or refusing to undergo an evidential breath test.

#### 4.8 DRINK-DRIVE LIMIT

The drink-drive limit in Northern Ireland (80 mg alcohol per 100 ml blood) is the same as in Great Britain and in the Republic of Ireland. In most other European Union countries the limit is 50 mg. Following UK-wide consultation in 1998, the UK Government decided to retain the present limit. No legislation has been introduced by the European Union, although in January 2001 the European Commission published a Recommendation which, among other measures, recommended community wide harmonisation of the legal Blood Alcohol Content (BAC) limit for motorists at 50 mg.

In March 2002, the UK Government announced that having considered whether it would be desirable to make such a change, and being mindful of the fact that its penalties are among the toughest in Europe, it had concluded that it should not change the limit but should maintain emphasis on enforcement and publicity. The UK Government remains committed to combating drink-driving and supports more research and collaboration at a European level.

DOE proposes to consult publicly on whether Northern Ireland should maintain parity with Great Britain on this issue or move towards harmonisation with the European Union limits.

#### ACTION MEASURES

##### DOE

- proposes, in light of the UK Government's decision on the drink-drive limit, to carry out a public consultation on this issue by 2003.

#### 4.9 DRINK-DRIVE OFFENDERS

The Road Traffic Offenders (Northern Ireland) Order 1996 provides for an experiment in the use of courses as a sentencing option for convicted drink-driving offenders. On satisfactory completion of the course, the offender may receive up to a quarter reduction in the period of disqualification from driving. The aim of the scheme

is to prevent re-offending. The purpose of the experiment is to facilitate evaluation of the courses in terms of their effectiveness in reducing drinking and driving.

Initial indications are that a pilot scheme for drink-drivers, convicted in Magistrates Courts sitting in the Petty Sessions District of Belfast and Newtownabbey, to be sent on courses has been successful. This has been measured in terms of increase in knowledge about alcohol and its effects on the body as well as a greater willingness among offenders to agree that it is not safe to drive after one or two pints of beer. However, the real measure of success is the level of re-offending measured over a reasonable period of time (at least 3 years). Accordingly, to provide sufficient time to examine re-offending rates, the pilot scheme has been extended to the end of 2005 and to include all Petty Sessions Districts of Northern Ireland. Attendance at these courses is with the offender's consent, and at his or her own expense.

#### *High Risk Offenders Scheme*

A High Risk Offenders Scheme operates in Great Britain under which offenders are required to satisfy the medical advisor at the Driver and Vehicle Licensing Agency that they do not have a drink problem and are fit to drive before their licences are returned following disqualification for drink-driving. The scheme, which is currently under review, applies to people:

- disqualified twice, within a ten year period, for any drink-drive offences;
- disqualified for having a defined high level of alcohol in the blood; and
- disqualified for failing without reasonable cause to provide a specimen for analysis.

The Northern Ireland Office plans to conduct in 2002/2003 a review of road traffic penalties, which will include an examination of penalties for high risk offenders.

### **ACTION MEASURES**

#### **DOE**

- will review the effectiveness of the extended drink-drive offenders pilot scheme in 2005 and decide whether to propose legislation to make the scheme permanent.
- will consider the introduction of a High Risk Offenders Scheme in Northern Ireland similar to the one operating in Great Britain taking account of the outcome of the review of the Great Britain scheme, and the Northern Ireland Office review and consultation on road traffic penalties.

#### 4.10 ROADSIDE BREATH TESTING

Screening breath test results, taken at the roadside, are insufficient to secure a successful prosecution of a drink-drive case at court. Modern evidential roadside breath test equipment could provide admissible evidence and allow the police to test more suspected drivers with the same level of police resources.

##### ACTION MEASURES

###### DOE

- will, with PSNI support and NIO agreement, replicate any changes to legislation in Great Britain to make evidential roadside breath testing available in Northern Ireland.

###### PSNI

- will introduce roadside evidential breath testing equipment when the necessary type approvals and any required legislative changes are in place.
- will target roadside evidential breath testing at those roads with an identified high incidence of drink-driving related collisions and casualties.

#### 4.11 DRUGS-DRIVING

Illegal and prescription drugs can impair motorists' driving performance. The individual effect will vary according to the combination and quantity of drugs used, including the use of alcohol. Education and enforcement measures are needed to address these effects.

While alcohol remains a major problem, the use of drugs is an emerging contributory factor in road traffic collisions involving deaths and serious injuries. Consistent with the policy of pursuing research-based solutions to identified problems, DOE is monitoring ongoing research into drugs and driving in Great Britain and will respond to this issue based on the findings of that research.

The absence of definitive roadside tests for drugs creates a particular difficulty. DOE will seek NIO agreement for the introduction of legislative powers to enable the police to undertake tests of co-ordination and, when suitable equipment is available, to require suspected drivers to provide samples for screening. This should create a more effective regime to control drugs and driving, to operate alongside the existing drink-driving regime. There are problems associated with the use of drugs, (for example, different individual tolerance levels) that would make it very difficult to set a "drug-driving level" similar to the "blood-alcohol level" for drink-driving.

**ACTION MEASURES**

**DOE**

- will, within the first two years of the strategy period, progress legislation necessary to enable the PSNI to undertake tests of co-ordination and, when suitable equipment is available, to require suspected drivers to provide samples for screening.
- will liaise with DfT on developments in research into drugs and driving.
- will (subject to the findings of ongoing research in Great Britain), raise public awareness of driving under the influence of drugs by providing publicity and information highlighting the risks involved.

**PSNI**

- will introduce in 2002 a new training package to assist police officers in detecting motorists whose driving is impaired by drugs.
- will, when available, test new technology aimed at detecting drivers impaired due to drugs consumption.
- will introduce roadside screening devices for drugs when the appropriate technology becomes available.

**4.12 DROWSINESS AND FATIGUE**

Most drivers realise that it is not safe to drive when they are tired, but too often they continue to do so instead of taking a break. Awareness of the effect on casualty figures is only now emerging. For car drivers in Great Britain, drowsiness may be the principal factor in as many as 10% of all road traffic collisions.

While drowsiness can affect any driver, people driving as part of their job may be more at risk. Research has found that people driving company cars fall asleep at the wheel more often, and are more likely to be involved in collisions than private car drivers. People who occasionally drive at night are more likely to have problems than those who work a regular night shift and whose body clocks have adjusted to night work.

Fatigue, as it affects vocational drivers, is specifically addressed by European legislation which regulates the working hours of drivers of large goods vehicles, buses and coaches and sets minimum requirements for breaks and rest periods. The proposed extension of the European Commission's 48-hour Working Time Directive may give rise to changes in the rules for lorry, bus and coach drivers' hours in the United Kingdom.

**ACTION MEASURES**

**DOE**

- will monitor research into fatigue currently being undertaken by DfT in Great Britain.
- will seek, through its publicity campaigns, to raise public awareness of the effects of driving while experiencing drowsiness or fatigue by providing information highlighting the risks involved.
- will initiate local research into fatigue and, if appropriate, develop a specific publicity campaign.
- will, through DVTA and in liaison with PSNI, continue to enforce drivers' working hours regulations by means of:
  - roadside checks to assess hours driven and equipment used to record them; and
  - visits to operators' premises to check records and to take appropriate enforcement action including prosecution and further follow-up visits.

**PSNI**

- will, in liaison with DVTA, continue to enforce drivers' working hours regulations by means of roadside checks and checks at operating centres.

**ACTION MEASURE TIMETABLE  
DRINK, DRUGS AND DROWSINESS**

NO	MEASURE	Action by	Immediate	Short term	Long term
101	continue high profile anti drink-drive publicity campaigns.	DOE & PSNI	✓		
102	promote responsible road user attitudes and behaviour through road safety education.	DOE	✓		
103	breathalyse all drivers involved in a collision attended by police.	PSNI	✓		
104	consider breath testing any driver detected committing a moving traffic offence.	PSNI	✓		
105	arrest any motorist failing a preliminary breath test or who is suspected of driving whilst impaired due to drink.	PSNI	✓		
106	prosecute anyone failing or refusing to undergo an evidential breath test.	PSNI	✓		
107	carry out a public consultation on the drink-drive limit in Northern Ireland by 2003.	DOE		✓	
108	review the effectiveness of the extended drink-drive offenders pilot scheme in 2005.	DOE		✓	
109	consider the introduction of a High Risk Offender' s scheme in NI.	DOE		✓	
110	replicate any changes to legislation in GB to make evidential roadside testing available in NI.	DOE		✓	
111	introduce roadside evidential breath testing equipment for alcohol.	PSNI		✓	
112	target roadside evidential breath testing at roads with a high incidence of drink-driving related collisions and casualties.	PSNI		✓	
113	progress legislation necessary to enable the PSNI to undertake tests of co-ordination and to require suspected drivers to provide samples for screening.	DOE		✓	
114	liaise with DfT on developments in research into drugs and driving.	DOE	✓		

**ACTION MEASURE TIMETABLE  
DRINK, DRUGS AND DROWSINESS (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
115	raise public awareness of risk of driving under the influence of drugs.	DOE		✓	
116	introduce a new training package to assist police officers in detecting motorists whose driving is impaired by drugs.	PSNI	✓		
117	test new technology for drugs/driving detection.	PSNI			✓
118	introduce roadside screening devices for drugs when technology becomes available.	PSNI			✓
119	monitor research into fatigue currently being undertaken by DfT in GB.	DOE	✓		
120	seek to raise public awareness of the effects of driving while experiencing drowsiness or fatigue.	DOE	✓		
121	initiate local research into fatigue and, if appropriate, develop a specific publicity campaign.	DOE	✓		
122	continue to enforce drivers' working hours regulations by means of roadside checks and checks at operators premises.	DOE & PSNI	✓		

## 4. BETTER DRIVER BEHAVIOUR

### (C) DANGEROUS AND CARELESS DRIVING

#### STRATEGIC OBJECTIVE

*To reduce the incidence of dangerous and careless driving.*

#### 4.13 DANGEROUS DRIVING

Some motorists drive with gross irresponsibility or reckless disregard towards the safety of other road users. Dangerously irresponsible drivers are a small minority, however, there is a need to provide effective enforcement, and severe penalties for that minority. The planned review of road traffic penalties by the Northern Ireland Office, referred to in paragraph 4.7, will examine penalties for dangerous driving.

#### 4.14 CARELESS DRIVING

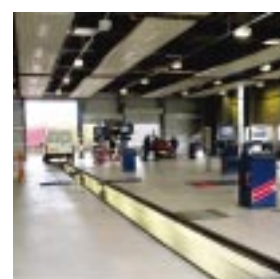
Careless and inconsiderate driving, particularly through inattention, is a major cause of serious injuries on the roads. It is important to reduce the incidence of careless driving by influencing driver behaviour through increased awareness of the risk and the effect of certain activities when driving and by enhanced enforcement.

For careless driving and certain other offences, retraining as part of the penalty or as an alternative to prosecution, may well be appropriate eg Driver Improvement Courses (see Strategic Objective 3) are specifically for those drivers who have caused a collision due to careless driving. DfT is considering how courts in Great Britain might be able to send convicted offenders on retraining courses as part of their sentence (this would require legislation) and is also examining ways of extending retraining to penalties involving driver re-testing.

#### ACTION MEASURES

##### DOE

- will, in liaison with the PSNI, and in context of the NIO review of road traffic penalties, make the necessary preparations including proposals for legislation, for the introduction of Driver Improvement Courses.
- will monitor developments in Great Britain relating to the retraining of road traffic offenders with a view to their introduction in Northern Ireland.



**PSNI**

- will educate motorists detected committing minor acts of poor driving behaviour and prosecute those motorists whose driving endangers other road users.
- will deploy vehicles fitted with forward and rear facing in-car cameras to record incidences of careless and dangerous driving with a view to using the video, either as a medium to educate drivers, or to support a prosecution in the more serious cases of poor driving behaviour.

**4.15 MOBILE PHONES**

The increasing use of mobile phones is another potential factor contributing to collisions and the proper use of mobile phones needs to be encouraged. Research published in March 2002 by TRL and conducted on a driving simulator, found that the reactions of drivers using a hand-held mobile phone were 30% slower than when they were tested just over the drink-drive limit, and 50% slower than without any distractions. The study also found that reactions when using a hands-free set were almost as slow as when using a hand-held phone.

DfT proposes, subject to public consultation, the introduction of a specific offence in Great Britain to prohibit the use of any hand-held mobile phone or similar device by drivers. DfT has considered whether a specific offence should include hands-free phones but believes that such a provision would be largely unenforceable.

The PSNI proposes to request the NIO, which has responsibility for the creation of new offences, to have a specific offence created regarding the use of hand held-mobile phones whilst driving.

**ACTION MEASURES**

**PSNI**

- will request the NIO to agree to the creation of a specific offence of using a mobile phone whilst driving other than in association with a hands-free kit.

**ACTION MEASURE TIMETABLE  
DANGEROUS AND CARELESS DRIVING**

NO	MEASURE	Action by	Immediate	Short term	Long term
123	make the necessary preparations, including proposals for legislation, for the introduction of Driver Improvement Courses.	DOE & PSNI		✓	
124	monitor developments in GB relating to the retraining of road traffic offenders with a view to their introduction in NI.	DOE		✓	
125	educate motorists detected committing minor acts of poor driving behaviour and prosecute those motorists whose driving endangers other road users.	PSNI	✓		
126	deploy vehicles fitted with forward and rear facing in-car cameras to record incidences of careless and dangerous driving.	PSNI	✓		
127	request the NIO to agree to the creation of a specific offence of using a mobile phone whilst driving other than in association with a hands-free kit.	PSNI		✓	



## 5. SAFER ROADS INFRASTRUCTURE

### STRATEGIC OBJECTIVE

*To ensure that safety continues to be a primary objective in designing, building, operating and maintaining roads in Northern Ireland.*

#### 5.1 RESEARCH AND DESIGN

DRD's Roads Service makes a significant contribution to reducing road casualties by identifying those locations and routes where collisions occur most frequently and by undertaking investigations and implementing engineering measures where possible to reduce the likelihood of further collisions. During the early part of the strategy period, Roads Service will prepare its own road safety plan to set out its approach to improving safety on the road network and the contribution that it can make to the overall Northern Ireland strategy.

### ACTION MEASURES

#### DRD

- will examine, in conjunction with authorities in Great Britain, the relative merits of road safety engineering work in road casualty reduction and ensure resources are allocated and prioritised accordingly.

#### 5.2 ROAD MAINTENANCE AND IMPROVEMENT

Good road engineering reduces the risk of collisions. Current design standards are set and reviewed on a UK-wide basis and are based on safety principles developed through both research and experience. Emphasis is on making best use of the existing road network and giving priority to treating those routes and sites with the worst safety, congestion and environmental records.

DRD's Roads Service invests heavily in the Northern Ireland road network, with major improvements targeted at the key transport corridors identified in the Regional Development Strategy. Additional funds have been secured for major road improvements through Executive Programme Funds. Also, a revised winter service leaflet, incorporating a map showing the main salting routes has been issued to every household in Northern Ireland. Future funding levels for DRD's Roads Service will be determined with reference to the developing Regional Transportation Strategy.



**ACTION MEASURES**

**DRD**

- will carry out dual carriageway improvements to a number of key routes during the strategy period.
- will provide a winter service with at least one salted access to settlements of over 100 dwellings.
- will continue to monitor the performance of utilities carrying out road openings in accordance with agreed procedures, and initiate prosecution proceedings where appropriate.
- will, publish the Roads Service 10-Year Forward Planning Schedule, which will identify major carriageway improvements along the trunk road network.
- will pursue its key objective of giving priority to maintenance of the road network to retain its safety, effectiveness and reliability.

**PSNI**

- will, through its Traffic Management Officers, continue to work in partnership with others, principally DRD's Roads Service, to ensure that the roads infrastructure and associated street furniture are as safe as possible for all road users.

**5.3 RESIDENTIAL DEVELOPMENT PROPOSALS**

New housing layout guidance was published (by DRD Roads Service and DOE Planning Service) in April 2000 titled: 'Creating Places – Achieving Quality in Residential Developments'. This guidance will be applied to all new developments to ensure that access and traffic use take full account of safety needs. This will result in more traffic calming measures being introduced in new residential areas with a large proportion of new street layouts being designed with a target maximum speed of 20 mph.

**ACTION MEASURES**

**DRD**

- will continue to advise DOE's Planning Service on the safety and traffic aspects of road layouts in proposed new residential developments with the aim of introducing more traffic calming measures with a target maximum speed of 20 mph.

#### 5.4 TRAFFIC MANAGEMENT

The Northern Ireland road network is managed by DRD's Roads Service to give greater priority to road users who travel by modes other than the private car. This is particularly the case in Belfast where traffic management increasingly is used to support sustainable transport. One of the main areas for development will be in the provision of better travel and traffic information for road users and in the increased use of variable signing technology at appropriate locations on motorways and main traffic routes.

#### ACTION MEASURES

##### DRD

- will undertake, during the early part of the strategy period, a review of the Traffic Signs Regulations to maintain parity with recent changes in traffic signing in Great Britain.
- will extend the use of Traffic Control systems and develop the Traffic Information and Control Centre to provide more detailed traffic and travel information.

##### PSNI

- will work in partnership with DRD to secure legislative changes to decriminalise the enforcement of on-street parking by 2005. This will release PSNI resources for other road safety measures.

#### 5.5 IMPROVEMENT IN PUBLIC TRANSPORT

The 10-year Regional Transportation Strategy, being developed by DRD, will move towards the longer-term 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."

**ACTION MEASURES**

**DRD**

- proposes that delivery of the Regional Transportation Strategy will be through transport plans that will present a programme of initiatives to be implemented in support of the objectives and targets in the Regional Transportation Strategy, subject to the availability of resources. These initiatives will include:
  - maintaining and improving the condition of road and public transport assets; and
  - improving the quality and quantity of public transport services.

**5.6 WORKPLACE TRAVEL PLANS**

Organisations are starting to incorporate Workplace Travel Plans into their development strategies. These comprise a package of measures tailored to the needs of individual sites aimed at promoting more sustainable modes of travel and reducing reliance on the car for travel to work and for business. This could lead to a reduction in traffic congestion and have a positive effect on the number of road casualties occurring in Northern Ireland.

Companies see the introduction of Workplace Travel Plans as an effective business tool for relieving car parking pressures, improving their environmental image and encouraging healthier and safer ways of travelling for staff.

**ACTION MEASURES**

**DRD**

- will facilitate the building of partnerships with all organisations having a contribution to make to Workplace Travel Plan development and, within the first half of the strategy period, develop a best practice model.
- will roll out appropriate Workplace Travel Plan information across all sectors over the next 10 years and will seek to encourage, support and facilitate much greater appreciation of the value of Workplace Travel Plans.

**ACTION MEASURE TIMETABLE  
SAFER ROADS INFRASTRUCTURE**

NO	MEASURE	Action by	Immediate	Short term	Long term
128	examine the relative merits of road safety engineering work in road casualty reduction.	DRD	✓		
129	carry out dual carriageway improvements to a number of key routes.	DRD			✓
130	provide a winter service with at least one salted access to settlements of over 100 dwellings.	DRD	✓		
131	monitor the performance of utilities carrying out road openings, and initiate prosecution proceedings where appropriate.	DRD	✓		
132	publish the Roads Service 10-Year Forward Planning Schedule.	DRD		✓	
133	give priority to maintenance of the road network.	DRD	✓		
134	ensure that the roads infrastructure is as safe as possible for all road users.	PSNI	✓		
135	advise DOE's Planning Service on the safety and traffic aspects of road layouts in proposed new developments.	DRD	✓		
136	review the Traffic Signs Regulations to maintain parity with GB.	DRD		✓	
137	extend the use of traffic control systems and develop the Traffic Information and Control Centre.	DRD	✓		
138	work with DRD to secure legislative changes to decriminalise the enforcement of on-street parking by 2005.	PSNI		✓	
139	deliver the Regional Transportation Strategy through transport plans that will present a programme of initiatives to be implemented.	DRD		✓	
140	facilitate the building of partnerships with all organisations who have a contribution to make to Workplace Travel Plan development and develop a best practice model.	DRD			✓
141	roll out appropriate Workplace Travel Plan information across all sectors.	DRD			✓



## 6. SAFER VEHICLES

### STRATEGIC OBJECTIVE

*To improve the safety of vehicles in use on the roads and to require them to be properly registered, tested and licensed.*

#### 6.1 VEHICLE SAFETY

The most effective way for Northern Ireland to make a positive contribution in the area of overall vehicle safety and standards is in partnership with the larger research and development efforts in Great Britain, which in turn contribute to and influence European-wide initiatives. The priority locally must be to ensure that European Commission and Great Britain vehicle standards are reflected in Northern Ireland legislation as quickly as possible.

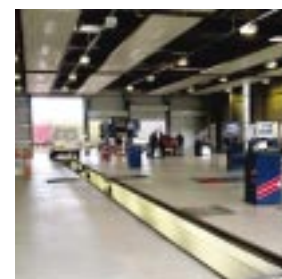
DOE will continue to support the UK Government's efforts in influencing and regulating motor manufacturers and retailers and will continue to work closely with DfT in the development of new safety initiatives and consideration of future proposals emerging from the European Commission.

One of these initiatives currently involves a European Commission proposal to introduce pedestrian protection in cars through agreement with the car industry. This means that pedestrian safety would become an integral feature of new car design and promises to be a key step in the evolution of motorcar safety.

### ACTION MEASURES

#### DOE

- will implement a European Commission Directive making anti-lock braking systems compulsory on all new buses, coaches and large goods vehicles; and preventing the use of sub-standard brake linings on cars and light vans.
- will support proposals for the European Commission to bring forward a Directive to make car fronts safer and for a Directive to make front overrun guards for large goods vehicles compulsory.
- will support the European Commission proposal to introduce pedestrian protection into the design of new cars.



- will, through DVTA, implement European Commission proposals to extend the requirement for speedlimiters to goods vehicles over 3,500 kgs and to all buses with more than 8 seats, to be phased in over the period 2004-2006. New vehicles to be equipped with speedlimiters from 1 January 2004. Vehicles first registered after 1 January 2001 to be retrospectively equipped by 1 January 2006.
- will, through DVTA, introduce functional testing of speedlimiters on buses and goods vehicles at annual tests in 2003.

## 6.2 VEHICLE STANDARDS

The normal requirement for first registration of a passenger car entering into service in Northern Ireland is that the vehicle has been type approved to European Commission or Great Britain standards, ie that the vehicle is in receipt of either a European Commission certificate of conformity or a Great Britain type approval certificate. This confirms that a vehicle is constructed to appropriate safety and environmental standards.

European Union Member States can, however, approve vehicles individually and in Great Britain in 1997 the then DTLR introduced legislation establishing a statutory scheme for approving the construction of single vehicles that do not meet European Commission or Great Britain type approval requirements before they are registered for use. This legislation applies to passenger cars, dual-purpose vehicles and light goods vehicles, which are amateur built or personally imported, or which would be registered for use in Great Britain in very low numbers.

The Single Vehicle Approval Scheme (SVA) was first introduced on a voluntary basis but from July 1998 became compulsory for most non-EC compliant cars and light goods vehicles being registered for the first time in Great Britain.

The introduction in June 2001 of a Single Vehicle Approval Scheme (SVA) in Northern Ireland for registration of non-European Commission type approved vehicles has ensured that arrangements for first registration in Northern Ireland of such vehicles are in line with Great Britain. The Scheme will be extended to light goods vehicles following introduction of Northern Ireland type approval regulations for goods vehicles planned for 2002.

**ACTION MEASURES**

**DOE**

- will, through DVTA, extend the SVA Scheme to include light goods vehicles in 2003/2004.
- will, through DVTA, introduce from 2003/2004, an enhanced SVA (ESVA) test in Northern Ireland for vehicles imported by commercial importers.

**6.3 VEHICLE TESTING**

DOE, particularly through the work of its agencies (DVTA and DVLNI) and with the support of enforcement activities by the police, will continue to encourage drivers to maintain the condition of their vehicles and seek to encourage vehicle owners and operators to ensure that their vehicles do not, through lack of maintenance or development of defects, constitute a hazard or danger to road users. Regular testing of the roadworthiness of vehicles by DVTA is a vital safety provision. Buses, lorries and taxis are tested annually from first registration; private cars, vans and motorcycles are tested annually from four years of age onwards.

In addition to annual tests, roadside vehicle safety checks are carried out by DVTA's Enforcement Unit as a further measure in encouraging vehicle owners and operators to maintain the standard of vehicles in use on the public road.

The Police Service's Vehicle Defect Rectification Scheme relates to any vehicle defect as specified in the Motor Vehicles (Construction and Use) Regulations (NI) 1999 and/or which constitutes a hazard to other road users. Under this scheme, an officer of the PSNI who detects an offence may issue advice and warning or a Fixed Penalty Notice or report the driver/owner for prosecution. In addition, the officer may issue the owner of the vehicle with a notice, requiring the owner to present the vehicle at a specified place within 14 days with the defect remedied.

**ACTION MEASURES**

**DOE**

- will, through DVTA, complete the introduction of new integrated vehicle testing equipment throughout its test centres by 2003.

- will reconsider the cost and benefits of reducing the age of the roadworthiness test (MOT) for cars and motorcycles from 4 years to 3 years, taking account of representations received during the public consultation in 2001 and of the position in Great Britain, where 3-year testing is required.
- will, through DVTA, introduce new procedures in respect of first time testing of buses in 2003.

#### PSNI

- will continue to make effective use of the Vehicle Defect Rectification Scheme to have minor defects on vehicles repaired.
- will, where a vehicle is dangerously defective and a hazard to other road users, prohibit further movement of the vehicle.
- will continue to work in partnership with the DVTA's Enforcement Unit to detect offences at the roadside and at operator's premises in connection with goods vehicles, passenger carrying vehicles and taxis, particularly over-loading offences and offences relating to tachograph charts and drivers' hours.

#### 6.4 VEHICLE LICENSING

DOE, through its licensing agency DVLNI, seeks to maintain a comprehensive record of drivers, vehicles and vehicle operators in Northern Ireland. This is done through licensing of drivers and registration and annual licensing of vehicles and operators, and contributes to fair revenue collection and improved road safety.

Roadside surveys by DVLNI have shown that 10% of cars and vans in Northern Ireland are unlicensed and evading vehicle excise duty (VED). Many of these vehicles may also be evading insurance and vehicle testing requirements. As vehicles cannot be licensed without valid test certificate and insurance, it is recognised that strong detection and enforcement action will not only reduce VED evasion, but insurance and vehicle test evasion as well.

To further this objective DOE is introducing a Statutory Off-Road Notification (SORN) scheme, which requires that each vehicle be licensed for road use or be the subject of a declaration that it will not be used on the road. DVLNI has introduced wheelclamping of vehicles and automatic number plate readers to detect and deter the use of unlicensed vehicles on the road. DVLNI has contributed to campaigns such as Operation Clean-up (a multi agency scheme co-ordinated by the PSNI and involving Fire Service and DRD's Roads Service) to remove unlicensed vehicles from the streets.

DOE is also considering the introduction of arrangements for continuous registration. Based on UK Government initiatives to combat vehicle crime and abandonment of vehicles, proposals are under consideration to tighten up the procedures for vehicle registration and to ensure that registered keepers of vehicles remain liable for them until proper notification of change of ownership has been completed. By facilitating improved enforcement, this will also have benefits for road safety.

DVLNI has set a target for a 25% reduction in the PLG class vehicle excise duty evasion (from 10% to 7.5%) by 2005 (the date of the next full survey of the level of evasion).

### **ACTION MEASURES**

#### **DOE**

- will, through DVLNI, tackle the problem of evasion by continuing the wheel clamping campaign and the use of automatic number plate readers, which assist in roadside detection of unlicensed motor vehicles.
- will, through DVLNI, work in close co-operation with the PSNI in the detection of offences, through more joint operations, publicity campaigns, targeted short-term enforcement campaigns and prosecution of offenders through the courts.
- will, through DVLNI, implement the introduction of Statutory Off-Road Notification (SORN) in 2002.
- will, through DVLNI, work in co-operation with the Association of British Insurers to ensure that they will have access to the DVLNI computerised database.
- will consider the introduction of arrangements for continuous registration.
- will, through DVLNI, develop an action plan to improve the accuracy of the vehicle database in 2002.

#### **PSNI**

- will continue to report unlicensed vehicles detected on the public road to DVLNI for enforcement action.

**ACTION MEASURE TIMETABLE  
SAFER VEHICLES**

NO	MEASURE	Action by	Immediate	Short term	Long term
142	implement an EC directive making anti-lock braking systems compulsory on all new buses, coaches and large goods vehicles.	DOE		✓	
143	support EC proposals for directives to make car fronts safer and front overrun guards for large goods vehicles compulsory.	DOE	✓		
144	support the EC proposal to introduce pedestrian protection into the design of new cars.	DOE	✓		
145	implement EC proposals to extend the requirement for speedlimiters to certain goods vehicles and buses, to be phased in over the period 2004-2006.	DOE		✓	
146	introduce functional testing of speedlimiters on buses and goods vehicles at annual tests in 2003.	DOE		✓	
147	extend the SVA Scheme to include light goods vehicles in 2003/2004.	DOE		✓	
148	introduce from 2003/2004, an enhanced SVA (ESVA) test in NI for vehicles imported by commercial importers.	DOE		✓	
149	complete the introduction of new integrated vehicle testing equipment by 2003.	DOE		✓	
150	reconsider the cost and benefits of reducing the age of the roadworthiness test (MOT) for cars and motorcycles from 4 years to 3 years.	DOE		✓	
151	introduce new procedures in respect of first time testing of buses in 2003.	DOE		✓	
152	continue to make effective use of the Vehicle Defect Rectification Scheme.	PSNI	✓		
153	prohibit further movement of a vehicle, where it is dangerously defective and a hazard to other road users.	PSNI	✓		

**ACTION MEASURE TIMETABLE  
SAFER VEHICLES (CONT)**

NO	MEASURE	Action by	Immediate	Short term	Long term
154	work with the DVTA' s Enforcement Unit to detect offences in connection with goods vehicles, passenger carrying vehicles and taxis.	PSNI	✓		
155	tackle the problem of evasion by continuing the wheel clamping campaign and the use of automatic number plate readers.	DOE	✓		
156	work closely with the PSNI in the detection of offences.	DOE	✓		
157	introduce Statutory Off-Road Notification (SORN) in 2002.	DOE	✓		
158	work in co-operation with the Association of British Insurers to ensure that they will have access to the DVLNI database.	DOE	✓		
159	consider introduction of arrangements for continuous registration.	DOE			✓
160	develop an action plan to improve the accuracy of the vehicle database in 2002.	DOE	✓		
161	continue to report unlicensed vehicles detected on the public road to DVLNI for enforcement action.	PSNI	✓		

## **CO-ORDINATION**

### **PARTNERSHIP**

The Northern Ireland Road Safety Strategy sets targets for reducing the number of deaths and serious injuries on our roads. Government cannot achieve this improvement in road safety on its own. While government and its agencies have a vital part to play in improving road safety, only by the positive involvement of the wider community as road users can substantial improvements in road safety and significant reductions in the number of deaths and serious injuries be made. Ultimately road safety is the responsibility of everyone who uses the roads and success in improving road safety substantially depends on road user attitudes and behaviour.

Accordingly, the strategy seeks to promote an integrated partnership approach across the statutory road safety agencies and departments and throughout the wider community, engaging for example, voluntary road safety groups, organisations representative of specific road user groups, employers, parents and schools.

Partnerships involving statutory and voluntary agencies, as well as private sector bodies, must be meaningful partnerships making a contribution to road casualty reduction.

### **ROAD SAFETY STEERING GROUP**

A Road Safety Steering Group will be established involving senior management in each of the three main organisations (DOE, DRD and PSNI) responsible for delivery of the measures in the Road Safety Strategy. The Steering Group's role will be to oversee the work of the Road Safety Review Group, to monitor progress towards the delivery of the targets and strategic objectives and to consider new initiatives. It will consist of a senior representative from the 3 main organisations as follows:-

DOE	DRD	PSNI
Deputy Secretary	Chief Executive (Roads Service)	Assistant Chief Constable

### **ROAD SAFETY REVIEW GROUP**

Delivery of the activities and initiatives set out in this Road Safety Strategy will be co-ordinated by the Road Safety Review Group (RSRG). The Group is chaired by a senior official in DOE and includes representatives of DOE's Road Safety Branch and DVTA, DRD's Roads Service, the PSNI's Road Policing Development Branch and DHSSPS, as well as statisticians from both the Central Statistics and Research Branch (which supports DOE and DRD) and from the PSNI.

The RSRG's primary roles are:

- to co-ordinate the activities of the participating departments in delivering the programmes and initiatives which contribute to achieving the casualty reduction targets;
- to monitor progress against the targets;
- to ensure current activities remain effective; and
- to develop new initiatives.

The RSRG will have a positive role in ensuring effective co-ordination to deliver the strategic objectives and casualty reduction targets in the Northern Ireland Road Safety Strategy. Working with key organisations, individually and collectively, the RSRG will ensure that the strategy remains the focus for road safety activity to 2012.

## **CO-ORDINATION AND COMMUNICATION AT LOCAL LEVEL**

There are a number of examples of partnerships working at local level throughout Northern Ireland to promote road safety.

**Community and police liaison committees** meet regularly with police in their areas to discuss road safety matters of concern to the local community. This joint approach has proved to be an effective way of informing the public and resolving local problems. PSNI issues approximately 200,000 information leaflets on a range of road safety issues each year and provides other publicity material, educational talks and demonstrations.

**Volunteers** have an important part to play in promoting road safety. There is a need to encourage more volunteers to participate in raising local awareness on road safety issues. DOE will consider measures to promote effective voluntary road safety activity in support of the Northern Ireland Road Safety Strategy.

**The Road Safety Council of Northern Ireland** is a voluntary organisation which operates through 31 local road safety committees, and supplements the road safety work of the statutory agencies by organising a programme of road safety events (campaigns, competitions and conferences) throughout the year. Through these local initiatives and associated media publicity, the Council highlights local road safety problems and raises local awareness on road safety issues.

**Other voluntary groups** such as the Campaign Against Drink and Driving and Road Trauma Support have assisted with road safety campaigns carried out by the statutory agencies, eg DOE and PSNI. Moreover, private sector bodies such as the Northern Ireland Drinks Industry, the Federation of the Retail Licensed Trade for Northern Ireland and AXA Insurance have all recently provided valuable support for road safety campaigns.

The Road Safety Review Group and the statutory road safety organisations represented on it will (through the publication of the Northern Ireland Road Safety Strategy) encourage voluntary organisations and private sector companies to develop their own action plans for road casualty reduction as well as encouraging individual road users to be more aware of the dangers in using roads and the actions they can take to reduce the risks to themselves and other road users.

## **MONITORING AND REPORTING**

### **ANNUAL REVIEW**

Progress towards achieving the strategic objectives and the casualty reduction targets set out in the Road Safety Strategy will be monitored regularly by the Road Safety Review Group and a report made annually to the Road Safety Steering Group.

### **3-YEAR REVIEW**

In 2005, at the end of the first three-year period of the strategy, a review of the progress made on delivering the measures highlighted in the strategy and in achieving its objectives and targets will be carried out by the Road Safety Review Group. Further reviews will be carried out at three-yearly intervals.

This review process will ensure that the Northern Ireland Road Safety Strategy remains dynamic by allowing continuous reappraisal of the targets and the effectiveness of the key measures introduced to deliver them. On the basis of that reappraisal, proposals can be put forward to Ministers, as necessary, for adjustment of targets (upwards or downwards) and for addressing any deficiencies identified in the measures being undertaken or the resources being deployed, to reduce casualties.

## **EQUALITY, HUMAN RIGHTS & NEW TARGETING SOCIAL NEED**

### **1.0 EQUALITY OF OPPORTUNITY (SCREENING ANALYSIS)**

- 1.1 Section 75 of the Northern Ireland Act (1998) ('the Act') requires the Northern Ireland Departments, in carrying out functions relating to Northern Ireland, to have due regard to the need to promote equality of opportunity:
- between persons of different religious belief, political opinion, racial group, age, marital status or sexual orientation;
  - between men and women generally;
  - between persons with a disability and persons without; and
  - between persons with dependants and persons without.
- 1.2 Departments must also have regard to the desirability of promoting good relations between persons of different religious belief, political opinion or racial group.
- 1.3 Schedule 9 of the Act requires Departments to prepare Equality Schemes stating how they propose to fulfil the duties imposed by Section 75. In February/March 2001, the Equality Commission approved the Equality Schemes of each of the eleven government departments. These Equality Schemes, which have been widely publicised, include commitments to carry out equality impact assessments, in line with Equality Commission guidance, on a range of policies and programmes included within the Programme for Government. A number of these equality impact assessments are currently underway.

### **THE ROAD SAFETY STRATEGY**

- 1.4 The strategic objectives and the principal measures to achieve them, set out in the road safety strategy, were identified in a "Consultation Document for a Northern Ireland Road Safety Strategy 2001 – 2010", published for public consultation in May 2001. The consultation document sought to promote a strategic approach to the planning, co-ordination and delivery of the Government's road safety activities across a number of departments and agencies, including the PSNI. The road safety strategy represents the agreed response of those organisations whose activities contribute to road casualty reduction, to addressing the strategic objectives set out in the consultation document.

- 1.5 The road safety strategy is an overarching strategy combining the road safety policies of several Departments and the PSNI. It is not practicable to assess properly the equality impact of the overall strategy using the same approach as that for an individual policy. Within the strategy, there are a range of measures and associated policies to be taken forward by individual departments or by departments working together. Individual policies will be subject to full equality impact assessment by departments in accordance with their approved Equality Schemes.
- 1.6 It is the responsibility of each department or agency to screen its activities and policies to determine the need for an equality impact assessment. The impact of the initiatives contained in the strategy is positive, contributing to a reduction in road traffic collisions and resulting deaths and serious injuries. Overall, these initiatives will benefit everyone who is a road user, whether as a pedestrian, a driver or a rider, including representatives of Section 75 groups.
- 1.7 The programme of ongoing equality impact assessments and those planned for 2003/04 for each department will include key policies which impact on road safety such as:

**DOE**

Year 1 (2001/02): Driving Test Theory procedures; Procedures relating to the issue of a licence to drivers with a medical condition likely to affect their fitness to drive (disability).

Year 2 (2002/03): Road Safety Education and Publicity; Qualifying Procedures for Registration as a Driving Instructor; Application for issue of a driving licence (age and race).

Year 3 (2003/04): Taxi Driver Licensing procedures; Practical Driving Test and the Vehicle test; Procedures for registering a vehicle; Procedures for licensing and re-licensing a vehicle.

**DRD**

Year 1 (2001/02): Rural Transport Fund.

Year 2 (2002/03): Operational Transport Planning; Provision of pedestrian facilities; Regional Transportation Strategy; Transport for people with disabilities.

- 1.8 Positive equality impacts are likely to result from the measures proposed. For example, the focus of the road safety strategy is the target for reducing deaths and serious injuries on Northern Ireland's roads. This target relates to all sections of the community, particularly vulnerable road users, and there is a separate target for a reduction in child deaths and serious injuries.

1.9 The departments involved do not consider that the road safety strategy requires to be subject to a specific equality impact assessment. Views on this conclusion will be welcomed and the DOE, as the department responsible for co-ordinating the road safety strategy, will be pleased to discuss any aspect of the strategy with individuals and representatives of Section 75 groups.

## **2.0 HUMAN RIGHTS**

2.1 Departments believe that the targets and measures proposed in the road safety strategy are compatible with the Human Rights Act 1998.

## **3.0 NEW TARGETING SOCIAL NEED**

3.1 Departments are required to take account of New Targeting Social Need (New TSN) objectives in appraisal and evaluation of policies, programmes and projects.

3.2 New TSN was announced in the Partnership for Equality White Paper (Cm 3890) published in March 1998. Its aim is to tackle social need and social exclusion in Northern Ireland by targeting its efforts and available resources on people, groups and areas in greatest need.

3.3 In assessing its road safety education policies in the strategy, DOE has identified the link between social deprivation and child road casualties as an area requiring attention. As identified in the New TSN Action Plan, DOE is tasked with contributing to a reduction in road casualties among children from disadvantaged areas. This involves increasing the Road Safety Education Officer support to schools with a significant number of pupils from disadvantaged households in terms of an increase in visits by Road Safety Education Officers and in provision of road safety teaching resources and the piloting of a practical child pedestrian safety training scheme.

## **ANNEX B**

### **CONSULTEES RESPONDING TO THE CONSULTATION DOCUMENT FOR A NORTHERN IRELAND ROAD SAFETY STRATEGY 2001-2010**

#### **ORGANISATIONS**

Antrim Borough Council  
Ballymena Borough Council  
Ballymena Rider Training  
Ballymoney Borough Road Safety Committee  
Banbridge District Council  
Belfast City Council  
Coleraine Borough Council  
Craigavon Area Hospital Group Trust - A&E Dept.  
Craigavon Borough Council  
Dept. of Health, Social Services & Public Safety (DHSS&PS)  
Dept. of Higher & Further Education, Training & Employment (DHFETE)  
Disability Action  
Down District Council  
East Belfast Community Development Agency  
Eastern Health & Social Services Board  
Enniskillen Community Services Dept.  
Environment Committee  
Environmental Policy Division (DOE)  
Federation of the Retail Licensed Trade NI (FRLT)  
Freight Transport Association (FTA)  
Health & Safety Executive NI (HSENI)  
Holywood Road Safety Committee  
Homefirst Community Trust  
Institute of Advanced Motorists (IAM)  
Institution of Highways and Transportation (IHT)  
Joint Committee for the Mobility of Blind and  
Partially Sighted People (JCMBPS)  
Larne Borough Council  
Laurelvale & District Development Group  
National Trust  
Newtownabbey Borough Council  
Northern Health & Social Services Board (NH&SSB)  
Northern Ireland Council for Voluntary Action (NICVA)  
NI Court Service  
NI Cycling Initiative  
NI Fire Brigade  
NI Public Service Alliance (NIPSA)  
NI Walking Forum  
NI Women's Coalition  
Omagh District Council

Pedal Power  
Pedestrians Association  
Planning Service (DOE)  
Police Service of Northern Ireland (PSNI)  
Road Haulage Association  
Road Safety Council of Northern Ireland (RSCNI)  
Royal Society for the Prevention of Accidents (RoSPA)  
Slower Speed Initiatives  
Social Democratic and Labour Party (SDLP)  
Southern Health & Social Services Board  
Sperrin Lakeland - Health & Social Care Trust  
Superintendents' Association of Northern Ireland  
Sustrans  
Transport 2000  
Ultonia

***INDIVIDUALS***

Allport, Mr J P  
Brown, Mrs D A  
Brown, Ms T  
Clarke, Mr R  
Davis, Mr G  
Dunlop, Miss A  
Finnegan, Mr W  
Gray, Mr M  
Hamilton, Mr T S  
Logan, C.St.C.  
Melville, Mr R  
O'Reilly, Mr B  
Quinn, Mr I  
Thompson, Mrs R  
Vaughan, Mr J

Photographs supplied by:

*Edgar Brown Photography,  
Driver Vehicle Testing Agency,  
Police Service of Northern Ireland,  
Department for Regional Development,  
Roads Service,  
Department of Health, Social Services and Public Safety.*

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form or by any means without the prior permission of the publisher.

Published by            Department of the Environment  
Road Safety Branch  
Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB  
Telephone: 028 90540094

© Department of the Environment, Road Safety Branch