



Department of the
Environment

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ROAD SAFETY STRATEGY **2002** **2012**



Annual Report 2008

NORTHERN IRELAND

Northern Ireland

ANNUAL REPORT 2008



Road Safety Strategy 2002-2012

Road Safety Strategy Vision

'Safe road use for the whole community'

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1.0 Management Summary

Our Vision - Safer Road Use For The Whole Community

- 1.1** The Northern Ireland Road Safety Strategy 2002-2012 (the Strategy) was published in November 2002, following a period in which the number of people killed and seriously injured (KSI) on Northern Ireland's roads had started to rise again. The Strategy aimed to deliver road safety improvements over a ten-year period and set the following challenging casualty reduction targets to be achieved by 2012:
- » a one-third reduction (from the average for the period 1996-2000) in the number of people killed or seriously injured on Northern Ireland's roads each year from the 1996-2000 average of 1,750, to fewer than 1,200 by 2012; and
 - » a 50% reduction (from the average for the period 1996-2000) in the number of children killed or seriously injured on Northern Ireland's roads each year from the 1996-2000 average of 250, to fewer than 125 by 2012.
- 1.2** In 2008, six years after the launch of the Strategy, the number of people killed or seriously injured on Northern Ireland's roads was 1,097, which is 37% lower than the 1996-2000 average. The number of children killed or seriously injured was 101; a 59% drop on the 1996-2000 average. Six years after the launch of the GB road safety strategy the comparable reductions were 33% and 52% respectively. The KSI rate per 100,000 population in Northern Ireland fell from 98.8 in 2002 to 61.8 in 2008, whereas the GB rate over the same period fell from 68.4 per 100,000 population to 47.9, indicating that there is still much to be done to achieve further reductions and improve our position in relation to the four regions within the United Kingdom.
- 1.3** This report, the sixth on the Strategy, covers the period 1 January to 31 December 2008 and discusses progress during 2008. It is, however, important to recognise that many of the action measures set out in the Strategy are ongoing or have moved on in the intervening period and that they are continuing to provide positive results. A table showing progress on all measures is included at Appendix 1.

1.0 Management Summary

- 1.4** More detailed monitoring tables are produced annually and, as well as progress, show the proposed next steps and timetables for action. These reports and the Strategy can be accessed on the DOE's road safety website at <http://www.roadsafetyni.gov.uk>. Website addresses, giving access to more up to date positions and additional information, which may be of interest are also provided throughout the document.
- 1.5** Best practice guidelines indicate that, to achieve sustained road safety improvements, co-operation and co-ordination is needed in what are known as the "3 Es" - Education, Engineering and Enforcement. The DOE has overall lead responsibility for implementing the Strategy but works in partnership with the Department for Regional Development (DRD) and the Police Service of Northern Ireland (PSNI) who also have responsibility for road safety in Northern Ireland. Progress towards the targets is monitored by the Road Safety Review Group (RSRG). This group provides the necessary joined-up approach for coordinating delivery of the Strategy and ensuring cohesive and complementary road safety activities. The four Working Groups that assisted RSRG in its activities by taking forward the 6 main objectives of the Strategy were formally stood down in November 2007. This in part reflected the significant reduction in the number of action measures that remained to be implemented and that many of the action measures have been incorporated into ongoing programmes of work for each of the partnership organisations.
- 1.6** In May 2007, the Northern Ireland Assembly returned, providing the opportunity for a renewed focus on road safety. This included restructuring the RSRG to include the Northern Ireland Fire & Rescue Service (NIFRS) and the Department of Education (DE) and the welcome return of the Department of Health and Social Services and Public Safety (DHSSPS). A Ministerial Group on Road Safety was created to monitor progress and to ensure momentum is maintained. The Ministerial Group took over the role of the Road Safety Strategy Group (RSSG), the high level decision group involving top management from DOE, DRD and PSNI, responsible for delivery of the measures in the Strategy.

1.0 Management Summary

- 1.7** The current road safety strategy was originally designed to run to 2012. However, by 2007 most of the action measures of had been delivered and significant progress made towards the targets. Against this background, the Minister announced, in 2007, her intention to bring forward a replacement for introduction during 2010, two years in advance of the original timescale for conclusion of the current strategy.
- 1.8** In 2008 the Department established a small Project Team to take this work forward. The Project is coordinated by the Road Safety Strategy Project Board which comprises representatives of key statutory stakeholders, including the Department for Regional Development, the Department of Education, the Police Service of Northern Ireland and the NI Fire & Rescue Service - other members will be added as appropriate. Preparatory project management and governance work was completed during 2008 and the first Project Board meeting held on 17 October 2008.
- 1.9** One of the first assignments for the Project Team is to review the current strategy and this work commenced during 2008. Preparations also began for a number of research and statistical investigations focused on road safety issues in Northern Ireland. The first research projects address issues identified by the Public Accounts Committee in its report on Northern Ireland's Road Safety Strategy, published in October 2007¹. These investigations, to commence during 2009, focus on:
- » whether there is a link between child pedestrian casualties and deprivation in NI;
 - » road safety benchmarking; and
 - » riders' and drivers' behaviours and attitudes to motorcycling safety.

¹ The PAC report on Northern Ireland's Road Safety Strategy can be viewed at www.niassembly.gov.uk/public/2007mandate/reports/report5_07_08r.htm

2.0 The Targets

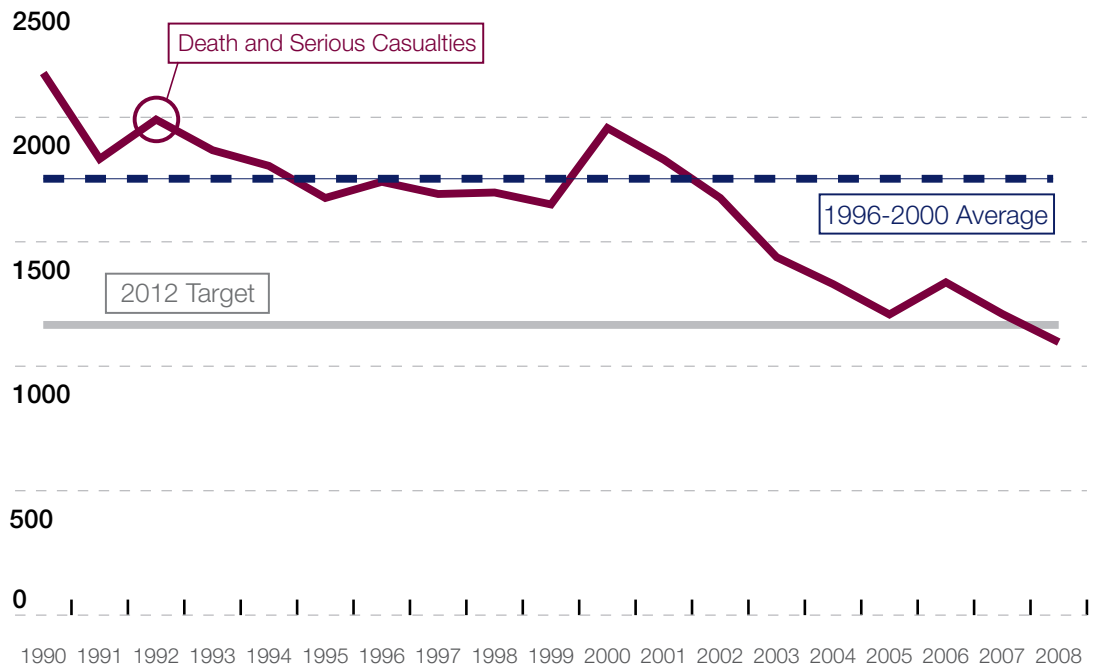
- 2.0.1** The report describes progress towards casualty reduction targets for Northern Ireland for the year 2012; compares road collision casualty trends with those for the 1996-2000 baseline average, shows the main causation factors in road traffic collisions for 2008, and details casualties by road user type between 1999 and 2008.
- 2.0.2** The statistics in this document refer to personal injury collisions on public roads (including footways) which become known to the police. Very few, if any, fatalities do not become known to the police, however, research in GB has shown that an appreciable number of non-fatal injury collisions are not reported. The research also indicates that some casualties reported to the police are not recorded and the severity of injury tends to be underestimated. Further research in this area is ongoing in GB; and Northern Ireland will learn from this work on completion.

2.1 People Killed or Seriously Injured

- 2.1.1** If the strategic target (shown at 1.1 above) is achieved, it is estimated that between 2002 and 2012, a total of 300 lives will have been saved and 3,200 serious injuries avoided (calculated against the number of road deaths and serious injuries at the 1996-2000 average). Progress to 31 December 2008 towards achieving the year 2012 casualty reduction target is shown in **Chart 1**. **Chart 2** shows projected progress towards the 2012 casualty reduction target.

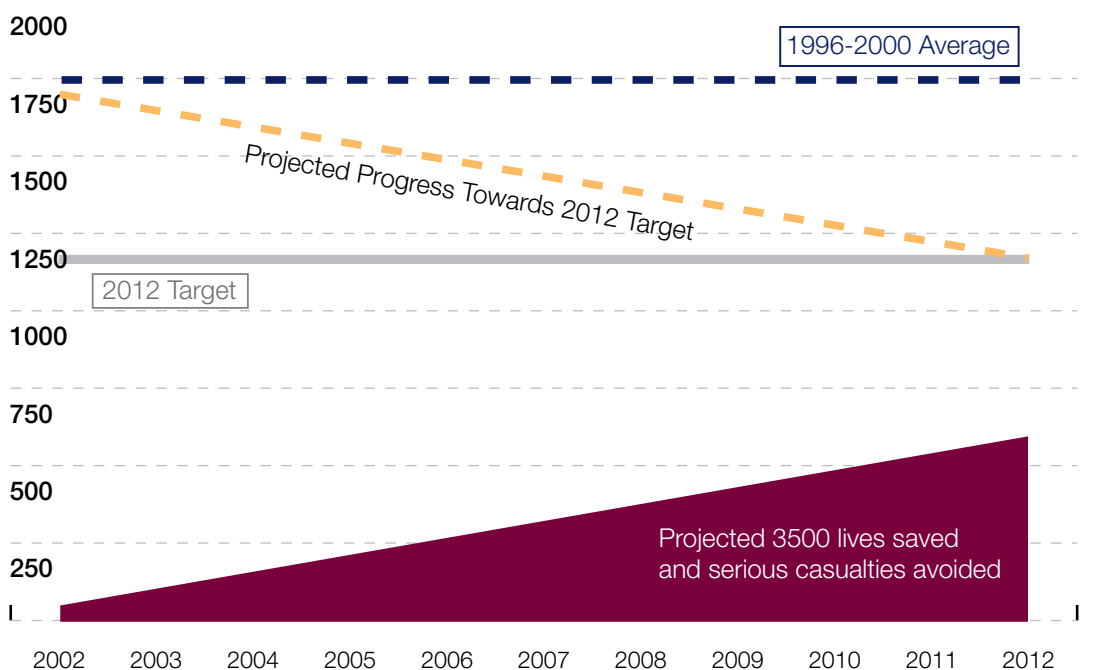
2.0 The Targets

CHART 1: Progress in Reducing Deaths and Serious Casualties 1990-2008



Source: PSNI, DOE

CHART 2: Projected Lives Saved and Serious Casualties Avoided 2002-2012



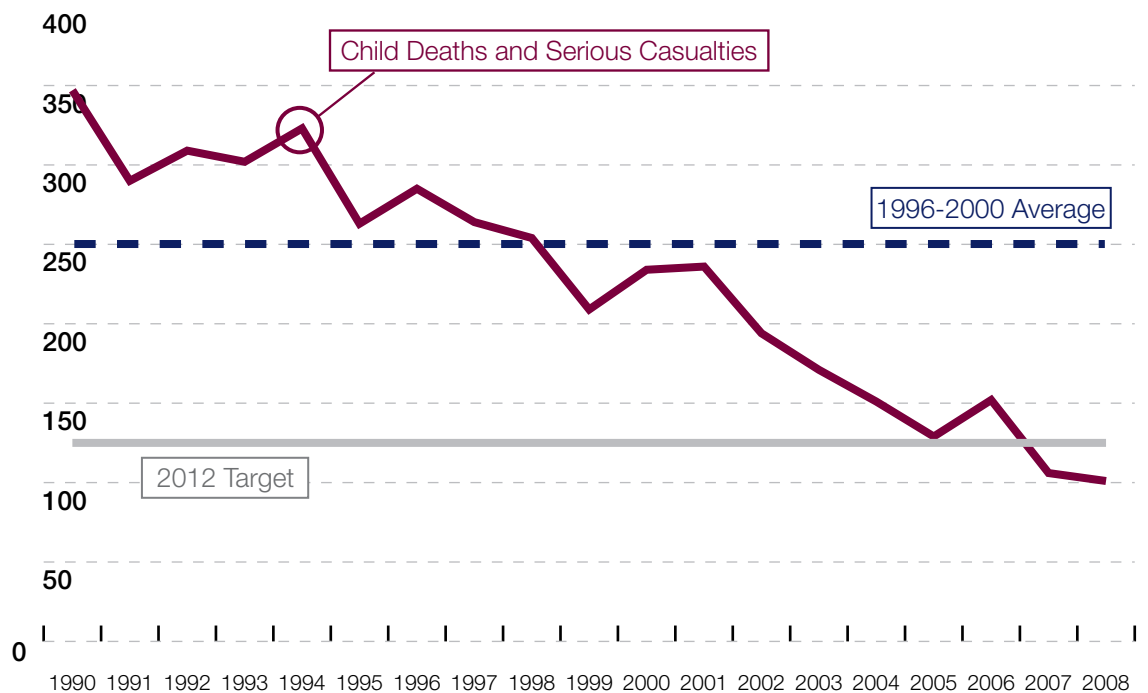
Source: PSNI, DOE

2.0 The Targets

2.2 Children Killed or Seriously Injured

2.2.1 The Strategy also aims at a 50% reduction (from the average for the period 1996-2000) in the number of child KSIs on Northern Ireland's roads each year from the 1996-2000 average of 250 to fewer than 125 by 2012. 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 (calculated against the number of road deaths and serious injuries at the 1996-2000 average). Progress to 31 December 2008 towards achieving the child casualty reduction target is shown in Chart 3 and projected child lives saved and serious casualties avoided is shown in Chart 4.

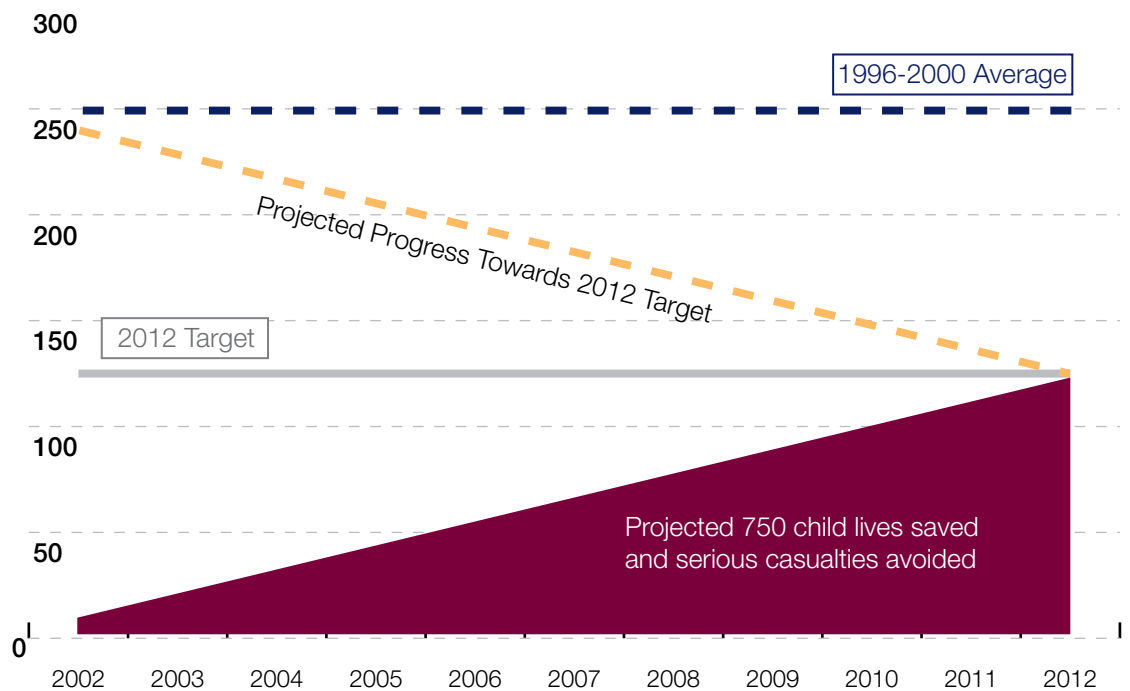
CHART 3: Progress in Reducing Child Deaths and Serious Casualties 1990-2008



Source: PSNI, DOE

2.0 The Targets

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



Source: PSNI, DOE

2.3 Overview of Progress Towards the Targets

2.3.1 In 2008, six years after the Strategy's launch, the number of KSIs on Northern Ireland's roads had fallen by 9%, compared with 2007, to a level 37% below the 1996-2000 baseline. The number of children killed or seriously injured in 2008 had fallen by 5%, compared with 2007, to a level 59% below the 1996-2000 baseline.

2.3.2 Table 1, below, shows progress towards the two main targets to reduce the number of people and children killed or seriously injured (KSIs).

2.0 The Targets

TABLE 1 Numbers killed and seriously injured 1996-2000 average and 2002-2008

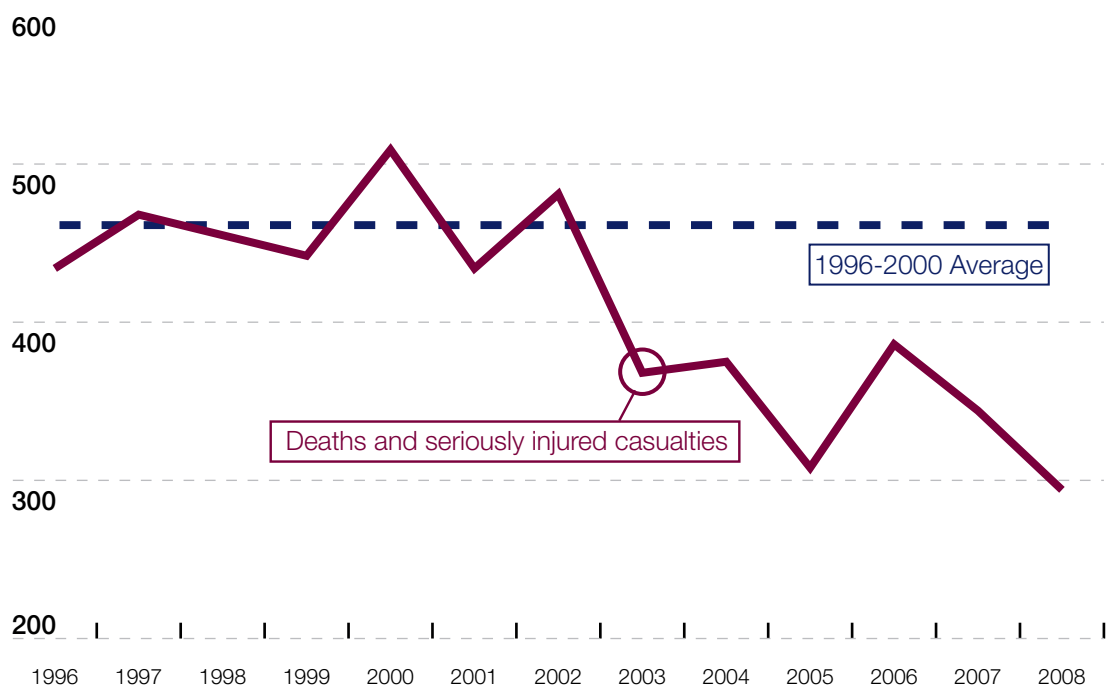
KSIs	1996-2000 average (no.)	2002 (no.)	2003 (no.)	2004 (no.)	2005 (no.)	2006 (no.)	2007 (no.)	2008 (no.)	2012 Target (no.)	% change from 2007 to 2008	2008 % change from 1996-2000 average
All	1,748	1,676	1,438	1,330	1,208	1,337	1,210	1,097	1,166	-9	-37
17-24 Year olds	462	481	368	375	308	386	344	294	N/A	-15	-36
Children	249	194	171	151	129	152	106	101	125	-5	-59

2.3.3 While the Strategy did not include a target for 17-24 year olds, this section of the population is over-represented in road traffic collisions and changes in the KSIs in this group will now be monitored more closely. Table 1 shows progress towards reducing the number of people killed or seriously injured in this age group over the lifetime of the Strategy and this is shown graphically in Chart 5 below. In 2008 the number of people aged 17-24 killed or seriously injured on Northern Ireland's roads fell by 15% compared with 2007 to a level 36% below the 1996-2000 baseline.

2.3.4 During 2008, 38 young people aged between 17 and 24 were killed and 256 were seriously injured, making a total of 294 young people killed and seriously injured, of which 100 were due to careless driving, 76 were due to excessive speed having regard to the conditions, and 58 were due to alcohol or drugs in the driver or rider.

2.0 The Targets

CHART 5: Progress in reducing deaths and serious casualties aged 17-24
1996-2008



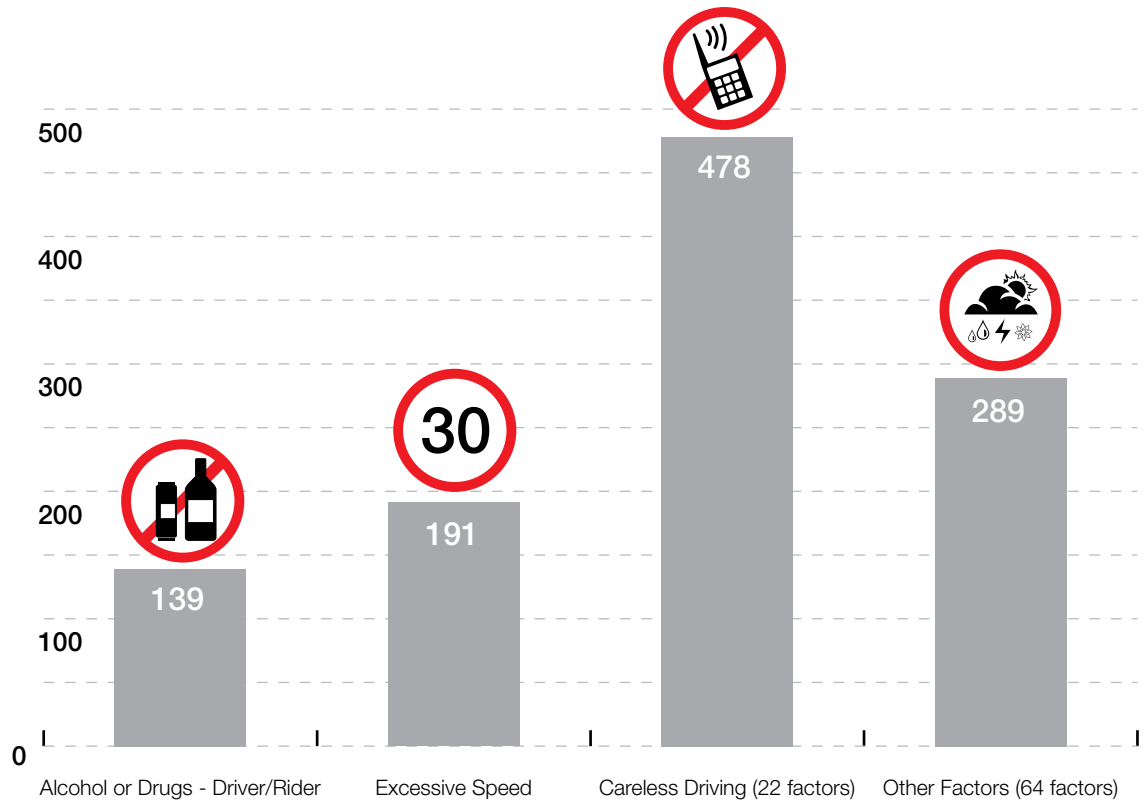
Source: PSNI, DOE

2.4 Causation Factors

2.4.1 Chart 6 details the main causation factors in road traffic deaths and serious injuries in 2008. **'Excessive speed having regard to conditions'** continues to be the biggest single cause of road collisions that result in people being killed or seriously injured. **'Careless driving'** includes 22 different potential factors of which **'inattention or attention diverted'** was the single biggest causation factor. **'Other factors'** includes 64 potential factors, of which the single biggest factor was **'pedestrian heedless of traffic crossing carriageway'**.

2.0 The Targets

CHART 6: 2008 KSI Principal Causation Factors



Source: PSNI, DOE

2.4.2 Table 2 details the top five main causation factors for all collisions causing fatal or serious injuries in 2008 compared with 2007.

2.0 The Targets

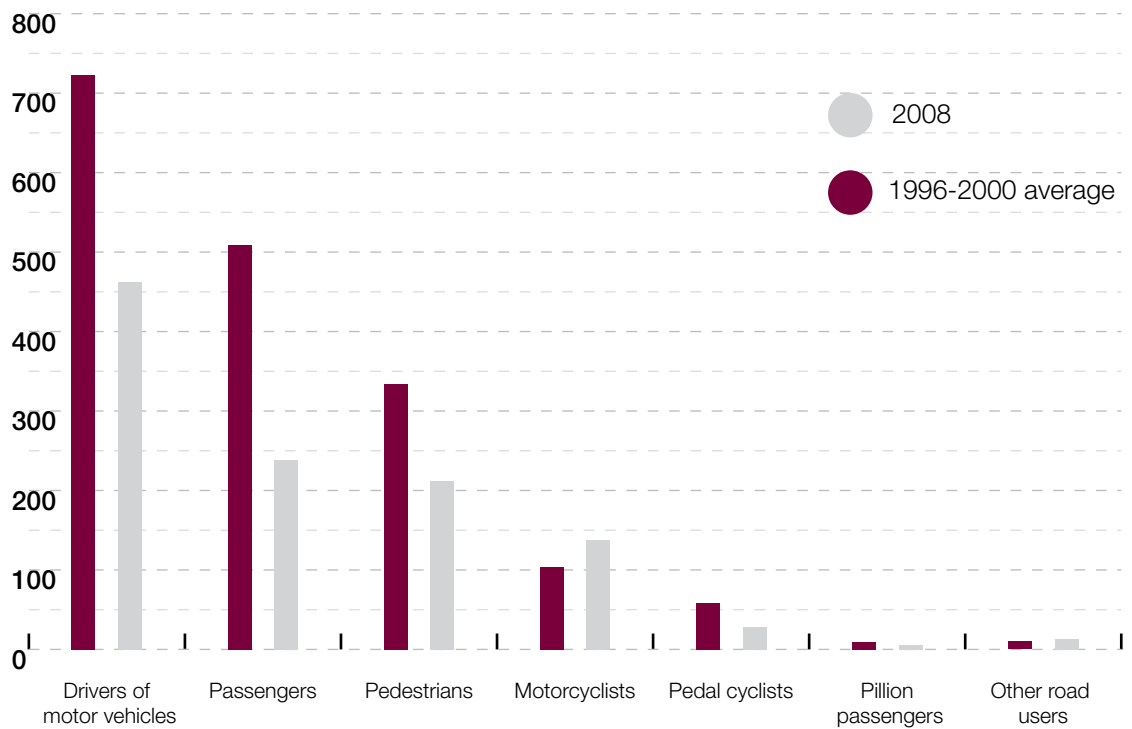
TABLE 2: Top 5 causation factors for all collisions causing fatal or serious injuries in 2008 compared with 2007

	2007			2008			% change 2007 to 2008
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	
Excessive Speed having regard to conditions	32	221	253	36	155	191	-25%
Alcohol or Drugs - Driver/Rider	18	113	131	18	121	139	+6%
Inattention or Attention Diverted	9	96	105	9	65	74	-30%
Wrong course/ position	12	79	91	9	63	72	-21%
Heedless of traffic crossing carriageway	6	38	44	2	60	62	+41%

2.4.3 Chart 7, below, compares road deaths and serious injuries for the 1996-2000 average and 2008 by road user type. Drivers of motor vehicles accounted for 42% of deaths and serious injuries in 2008, with passengers accounting for 22%. Motorcyclists accounted for 13% of deaths and serious injuries.

2.0 The Targets

CHART 7: 1996-2000 average and 2008 KSIs by road user type



Source: PSNI, DOE

2.4.4 Detailed road traffic related statistics are published on the Police Service's website at <http://www.psnj.police.uk/>

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- 3.0.1** The Road Traffic (Northern Ireland) Order 2007 (the Order) was made on 21 March 2007 and updates existing road traffic legislation, bringing it into line with that in Great Britain as well as introducing new road traffic measures in the areas of road safety, driver and vehicle testing and licensing and new provisions in respect of the regulation of driving instruction. A range of new offences and penalties are included and the Order addresses important road safety issues such as drink and drug driving, speeding, non-wearing of seat belts, uninsured driving and driving standards.
- 3.0.2** It will also contribute to the enforcement of road traffic law by increasing powers available to the police and vehicle examiners as well as changes to driver licensing and driving instruction. The substantive provisions of the Order will be brought into operation on a day or days to be appointed by commencement order.
- 3.0.3** During 2007 a number of Statutory Rules with significant road safety implications were made. These included:
- » The Motor Vehicles (Wearing of Seat Belts) (Amendment) Regulations (Northern Ireland) 2007 [SR 2007 No. 7]. These Regulations implement the requirements of Council Directive 2003/20/EC with regard to the wearing of seat belts and other restraints by children and adults in motor vehicles.
 - » The Motor Vehicles (Wearing of Seat Belts) (Amendment No. 2) Regulations (Northern Ireland) 2007 [SR 2007 No. 8]. These Regulations implement certain requirements of Council Directive 2003/20/EC on the compulsory use of safety belts and child restraints in vehicles. In particular they make provision relating to the wearing of seat belts and other restraints by children aged less than fourteen in motor vehicles, and by children and adults in the rear of buses.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- » The Motor Vehicles (Wearing of Seat Belts by Children in Front Seats) (Amendment) Regulations (Northern Ireland) 2007 [SR 2007 No. 9]. These Regulations implement the requirements of Council Directive 2003/20/EC with regard to the wearing of seat belts and specifically make provision relating to the wearing of seat belts and other restraints by children in the front seats of motor vehicles.
- » The Road Vehicles Lighting (Amendment) Regulations (Northern Ireland) 2007 [SR 2007 No. 239]. These Regulations make certain provisions relating to the display of warning lights on vehicles including, in relation to pedal cycles, enabling the fitting of flashing front and rear position lights and the fitting of lights on wheels and pedals.
- » The Road Traffic (Northern Ireland) Order 2007, among other things, makes certain breaches of construction and use requirements, including driving while using a hand-held mobile telephone, subject to obligatory endorsement and penalty points. The Road Traffic (Fixed Penalty) (Offences) (Amendment) Order (Northern Ireland) 2007 [SR 2007 No. 318] makes such offences subject to a £60 fixed penalty.
- » Amendments were also made during 2007 to the Motor Vehicles (Driving Licences) Regulations (NI) 1996 in relation to the content and duration of the theory driving test combined with an associated fee increase.

3.0.4 The Strategy contains 164 action measures and focuses on the three “Es”, education, engineering and enforcement, long recognised as the most effective methods to reduce the number of road deaths and serious injuries. The timescales for implementing these measures range over the lifetime of the Strategy. Since the launch of the Strategy, a number of action measures have been implemented in full while some have yet to be introduced. These measures are clearly indicated in the report at Appendix 1 and while the impacts of the former are being realised, those of the latter will accordingly affect future progress towards the targets.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- 3.0.5** Those measures in which progress was significant or contributed significantly to the overall casualty reductions in 2007 have been indicated in the next sections.
- 3.0.6** Those measures where the position at the end of 2007 does not reflect the original timescales are indicated in Section 3.9. A table of all action measures detailing the extent of implementation of each is provided at Appendix 1. Fully detailed and inclusive monitoring tables are produced annually and, as well as progress on all measures, show proposed next steps and timetables for action. These also indicate those measures in which no further progress is likely.
- 3.1 Strategic Objective: To educate children to behave safely when using the roads and to persuade drivers to take extra care when driving near children.**
- 3.1.5** 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. This is a key priority for the DOE and its Road Safety Education Officers (RSEOs), whose main objective is the delivery, through schools, of road safety education to children. To maximise the impact of road safety messages to children, the DOE takes account of best practice which recommends that road safety is most effectively taught by teachers on a regular structured basis within the classroom. RSEOs provide resources, materials, training and support to teachers to integrate road safety into the curriculum.
- 3.1.6** During 2008, about 182,816 children in nursery, primary and special schools and 147,986 students in post-primary schools benefited from road safety education input from RSEOs.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- 3.1.7** Road Safety Teaching Aid Calendars were provided for every classroom in every nursery and primary school in Northern Ireland during 2008.
- 3.1.8** The Cycling Proficiency Scheme is well established in schools and since 2004 has been sponsored by retail group Centra. In 2008, 558 primary schools participated in the cycling proficiency scheme and of these, 39 schools went on to participate in on-road training. Approximately 8,809 children were trained in 2008.
- 3.1.9** RSEOs continued to target additional support at schools with a significant number of pupils from socially disadvantaged households in an effort to reduce road casualties. 75 schools, the majority of which are in socially disadvantaged areas, currently participate in a Practical Child Pedestrian Training Scheme (PCPST). The scheme involves a three-year rolling programme including theory work and practical pedestrian training at the roadside. PCPST is delivered in years three, four and five. Its main aims are to raise children's awareness of the road environment and reduce children's pedestrian risk behaviour by helping them to understand the many dangers in the road environment. The DOE organises training for teachers new to the subject and provides a range of teaching resources. In addition to the 75 schools that received support from the RSEO Service, 8 schools continued to deliver the scheme on completion of the three-year programme.
- 3.1.10** For many years the DOE has been offering a driver training scheme to pupils in post-primary schools and students in further education colleges aged 17 to 18 years of age, with the agreement of the Department of Education and the Education and Library Boards. Pairs of pupils receive a series of 12 on-road driving lessons from an approved driving instructor. The DOE pays approximately 50% of the cost of the lessons with pupils paying the remainder. In the 2007/08 school year, 299 pupils from 58 schools participated in the scheme.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

3.1.11 Each school year, the DOE provides a 5-week road safety theatre-in-education tour for school children aged 5-11 years and 2 further tours aimed at children and young people in post-primary schools

3.1.12 *Encourage and assist all schools to adopt and implement a specific road safety policy - Action Measure No. 3*

3.1.13 The majority of schools now have a road safety policy in place and RSEOs continue to work with schools to ensure that individual policies remain up to date and relevant to local circumstances.

Encourage more post primary schools to teach road safety formally and offer GCSE Motor Vehicle and Road User Studies - Action Measure No. 6

3.1.14 Within post-primary schools, the DOE promotes the timetabling of GCSE Motor Vehicle and Road User Studies (MVRUS). The DOE was actively involved in the development of this subject, which was first examined in 1988, and recently contributed to the Department of Education recognition of it as an Applied subject. The specification was designed to prepare students in Northern Ireland to become better and more informed road users. A number of post-primary schools timetable Road Traffic Studies (RTS), a non-examination subject, which includes an element of practical moped skills training. In the 2007/08 school year, 90 schools offered MVRUS. MVRUS is the only course of its kind in the UK and is followed by some students in England and Wales.

Teaching Resource Packs to Sixth Forms - Action Measure No. 9

3.1.15 The PSNI Teaching Resource Pack has been awarded a Northern Ireland Open College Network (NIOCN) qualification and the first students to complete this graduated from Armagh College of FE and the Upper Bann Institute during 2007. The programme was rolled out to further colleges in September 2007.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

Safer Routes to Schools - Action Measure No. 10

- 3.1.16** Travelwise, NI's Safer Routes to Schools (SRS) is an initiative between the DRD and the Department of Education (DE) with input from a number of other partners, including the DOE. The initiative encourages parents, children and teachers to use sustainable transport for their journey to and from school.
- 3.1.17** 40 schools are selected annually to participate in the SRS scheme and since the introduction of the scheme, 116 schools plus the 6 pilot schools have participated in the accelerated scheme.

Action Measures Nos. 23, 24, 25, 26 and 37

- 3.1.18** DOE sought to increase awareness among parents and drivers of the need to ensure children are appropriately restrained when travelling in cars and to provide advice and information on the correct fitting of child safety restraints. New child restraint regulations came into force in Northern Ireland at the start of 2007. Leaflets were distributed to all households to advise of the introduction. This was supported by a media campaign, including TV advertisements. In May 2007 the Seat belt Sheriff initiative was launched to encourage primary school age children to take responsibility for ensuring that everyone in the car is wearing their seat belt.
- 3.1.19** PSNI also sought to raise the level of seat belt wearing through increased education and enforcement. During 2007 13,859 individuals were detected for seat belt offences compared with 16,917 for the same period in the previous year - a decrease of 3,058.
- 3.1.20** Endorsable Fixed Penalty Notices (FPNs) were introduced on 27 June 2007. Between 27 June 2007 and the end of 2007 3,893 Endorsable FPNs were issued for the non-wearing of seat belts. In 2008, 5,945 Endorsable FPNs were issued.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

3.1.21 Results of the 2008 observational seat belt survey report that, overall, seat belt wearing rates remained at an all time high of 95% and backseat wearing rates were at 91%. Child seat belt-wearing rates for 5-9 year olds have increased to 94%.

3.2 Strategic Objective: To Improve Road Safety for Pedestrians and Other Vulnerable Road Users.

3.2.1 The Strategy recognises that some road users, such as pedestrians, cyclists, motorcyclists and horse riders are more vulnerable and may be exposed to a higher risk of death and serious injury in the event of a road traffic collision. Action Measures 27 to 56 set out the work to be carried out by DOE, the DRD's Road Service and the PSNI to improve road safety for pedestrians and other vulnerable road users. This work forms part of the annual programmes within each organisation.

Walking Strategy - Action Measure No. 30

3.2.2 This initiative encourages people to consider walking and using public transport as an alternative to the car. In July 2007 Roads Service published maps and leaflets showing walking times from the City Hall, main bus centres and rail stations to key locations in Belfast city centre. Maps are located at Belfast Welcome Centre and the main bus centres and rail stations in Belfast. Leaflets are available at information points in the city centre.

Motorcyclists Safety - Action Measure Nos. 43, 44, 46 and 48

3.2.3 During 2007, DVA issued a consultation on Compulsory Basic Training (CBT) for motorcyclists. Following assessment of the responses, the Minister has agreed to the introduction of CBT along with an approved register for motorcycle instructors. Once CBT is introduced, new riders will be required to familiarise themselves with a motorcycle in an off-road situation and learn basic 'on road' riding skills before being permitted to ride unaccompanied on public roads. Work has commenced on this project with implementation scheduled for 2009/10.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

3.2.4 PSNI continued to promote their 'Operation Bikesafe' programme and during 2007, 419 people applied to participate compared with 612 during for the same period in 2006. A total of 379 assessments were undertaken during 2007.

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

3.3.1 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 modern driving conditions. It is, therefore, 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.

Approved Driving Instructor (ADI) Scheme - Action Measure No. 62

3.3.2 Measures arising from the ADI review which was carried out in 2002/2003 were included in the Road Traffic (NI) Order, made in March 2007. Work is now ongoing to bring these new provisions into force. The first of these will be the introduction of mandatory display of ADI Certificates and a new appeals procedure for those who have been refused registration.

Mutual Recognition of Penalty Point Endorsements - Action Measure No. 65

3.3.3 At present, within the UK, penalty points from both NI and GB cannot be aggregated towards disqualification on a single GB or NI driving licence. This means that a driver can have up to eleven penalty points on his licence from each jurisdiction (up to a maximum total of twenty two penalty points) without accruing the twelve required for disqualification.

3.3.4 In 2006, UK and Ireland Ministers agreed to terms of reference for a report on the practical feasibility of co-operation between their jurisdictions on road traffic infringements which fall short of disqualification but may nevertheless be serious offences. This work was taken forward using the Department for

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

Transport's in-house consultancy service and the consultant's final report was received in 2008 and officials are considering the recommendations on the best way forward. The issue of mutual recognition of penalty points between GB and NI (and the measures needed to support it) has been considered as part of this wider study.

Taxi Review - Action Measure No. 68

- 3.3.5** In June 2007 DOE introduced the Taxis Bill, which will establish a new framework for taxi regulation, to the Northern Ireland Assembly. Measures include:
- » requiring all taxi businesses to be licensed;
 - » re-introducing a specific taxi driving test;
 - » regulating all taxi fares; and
 - » increasing the availability of taxis accessible to older people and people with disabilities.
- 3.3.6** Subject to approval by the Northern Ireland Assembly, the Taxis Bill received Royal Assent in mid 2008.

Improve Lorry and Bus Driver Skills - Action Measure No. 68

- 3.3.7** UK-wide legislation implementing the Certificate of Professional Competence (CPC) was introduced in early 2007 and consultation on detailed implementation and additional legislation was undertaken in Autumn 2007. CPC for buses was introduced in September 2008 and implementation for lorries is on schedule for delivery in September 2009.

3.4 Strategic Objective: To influence drivers to avoid excessive speed and to drive more responsibly on our roads.

- 3.4.1** In Northern Ireland, excessive speed with regard to the conditions remains the principal contributory factor in 17% of all fatal or serious injuries on our roads. In 2008, 36 people died and 155 were seriously injured due to speed. In general, a reduction in average speed of just one mile per hour (mph) would reduce collision frequency by 5%.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

3.4.2 Successive surveys have shown that most drivers and riders exceed speed limits at some time. The Northern Ireland Omnibus Survey carried out in 2008 reports that:

- » Just over one in three motorists (35%) interviewed stated that they never normally exceed the speed limit.
- » Female motorists interviewed were more likely than males to say that they never normally exceed the speed limit (39% compared with 31%)
- » More than four fifths (81%) of respondents felt it is fair that the police issue speeding tickets with penalty points for drivers who exceed the speed limit by 5 - 10 mph on roads in a built up area. This falls to just under a third of respondents, (31%) who feel it is fair that the police should issue speeding tickets with penalty points for drivers who exceed the speed limit by less than five miles per hour on roads in these areas.
- » In 2008, almost three fifths (58%) of motorists interviewed thought it was likely that they would be stopped by the police if they were exceeding the speed limit and around three fifths thought it likely they would be caught on a mobile camera (62%) or a fixed camera (59%) if they were speeding.
- » Half of motorists interviewed (50%) felt it was dangerous to exceed the speed limit by less than five miles per hour on roads in a built up area and 90% felt it was dangerous to exceed the speed limit by up to 10 miles an hour on roads in these areas. Over one in five motorists interviewed (22%) think it is dangerous to exceed the speed limit by less than five miles an hour on motorways.

Collision factors in Border and Rural Areas - Action Measure No. 77

3.4.3 DOE fully participated and supported the work on the Cooperation and Working Together (CAWT) project which undertook research into the road safety issues in cross border areas. The research identified particular attitudes

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to driving in the different jurisdictions particularly amongst young male drivers and, as a result a Steering to Safety Conference took place in October 2007 focusing on young male drivers and offering an insight into their road user behaviour. Information on CAWT can be found at <http://www.cawt.com/site/default.asp> and the CAWT reports can be found at <http://www.cawt.com/site/default.asp?catid=380>

Lower Speed Limits - Action Measure No. 79

- 3.4.4** The Department for Transport's (DfT) update of its speed management strategy, Circular 01/2006 'the Setting of Local Speed Limits', was published in August 2006 and provides guidance for Local Authorities in GB for determining appropriate local speed limits.
- 3.4.5** Roads Service was represented on the Working Group that produced this important policy document and, in April 2007, held a workshop with other key NI stakeholders, including DOE and PSNI, to discuss the proposals and to consider other local issues that could be included in a revised policy. A draft policy document on speed management is now with the Northern Ireland Assembly Regional Development Committee for consideration. The policy will contain guidance on assessment criteria for the setting of local speed limits.

Safety Cameras and targeted enforcement - Action Measure Nos. 80, 82 and 86

- 3.4.6** The pilot Safety Camera Scheme, introduced in 2003, continued during 2007. Safety cameras, both fixed and mobile, are targeted on roads with a history of injury road traffic collisions and an identified speeding problem. During 2007 the PSNI detected 30,796 motorists driving substantially in excess of the speed limit, compared with 25,591 in 2006.
- 3.4.7** The Safety Camera Scheme includes 4 fixed site safety cameras in Belfast and 8 mobile speed detection cameras, which operate throughout Northern

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Ireland and each District Command Unit uses hand held speed detection equipment. During 2007 3,973 motorists were detected speeding by fixed site cameras, compared with 3,050 during the same period in 2006. The locations of deployment of all speed cameras are published on the Internet via a link from the PSNI's website <http://www.psni.police.uk/index/safetycameras.htm>

- 3.4.8** During 2007, 8,858 motorists were detected for Careless / Dangerous Driving compared with 8,455 in 2006; 15,986 motorists/passengers were either prosecuted or received a fixed penalty notice for non-wearing of seat belts compared with 17,876 in 2006; and 5,117 motorists were detected for drink/drugs driving compared with 5,152 in 2006.

Red Light Cameras - Action Measure No. 90

- 3.4.9** PSNI launched five new red light running cameras in Belfast on 26 November 2007, as an extension to the Safety Camera Scheme. The cameras are highly visible and located at five sites across Belfast with a history of collisions caused by drivers 'Failing to obey a Mechanical Traffic Signal'.
- 3.4.10** The latest Home Office type approved digital cameras work by continually monitoring the state of traffic signals and recording data. If a vehicle is detected moving through the junction against a red light, the camera triggers, automatically capturing the violation and recording details of the offence.

Roadsafe Roadshow - Action Measure No. 99

- 3.4.11** The Roadsafe Roadshow organised by the PSNI, graphically depicts how a night out can end in tragedy; possibly death or lifelong disability. Participants in the show include real people who have been involved in collisions in the order in which they would typically come into 'the story': a police officer, a paramedic, a fire officer, an accident and emergency consultant, a representative of victim support groups until, finally, the victim is introduced. This is a young man, left quadriplegic after a horrific collision. The show realistically depicts what can happen on our roads, after which the young people in the audience usually realise they are not indestructible.

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3.4.12 During the 2007/08 season, the Roadsafes Roadshow was delivered in Garnerville, Ballymena, Newtownabbey, Newtownards, Antrim, Dungannon, Coleraine and Downpatrick. Each show was attended by between 500 and 1,000 young people.

Traffic Calming & 20 mph Zones - Action Measure No. 91

3.4.13 Roads Service has installed traffic calming measures and mandatory 20 mph speed limits in a total of 49 residential areas; and studies have begun into the effectiveness of the advisory 20 mph zones. At 14 of the zones, there have been 88 fewer collisions involving an injury. This equates to a 32% reduction on the figures from before introduction of the 20 mph zones. When all sites have been assessed individually an overall evaluation will be undertaken.

Speed Awareness Campaigns - Action Measure Nos. 97 and 98

3.4.14 The Road Safety Monitor 2008 survey showed that the public supports the police in terms of enforcement of speeding. Almost a third of respondents (31%) felt that it is fair that the police should issue speeding tickets with penalty points for drivers who exceed the speed limit by less than 5mph on roads in built up areas. More than four fifths (81%) of respondents stated they feel it is fair that the police should issue speeding tickets with penalty points for drivers who exceed the speed limit by 5-10mph on roads in a built up area. The full report can be viewed at: http://www.doeni.gov.uk/road_safety_monitor_2008.pdf

3.5 Strategic Objective: To reduce the incidence of driving while impaired through drink, drugs or drowsiness.

3.5.1 Research demonstrates that there is no safe level of alcohol when driving. In 2008 drink or drugs driving remained one of the major single causes of road deaths and serious injury on Northern Ireland's roads. Evidence indicates that alcohol consumption and binge-drinking behaviour has been increasing, especially among the young. During 2008, consumption of alcohol or drugs by all road users was responsible for 21 deaths and 142 serious injuries.

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3.5.2 During 2008, 2 people were seriously injured as a result of fatigue.

Drink-drive - Action Measure Nos. 101, 103, 105, 106 and 113

3.5.3 Scientific evidence underpinning anti drink-drive campaigns clearly indicates that there is no blood alcohol count (BAC) below which impairment does not occur. Research can be viewed at <http://www.roadsafetyni.gov.uk/index/publicity/drinkdrivingportal/drinkdrivingresearch.htm>.

3.5.4 At under a quarter of the legal drink drive limit, alertness is impaired and danger due to sleepiness increases. The risk of a young driver under 24 years of age being involved in a fatal collision doubles at this low level. At under one third of the legal limit, a driver's ability to make decisions and react quickly starts to be impaired. At this level, the relaxing effect of alcohol impairs the driver's judgement about their fitness to drive. At the legal limit a driver is six times more likely to have a fatal collision.

3.5.5 DOE developed an anti drink/drive TV advertisement called "Just One" and the Road Safety Monitor 2008 survey indicates that nearly seven in ten respondents (69%), shown four still pictures from this campaign, correctly identified that the campaign related to drinking and driving, with about four fifths of those aged between 16 and 49 years correctly identifying the advertising campaign. Overall, 85% of respondents were aware of the campaign. Of the motorists interviewed who said they were aware of the advertising campaign, 55% stated it had influenced their behaviour in relation to drinking and driving and 30% said that they never drink and drive.

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- 3.5.6** During 2007 PSNI arrested 3,886 motorists on suspicion of driving with excess alcohol compared with 3,800 in 2006 and a further 1,129 motorists were arrested on suspicion of driving whilst unfit due to drink or drugs, compared with 1,352 in 2006. A total of 10,414 drivers/riders were breathalysed by the police following a road traffic collision and of these 1,024 (9.8%) were arrested on suspicion of a drink driving offence. A further 381 motorists were reported for prosecution for failing to provide an evidential breath test, compared with 399 in 2006.
- 3.5.7** The necessary legislation to enable the PSNI to undertake tests of co-ordination and to require suspected drivers to provide samples for screening in Northern Ireland was made in Article 14 of the Road Traffic (NI) Order 2007.

3.6 Strategic Objective: To reduce the incidence of dangerous and careless driving.

- 3.6.1** The term 'careless driving' includes the following 22 causation factors;

Disobeying traffic sign / signal;	Reversing without care;	Changing lane without care;
Wrong course / position;	Stopping without care;	Emerging from minor road without care;
Driving too close;	Starting without care;	Emerging from private road/ entrance without care;
Turning right without care;	Overtaking on nearside without care;	Crossing or entering road junction without care;
Turning left without care;	Overtaking on offside without care;	Inattention or attention diverted;
'U' turning without care;	Distraction by action inside vehicle;	Distraction by action outside vehicle;
Using mobile phone ¹	Fatigue;	Failing to give / giving faulty signal;
Disobeying pedestrian crossing		

¹ This was added to 'Careless driving' on 1 April 2007.

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- 3.6.2** During 2008, 'careless driving' was responsible for 36 deaths and 442 serious injuries.
- 3.6.3** Driver training does not end when a driver passes his or her test. This is the beginning of a continuous learning process, building up further skills and driving experience. Post-test driving improvement measures are important and recognised within the Strategy.

Dangerous and Careless driving - Action Measure Nos. 123, 124 and 125

- 3.6.4** PSNI introduced a Driver Improvement Scheme under ACPO guidelines in December 2005. First time offenders (Careless Driving) are offered the opportunity of attending a driver improvement course rather than a prosecution in Court. Repeat offenders, and those committing more serious driving offences, are prosecuted. During 2007, 195 motorists were referred to the scheme.
- 3.6.5** The Road Traffic Order (NI) 2007 included powers for DOE to take forward driver rectification courses for more serious driving offences and by referral from the Courts.
- 3.6.6** In November 2008, DOE launched the "Well Done" leaflet which reminds newly qualified drivers of their responsibilities on the road. The leaflet also spells out those most at risk on the road and the range of penalties for specific road traffic offences and the impact of dangerous behaviour. Research shows those most at risk on our roads are 17 - 24 year olds. While the leaflet is designed to appeal to this age group, it is very relevant to newly qualified drivers of all ages.
- 3.6.7** In December 2008, the Department launched a 'Better Safer Driver' foreign language pack. The foreign language package contains a DVD with five new instructional advertisements that will provide all drivers with a reminder of the need for attentive driving. The adverts, together the current portfolio of successful television and radio advertisements, have been translated into Polish, Lithuanian, Portuguese and Mandarin Chinese. A CD-Rom containing

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

translations of the Highway Code is also included in the package. The Department has also produced two leaflets - one on the legal requirement to use the correct car seat for a child and the second with information on the effects of alcohol on driving. The package was distributed among the four ethnic groups across Northern Ireland. Downloadable versions of the Highway Code and leaflets have also been made available on the road safety website at www.roadsafetyni.gov.uk.

3.6.8 At the beginning of December 2008, the Department launched a new intervention radio campaign on the run up to Christmas. Historically, December has a high number of road deaths and 100 people had lost their lives by the end of November of that year. The new advertising campaign focused on the devastating impact of road crashes on families during the Christmas season. The new campaign, entitled 'Gift', consisted of a portfolio of five x 50secs radio edits and supporting media. The radio campaign was supported with daily and Sunday press adverts and a range of digital and outdoor media. Over the last 10-year period (1999-2008), an average of 17 people died on our roads in December. In 2008, this number was reduced to seven.

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

3.7.1 Most road traffic collisions are caused by road user behaviour. However, in some cases improvements to the road environment may help road users in using the roads more safely or may help reduce the severity of injuries where collisions occur. As the road authority for all public roads in Northern Ireland, DRD Roads Service is committed to continuing to consider the potential for collision reduction and collision harm in all aspects of its work.

The Merits of Road Safety Engineering Work in Road Casualty Reduction

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

- Action Measure No. 128

- 3.7.2** The European Road Assessment Programme (EuroRAP) aims to reduce death and serious injury on Europe's roads. EuroRAP provides information for the public on death and serious injury as a result of road traffic collisions and gives road engineers benchmarking information.

Each year Roads Service publishes an Engineering Report. The report contains information on the engineering measures undertaken within the collision remedial and traffic calming programme of work and enables Roads Service to monitor the effectiveness of its road safety schemes. Reports are available on Roads Service's internet site at <http://www.roadsni.gov.uk>.

Carry out Dual Carriageway Improvements to a Number of Key Routes - Action Measure No. 129

- 3.7.3** A new dual carriageway, the A1 Newry to Dundalk Link Road opened August 2007. Other schemes currently ongoing and due to open in 2008 include:

- » A12 Westlink widening (from M1 to beyond Grosvenor Road) with two grade separated junctions (Broadway & Grosvenor Road); and
- » Skeoge Link new dual carriageway.

Work is now in progress on the following schemes:

- » A1 Beech Hill to Cloghogue - upgrade to dual carriageway with five grade-separated junctions; and
- » A4 Dungannon to Ballygawley upgrade to dual carriageway with six grade-separated junctions, from Dungannon (end of dual carriageway) to Ballygawley Roundabout.

Provide a Winter Service with at least One Salted Access to

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

Settlements of over 100 Dwellings - Action Measure No. 130

- 3.7.4** This action forms part of the Roads Service Winter Service schedule, which focuses resources on roads carrying the most traffic. A schedule of salting routes covers main through routes carrying more than 1,500 vehicles per day. Other roads carrying more than 1,000 vehicles per day may be included if they are in hilly areas or there are other difficult circumstances.
- 3.7.5** Roads Service ensures that motorists are kept fully up to date with road conditions when ice or snow is forecast. Information on salting activities is relayed electronically to the broadcast media to ensure the latest news on road conditions is available to motorists. A winter service leaflet is also available to help inform the public about winter driving.

Monitor the Performance of Utilities Carrying out Road Openings, and Initiate Prosecution Proceedings where appropriate - Action Measure No. 131

- 3.7.6** Utilities are required to reinstate their road openings to nationally agreed standards. Roads Service monitors the performance of these utilities and takes action as appropriate. Up to the end of 2007, 53 alleged breaches of the requirements of the Streets Works (NI) Order 1995 had been investigated, resulting in 18 successful prosecutions, giving 33 convictions. 33 breaches had not been prosecuted and 2 are pending.

Deliver the Regional Transportation Strategy through transport plans that will present a programme of initiatives to be implemented - Action Measure No. 139

- 3.7.7** The Regional Transportation Strategy (RTS) is implemented through three transport plans covering the Regional Strategic Transport Network, the Belfast Metropolitan Area (BMA) and the remainder of Northern Ireland,

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

known as the Sub-Region.

3.7.8 The Sub-Regional Transport Plan (SRTP) was launched in June 2007, following on from the Belfast Metropolitan Transport Plan (BMTP) in November 2004 and the Regional Strategic Transport Network (RSTN) Transport Plan in March 2005. The three transport plans provide details on proposals to take forward the strategic initiatives of the RTS and deal with the transport needs of the whole region.

3.7.9 DRD's Regional Planning and Transport Division monitors progress against the key targets of the above plans. The most recent report covers the period April 2005 to March 2007 and can be viewed at http://www.drdni.gov.uk/rts_monitoring_report_2005-2007.pdf

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

3.8.1 It is essential that vehicles are designed and constructed to appropriate EC and UK safety and environmental standards before they can be registered for use on public roads. They must also comply with the relevant testing requirements for subsequent use on the roads as specified, for example, in MOT and PSV inspections.

Vehicle Defect Rectification Scheme - Action Measure No. 152

3.8.2 PSNI issued 1,111 vehicle defect rectification forms between January and December 2007.

Prohibition notices on defective hazardous vehicles and detection of offences in goods vehicles, buses and taxis - Action Measure Nos. 153 and 154

3.8.3 Where a vehicle is dangerously defective and a hazard to other road users, a notice can be issued to prohibit further movement. PSNI

3.0 PROGRESS TOWARDS THE STRATEGIC OBJECTIVES

and DVA work together to detect and inspect hazardous vehicles and other road safety offences.

- 3.8.4** During 2007, DVA's Enforcement Branch inspected 10,319 vehicles, instigated formal action on 1,066 vehicles, due to a serious breach of regulations and issued 701 prohibition notices, restricting further movement of vehicles due to mechanical defects, overweights and licensing breaches. PSNI issued 50 prohibition notices.

Tackle licence evasion and detect offences - Action Measure Nos. 155, 156 and 161

- 3.8.5** Automatic Number Plate Recognition (ANPR) detectors were launched in January 2002 and in 2007, the ANPR units detected 30,957 unlicensed vehicles. The wheel clamping teams clamped 5,039 unlicensed vehicles during 2007.
- 3.8.6** PSNI and DVA (licensing) worked together successfully on 60 joint campaigns and PSNI reported 11,851 vehicle excise offences during 2007. Operation Clean Up, which tackles unlicensed vehicles, has been working in the PSNI Urban Region since 2004 and 357 vehicles were seized under this programme in 2007.

4.0 Outstanding Measures

- 4.1 Some action measures within the Strategy have not yet been implemented in full or have not progressed as quickly as was anticipated when the Strategy was prepared and consequently have yet to impact on the casualty reduction targets.
- 4.2 Significantly, 157 of the 164 measures in the Strategy were implemented or initiated by the end of 2007. These measures will continue to impact on the casualty reduction targets over the period of the Strategy and beyond. Appendix 1 demonstrates that almost all of the measures that were expected to have been implemented by this time have been delivered.
- 4.3 Overall, after five years of the Strategy, at the end of 2007, seven action measures are outstanding, and steps are being taken to advance several of these. The Strategy is a ten-year programme and no single year or measure will, in isolation, define the achievements nor produce the results required to meet the targets.
- 4.4 The position of each of the outstanding action measures, as at the end of 2007, is highlighted below.

Establish a Children's Traffic Club for pre-school children in 2002/03 - Action Measure No. 2

- 4.5 Much of the delay in establishing a Children's Traffic Club (CTC) has been caused by data protection issues relating to child data which is necessary to establish a control group for research purposes.
- 4.6 The Department has conducted research exploring connections between deprivation & child road casualties and plans to carry out further assignments to consider measures that might be implemented to address the findings of that work and to explore issues particular to rural areas. This work will help identify whether a scheme such as the CTC would be appropriate. Furthermore, the Department would wish to take account of findings of an ongoing review of the scheme in Scotland before considering whether this Action re-might be re-established.

4.0 Outstanding Measures

Extend the Walking Bus Pilot - Action Measure No. 14

- 4.7 Walking Buses have operated at times during the period of the Strategy but currently no schools are operating this initiative due to difficulties getting voluntary involvement to operate the scheme, insurance issues, and the need to comply with the Protection of Children and Vulnerable Adults guidelines. Road Safety Education Officers will continue to promote this initiative in all Board areas but ultimately it is down to the willingness of parents to operate buses.

Assess outcome of the DfT review on older drivers in GB and progress proposals in NI - Action Measure No. 55

- 4.8 DfT's review, published in November 2001, predicted a reduction in the rate of collisions for older drivers but the reduction was likely to be less marked for those over 80 years of age. Reasons for the decline in the standard of driving among older drivers were provided and suggestions for reducing on-road risk and discomfort for older drivers were made.

Complete a review of the R driver scheme by 2003, and introduce any changes decided after consultation; and progress legislation to remove the 45mph speed restriction for learner drivers - Action Measure Nos. 60 and 61

- 4.9 Changes to the speed restrictions for L and R drivers are being considered as part of an overall package of graduated driver licensing proposals. A shortlist of proposals is being drawn up which will be put out to public consultation as soon as possible.

Evaluate the results of a pilot home zone scheme in Belfast before considering expansion of the concept to other parts of NI - Action Measure No. 93

- 4.10 It is unlikely any further Home Zone Schemes will be introduced in Northern Ireland at present, however, the use of self-enforcing 20-mph measures will continued to be used as appropriate in these areas.

4.0 Outstanding Measures

Carry out a public consultation on the drink-drive limit in Northern Ireland by 2003 - Action Measure No. 107

- 4.11** DOE expects to issue a consultation document on the drink drive limit during late 2008 / early 2009.

Introduce roadside evidential breath testing equipment for alcohol and target roadside evidential breath testing at roads with a high incidence of drink-driving related collisions and casualties - Action Measure Nos. 111 and 112

- 4.12** The required legislative changes in respect of NI are presently included in the NIO consultation on the proposal for a draft Criminal Justice Order 2007 to close on 31 January 2008.
- 4.13** Once Home Office type approval of a suitable roadside evidential breath testing device is available, the NIO will progress necessary legislative changes in respect of NI to allow devices to be used when available.

Introduce roadside screening devices for drugs when technology becomes available - Action Measure No. 118

- 4.14** PSNI await Home Office type approval of the appropriate technology and are committed to purchasing these devices when Home Office Approval has been confirmed.

Reconsider the cost and benefits of reducing the age of the roadworthiness test (MOT) for cars and motorcycles from 4 years to 3 years - Action Measure No. 150

- 4.15** The GB MOT scheme has been reviewed and DOE will continue to monitor the GB situation.

Establishment of a bilateral agreement between UK and ROI to provide that drivers who are disqualified from driving in a Member State other than that in which they normally reside will have that disqualification enforced against them in their state of residence and all other Member States - Action Measure No. 163

4.0 Outstanding Measures

4.16 Legislation will be required in both NI and GB, and a public consultation on the detail of the necessary regulations ran from 13 February to 8 May 2007. All the responses received were positive. A copy of the DOE's response to the consultation has been published on the Road Safety Division website. The DOE is continuing to work closely with officials in GB and Ireland on the matter and the common aim remains to bring the measures into effect as soon as possible.

Introduction of a graduated fixed penalty and deposit scheme - Action Measure No. 164

4.17 It is aimed to consult during 2008/2009 on the implementing detail of proposals to graduate penalties to reflect the severity of road traffic or roadworthiness offences and to collect deposits from those who do not have a UK address suitable for later proceedings. The DOE is continuing to work closely with GB colleagues on development of the proposals.

Appendix 1

A1.1 The table below indicates whether an action measure has been achieved or not. If an action measure has been implemented in part or there has been progress towards implementation and further work is required to implement in full, this is indicated.

A1.2 In many cases where implementation has already been achieved there is an ongoing action to regularly monitor, review and develop commitments.

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
SAFER CHILDREN				
1	Initiate research on the nature of the child casualty problem and identify where greatest casualty reduction gains can be made.	DOE	I	Y
2	Establish a Children's Traffic Club for pre-school children in 2002/03.	DOE & DHSSPS	I	Ongoing
3	Encourage and assist all schools to adopt and implement a specific road safety policy by 2003.	DOE	I	Y
4	Introduce practical child pedestrian safety training in 2002.	DOE	I	Y
5	Encourage more on-road cycling proficiency training.	DOE	I	Y
6	Encourage more post primary schools to teach road safety formally and offer GCSE Motor Vehicle and Road User Studies.	DOE	I	Y
7	Develop publicity initiatives to increase children's road safety awareness.	DOE	I	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
8	Target new publicity to influence drivers to take greater care near children and to encourage children to behave safely.	DOE	I	Y
9	Provide a teaching resource pack to every school with a Sixth Form and to Colleges of Further Education.	PSNI	I	Y
10	Consider introducing Safer Routes to Schools projects.	DRD	I	Y
11	Advise about safe non-car options for school travel through the delivery of an education and awareness programme.	DRD	I	Y
SAFER CHILDREN				
12	Introduce traffic-calming measures and provide improved access and bus loading and unloading facilities.	DRD	ST	Y
13	Adopt the concept of Child Road Safety Audits.	DRD	I	Y
14	Extend the Walking Bus pilot to schools in each ELB, in 2002.	DOE	I	Ongoing
15	Enhance the statistical information provided to DOE relating to road casualties involving children travelling to and from school.	PSNI	I	Y
16	Carry out a regulatory impact assessment and a review of the costs and benefits of implementing School Transport Inquiry recommendations.	DOE	I	Y
17	Raising awareness of the need for greater caution while overtaking buses where children are boarding or alighting.	DOE	I	Y
18	Develop awareness of the dangers encountered travelling to and from school.	DOE	I	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
19	Consult STAG on implications of linking certain safety measures with the Safer Routes to Schools programme.	DRD	I	Y
20	Introduce improved means of communication for bus and taxi drivers.	DE	I	Y
21	Develop codes of conduct for all parties involved in home to school transport.	DE	I	Y
22	Develop action plan for dealing with vandalism, bullying and misbehaviour on buses.	DE	I	Y
23	Increase awareness among parents and drivers of the need to ensure children are appropriately restrained when travelling in cars.	DOE	I	Y
24	Provide advice and information on the correct fitting of child safety restraints.	DOE	I	Y
25	Continue education and publicity campaigns aimed at increasing seat belt wearing and monitor the effect of these activities.	DOE	I	Y
26	PSNI will seek to raise the level of seat belt wearing through increased education and enforcement.	PSNI	I	Y
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS				
27	Launch a pedestrian safety publicity campaign in autumn 2002.	DOE	I	Y
28	Carry out analyses of where and when pedestrian alcohol and drug casualties occur.	DOE	ST	Y
29	Improve road safety for pedestrians through measures set out in the Regional Transport Programme.	DRD	I	Y
30	Publish a walking strategy in 2002.	DRD	I	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
31	Introduce Puffin crossings and extend the use of Toucan and other controlled pedestrian crossings.	DRD	ST	Y
32	Provide facilities at signalised junctions and pedestrian crossing places to cater for the needs of blind and visually impaired people.	DRD	I	Y
33	Continue to develop and provide an effective education and intervention strategy for pedestrians.	PSNI	I	Y
34	Educate pedestrians about the dangers of walking on the carriageway.	PSNI	I	Y
35	Continue the seat belts campaign launched in June 2001.	DOE	I	Y
36	Require the fitting of seat belts on all new HGVs, coaches, minibuses and other non-urban buses.	DOE	I	Y
37	Continue to issue Fixed Penalty Notices supplemented by education to increase the level of seat belt wearing.	PSNI	I	Y
38	Introduce arrangements for cycle training for adults where there is a demand.	DOE	ST	Y
39	Develop and introduce further measures to increase cycle usage and increase safety.	DRD	I	Y
40	Continue to develop and provide an effective education and intervention strategy for vulnerable cyclists.	PSNI	I	Y
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS				
41	Encourage motorcyclists to ride safely and other drivers to be aware of motorcyclists and their vulnerability.	DOE	I	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
42	Offer training and assessment to motorcycle instructors, maintain a voluntary register of instructors and promote rider training	DOE	ST	Y
43	Review voluntary training arrangements and consider introducing Compulsory Basic Motorcyclist Training (CBT).	DOE	ST	Ongoing
44	Monitor EU consideration of arrangements for accelerated access and direct access to motorcycles.	DOE	ST	Ongoing
45	Require all drivers wishing to obtain a motorcycle licence to pass the motorcycle theory test before the practical motorcycle test is taken.	DOE	ST	Y
46	Seek to introduce changes to the motorcycle test in the area of special manoeuvres by 2005.	DOE	ST	Y
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	ST	Y
48	Increase awareness of the 'Operation Bikesafe' days.	PSNI	I	Y
49	Endeavour to meet the increasing demand from motorcyclists to participate in 'Operation Bikesafe'.	PSNI	I	Y
50	Analyse data from collision reports to establish the extent and nature of horse-related collisions to inform future policy.	DOE & PSNI	I	Y
51	Raise drivers' awareness of vulnerable road users through better training and testing.	DOE	ST	Ongoing

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	ST	Y
53	Alert drivers to the need to drive carefully when sharing the use of a road with a horse or pony rider.	DOE	I	Y
SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS				
54	Consider what more could be done to improve the safety of horse riders.	DOE	ST	Y
55	Assess outcome of the DfT review on older drivers in GB and progress proposals in NI.	DOE	ST	N
56	Continue to develop and provide an effective education and intervention strategy for older drivers who may have particular difficulties and requirements.	PSNI	I	Ongoing
BETTER DRIVER TRAINING, TESTING AND LICENSING				
57	Work with the DSA in Great Britain, on the development of a screen-based hazard perception test.	DOE	ST	Y
58	Seek to implement the provisions of the Second European Commission Directive on Driving Licences between 2003 & 2012.	DVA	LT	Y
59	Consider reintroducing the PSV driving test for taxi drivers.	DOE	ST	Ongoing
60	Complete a review of the R driver scheme by 2003, and introduce any changes decided after consultation.	DOE	ST	Ongoing
61	Progress legislation, to remove the 45mph speed restriction for learner drivers.	DOE / RSD	ST	Ongoing
62	Take forward recommendations arising from the ADI Review.	DOE / DVA	ST	Ongoing

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
63	Progress legislative proposals for mutual recognition of driving disqualifications, between NI and GB.	DOE	ST	Y
64	Progress legislative proposals to extend the scope of the NI and GB fixed penalty systems.	DOE	ST	Y
65	Explore the scope for mutual recognition of penalty point endorsements between GB and NI and between NI and the Republic of Ireland.	DOE	LT	Ongoing
66	Develop an action plan to improve the accuracy of the driver database in 2002.	DOE	I	Ongoing
BETTER DRIVER TRAINING, TESTING AND LICENSING				
67	Monitor developments in relation to the enforcement of financial penalties across EU Member States.	DOE	LT	Ongoing
68	Carry out a review of the regulation of the taxi industry.	DOE / RTRRB	I	Ongoing
69	Liaise with NIO on the introduction of legislative proposals to provide PSNI access to DVLNI driver records.	DOE	ST	Ongoing
70	Prosecute motorists detected driving without a licence or driving whilst disqualified.	PSNI	ST	Y
71	Pursue the introduction, in Northern Ireland, of a power of arrest for driving whilst disqualified, as in Great Britain.	PSNI	ST	Y
72	Monitor developments in GB on post-test driver training with a view to introduction in Northern Ireland.	DOE	ST	Ongoing
73	Examine how best to implement, draft European proposals aimed at improving (i) bus and (ii) lorry drivers skills.	DOE	ST	(i) Y (ii) Ongoing

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
74	Make arrangements for the introduction of Driver Improvement Courses (DICs).	DOE & PSNI	ST	Y
75	When legislation is in place, refer motorists who meet the relevant criteria to a driver improvement course.	PSNI	ST	Y
76	Consult the HSENI on the implications of GB proposals on work-related road safety.	DOE	ST	Y
SAFER SPEEDS				
77	Commission research into the factors contributing to collisions in border and rural areas, and develop proposals.	DOE	ST	Y
78	Examine the application to the roads of NI of the outcome of the DfT studies, when known.	DRD	LT	Ongoing
79	Examine the feasibility of introducing lower speed limits.	DRD	LT	Ongoing
80	Maximise the potential use of developing technology to reduce excessive speed.	DRD & PSNI	I	Ongoing
SAFER SPEEDS				
81	Publish a Road Policing Strategy in 2002.	PSNI	I	Y
82	Continue to target education and enforcement activity at the principal causes of road traffic collisions.	PSNI	I	Y
83	Continue to develop liaison with police services throughout Europe to identify and share good practice.	PSNI	I	Y
84	Request the NIO to pursue the introduction of a safety camera scheme for Northern Ireland.	DOE	I	Y
85	Implement and manage a safety camera pilot scheme in Northern Ireland.	PSNI	ST	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
86	If pilot scheme is successful, seek legislation to introduce a formal safety camera scheme in Northern Ireland.	PSNI	ST	Y
87	Identify locations where the community is exposed to a high incidence of speed related collisions and casualties.	PSNI	I	Y
88	Target speed detection equipment, including mobile and fixed site cameras, as appropriate, at these locations.	PSNI	ST	Y
89	Test digital speed and red light cameras in NI for achieving the necessary type approvals.	PSNI	I	Ongoing
90	Introduce digital cameras more widely, when type approvals are in place.	PSNI	ST	Y
91	Continue to give a high priority to the introduction of traffic calming and advisory 20-mph zones.	DRD	I	Y
92	Monitor the effectiveness of urban speed management studies in GB and apply appropriate good practice in NI.	DRD	ST	Ongoing
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	ST	Ongoing
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	ST	Y
SAFER SPEEDS				
95	Introduce variable message traffic control signing at appropriate locations.	DRD	ST	Y
96	Pilot the use of signs activated by vehicles travelling at speeds above a pre-set level.	DRD	ST	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	I	Y
98	Work with the media to raise public awareness of the dangers of excessive speed.	PSNI	I	Y
99	Continue to deliver and develop the "Roadsafe Roadshow".	PSNI	I	Y
100	Target enforcement activity on those roads with a high incidence of speed-related collisions and casualties.	PSNI	I	Y
DRINKS, DRUGS AND DROWSINESS				
101	Continue high profile anti drink-drive publicity campaigns.	DOE & PSNI	I	Y
102	Promote responsible road user attitudes and behaviour through road safety education.	DOE	I	Y
103	Breathalyse all drivers involved in a collision attended by police, no matter how slight.	PSNI	I	Y
104	Consider breath testing any driver detected committing a moving traffic offence.	PSNI	I	Ongoing
105	Arrest any motorist failing a preliminary breath test or who is suspected of driving whilst impaired due to drink.	PSNI	I	Y
106	Prosecute anyone failing or refusing to undergo an evidential breath test.	PSNI	I	Y
107	Carry out a public consultation on the drink-drive limit in Northern Ireland by 2003.	DOE	ST	N

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
	DRINKS, DRUGS AND DROWSINESS			
108	Review the effectiveness of the extended drink-drive offender's pilot scheme in 2005.	DOE	ST	Y
109	Consider the introduction of a High Risk Offender's scheme in NI.	DOE	ST	Y
110	Replicate any changes to legislation in GB to make evidential roadside testing available in NI.	DOE	ST	Ongoing
111	Introduce roadside evidential breath testing equipment for alcohol.	PSNI	ST	N
112	Target roadside evidential breath testing at roads with a high incidence of drink-driving related collisions and casualties.	PSNI	ST	N
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	ST	Y
114	Liaise with DfT on developments in research into drugs and driving.	DOE	I	Y
115	Raise public awareness of risk of driving under the influence of drugs.	DOE	ST	Y
116	Introduce a new training package to assist police officers in detecting motorists whose driving is impaired by drugs.	PSNI	I	Y
117	Test new technology for drugs/driving detection.	PSNI	LT	Ongoing
118	Introduce roadside screening devices for drugs when technology becomes available.	PSNI	LT	N

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
119	Monitor research into fatigue currently being undertaken by DfT in GB.	DOE	I	Y
120	Seek to raise public awareness of the effects of driving while experiencing drowsiness or fatigue.	DOE	I	Y
121	Initiate local research into fatigue and, if appropriate, develop a specific publicity campaign.	DOE	I	Y
122	Continue to enforce drivers' working hours regulations by means of roadside checks and checks at operators premises.	DOE & PSNI	I	Y
DANGEROUS AND CARELESS DRIVING				
123	Make the necessary preparations, including proposals for legislation, for the introduction of Driver Improvement Courses.	DOE & PSNI	ST	Y
124	Monitor developments in GB relating to the retraining of road traffic offenders with a view to their introduction in NI.	DOE	ST	Y
125	Educate motorists detected committing minor acts of poor driving behaviour and prosecute those motorists whose driving endangers other road users.	PSNI	I	Y
126	Deploy vehicles fitted with forward and rear facing in-car cameras to record incidences of careless and dangerous driving.	PSNI	I	Y
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	ST	Y
SAFER ROADS INFRASTRUCTURE				
128	Examine the relative merits of road safety engineering work in road casualty reduction.	DRD	I	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
129	Carry out dual carriageway improvements to a number of key routes.	DRD	LT	Y
130	Provide a winter service with at least one salted access to settlements of over 100 dwellings.	DRD	I	Y
131	Monitor the performance of utilities carrying out road openings, and initiate prosecution proceedings where appropriate.	DRD	I	Y
132	Publish the Roads Service 10-Year Forward Planning Schedule.	DRD	ST	Y
SAFER ROADS INFRASTRUCTURE				
133	Give priority to maintenance of the road network.	DRD	I	Y
134	Ensure that the roads infrastructure is as safe as possible for all road users.	PSNI	I	Y
135	Advise DOE's Planning Service on the safety and traffic aspects of road layouts in proposed new developments.	DRD	I	Y
136	Review the Traffic Signs Regulations to maintain parity with GB.	DRD	ST	Ongoing
137	Extend the use of traffic control systems and develop the Traffic Information and Control Centre.	DRD	I	Y
138	Work with DRD to secure legislative changes to decriminalise the enforcement of on-street parking by 2005.	PSNI	ST	Y
139	Deliver the Regional Transportation Strategy through transport plans that will present a programme of initiatives to be implemented.	DRD	ST	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	LT	Y
141	Roll out appropriate Workplace Travel Plan information across all sectors.	DRD	LT	Y
SAFER VEHICLES				
142	Implement an EC directive making anti-lock braking systems compulsory on all new buses, coaches and large goods vehicles.	DOE	ST	Y
143	Support EC proposals for directives to make car fronts safer and front overrun guards for large goods vehicles compulsory.	DOE	I	Ongoing
SAFER VEHICLES				
144	Support the EC proposal to introduce pedestrian protection into the design of new cars.	DOE	I	Ongoing
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	ST	Y
146	Introduce functional testing of speedlimiters on buses and goods vehicles at annual tests in 2003.	DOE	ST	Y
147	Extend the SVA Scheme to include light goods vehicles in 2003/2004.	DOE	ST	Y
148	Introduce from 2003/2004, an enhanced SVA (ESVA) test in NI for vehicles imported by commercial importers.	DOE	ST	Y
149	Complete the introduction of new integrated vehicle testing equipment by 2003.	DOE	ST	Y

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	ST	N
151	Introduce new procedures in respect of first time testing of buses in 2003.	DOE	ST	Y
152	Continue to make effective use of the Vehicle Defect Rectification Scheme.	PSNI	I	Y
153	Prohibit further movement of a vehicle, where it is dangerously defective and a hazard to other road users.	PSNI	I	Y
154	Work with the DVA's Enforcement Unit to detect offences in connection with goods vehicles, passenger carrying vehicles and taxis.	PSNI	I	Y
155	Tackle the problem of evasion by continuing the wheel clamping campaign and the use of automatic number plate readers.	DOE	I	Y
SAFER VEHICLES				
156	Work closely with the PSNI in the detection of offences.	DOE	I	Y
157	Introduce Statutory Off-Road Notification (SORN) in 2002.	DOE	I	Y
158	Work in co-operation with the Association of British Insurers to ensure that they will have access to the DVLNI database.	DOE	I	Y
159	Consider introduction of arrangements for continuous registration.	DOE	LT	Y
160	Develop an action plan to improve the accuracy of the vehicle database in 2002.	DOE	I	Ongoing

NIRSS Action Measure	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
161	Continue to report unlicensed vehicles detected on the public road to DVLNI for enforcement action.	PSNI	I	Y
NEW MEASURES				
SAFER ROADS INFRASTRUCTURE				
162	Roads Service to join the European Road Assessment Programme (EuroRAP) project.	DRD		Y
BETTER DRIVER TRAINING, TESTING AND LICENSING				
163	Establishment of a bilateral agreement between UK and ROI to provide that drivers who are disqualified from driving in a Member State other than that in which they normally reside will have that disqualification enforced against them in their state of residence and all other Member States.	DOE		Ongoing
DANGEROUS AND CARELESS DRIVING				
164	Introduction of a graduated fixed penalty and deposit scheme	DOE		Ongoing

Appendix 2

A2.1 The Assembly's Public Accounts Committee met on 13 September 2007 to consider the Comptroller and Auditor General's report: "Northern Ireland's Road Safety Strategy". The Committee recommended "that the responsible agencies should consult with NIAO on how best to put in place a system for indicating expenditure totals on an ongoing basis and for making them available to the public. This information should be included in future annual Strategy progress reports.

A2.2 The table below sets out financial year expenditure by Northern Ireland Executive on Road Safety.

SPEND ON ROAD SAFETY (£000's)

	2004/05	2005/06	2006/07	2007/08
Road Safety Division	£4,494	£5,124	£5,151	£4,968
DVLNI				
Cost	£17,113	£18,520	£19,346	£18,643
Income	£16,410	£17,982	£18,890	£18,855
DVTA				
Cost	£21,299	£24,246	£26,108	£28,398
Income	£20,526	£25,541	£29,041	£30,549
Roads Service				
Structural Maintenance	£66,706	£55,439	£61,528	£73,327
Other Maintenance	£29,843	£30,663	£30,938	£31,582
(Includes Winter Maintenance)*	£4,923	£5,149	£4,443	£4,683
Street Light Operation & Maintenance	£12,729	£13,616	£14,785	£16,707
Major Works	£56,319	£45,753	£89,888	£81,888
Minor Works	£40,546	£36,263	£27,524	£31,312
(Includes Traffic Calming)*	£2,549	£2,586	£2,743	£3,060
(Includes Collision Remedial)*	£2,605	£1,747	£1,296	£1,570
<i>Sub Total</i>	£206,143	£181,734	£224,663	£234,816
Total Roads Service*	£10,077	£9,482	£8,482	£9,313
Total Road Safety Spend	£52,983	£57,372	£59,087	£61,322

References

Information sourced from:

Northern Ireland Road Safety Monitor 2008, published by NISRA http://www.doeni.gov.uk/rsm_2008.pdf

Injury Road Traffic Collisions and Casualties Statistics 2008 published by PSNI http://www.psni.police.uk/2008_annual_report.pdf

Statistical requests from Central Statistics & Research Branch, DoE, Clarence Court and all road safety partners, including the working groups to the Road Safety Strategy 2002-2012 and Road Safety Review Group (RSRG)

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This document is available on the Road Safety website at <http://www.roadsafetyni.gov.uk>

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