



↗ Northern Ireland  
Road Safety Strategy  
2002-2012

---

# ↗ Annual Report 2009

---

## Northern Ireland Road Safety Strategy

2002 - 2012

---

Road Safety Strategy Vision  
'Safe road use for the whole community'

---

# Contents

<b>1.0</b>	<b>Management Summary</b>	4
<b>2.0</b>	<b>The Targets</b>	7
2.1	People Killed or Seriously Injured	7
2.2	Children Killed or Seriously Injured	9
2.3	Overview of Progress Towards the Targets	10
2.4	Causation Factors	11
<b>3.0</b>	<b>Progress towards the Strategic Objectives</b>	14
3.1	Safer Children	15
3.2	Safety for Pedestrians and Other Vulnerable Road Users	18
3.3	Better Driver Training, Testing and Licensing	18
3.4	Better Driver Behaviour - Safer Speeds	20
3.5	Better Driver Behaviour - Drink, Drugs and Drowsiness	23
3.6	Better Driver Behaviour - Dangerous and Careless Driving	24
3.7	Safer Roads Infrastructure	26
3.8	Safer Vehicles	28
<b>4.0</b>	<b>Outstanding Measures</b>	29
	<b>Appendix 1 - Table of action measures</b>	33
	<b>Appendix 2 - Spend on Road Safety</b>	44
<b>Charts and Tables</b>		
	Chart 1 - Progress in Reducing Deaths and Serious Injuries 1990 - 2009	8
	Chart 2 - Projected KSIs Avoided 2002 - 2012	8
	Chart 3 - Progress in Reducing Child KSIs 1990 - 2009	9
	Chart 4 - Projected Child KSI Avoided 2002 - 2012	10
	Chart 5 - Progress in Reducing KSIs aged 17-24 1996 - 2009	11
	Chart 6 - Principal Causation Factors 2009	12
	Chart 7 - 1996 - 2000 Average and 2009 KSI by Road User Type	13
	Table 1 - Numbers KSI 1996 - 2000 Average and 2002 - 2012	10
	Table 2 - Top 5 Causation Factors for KSIs 2009 compared with 2008	12

---

# ➤ 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 2009, seven years after the launch of the Strategy, the number of people killed or seriously injured on Northern Ireland's roads was 1,150, which is 34% lower than the 1996-2000 average. The number of children killed or seriously injured was 120; a 52% drop on the 1996-2000 average. Seven 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 64.3 in 2008, whereas the GB rate over the same period fell from 68.4 per 100,000 population to 45.1, 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 seventh on the Strategy, covers the period 1 January to 31 December 2009 and discusses progress during 2009. 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.
- 1.4 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.

### **Preparation of a new Road Safety Strategy**

- 1.6 The Department is currently finalising a new road safety strategy for introduction two years in advance of the original timescale for conclusion of the current strategy.
- 1.7 The Project is coordinated by a Road Safety Strategy Project Board comprising representatives from the Departments for Regional Development and Education as well as the Fire and Rescue Service and the Police Service. The Northern Ireland Ambulance Service joined the Project Board in 2009.
- 1.8 In 2009 the Project Team carried out an assessment of the current road safety strategy and prepared a positional paper on Northern Ireland road safety issues. A number of research assignments have also been progressed. This work will allow the development of a new strategic approach to road safety based on and supported by knowledge of relevant road safety issues that are specific to Northern Ireland.

### **Review of the Road Safety Strategy (2003-2006)**

- 1.9 The Review of the Road Safety Strategy 2002-2012 focused on the first four years achievements against the targets, objectives and action measures in the strategy. The overall conclusion was that while much good progress had been and was

---

# Management Summary

---

continuing to be made in achieving the casualty reduction targets some road user groups remained more at risk, especially young drivers and motorcyclists.

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

## **Problem Profile of Road Safety in Northern Ireland**

- 1.11 The problem profile uses the latest published death and serious injury statistics. Gaps still exist in our information and this report will continue to develop as new and emerging data is sourced and recorded. As such, it will remain a work in progress up until the publication of the new strategy. It will also expand to include any future and emerging issues arising from consultations. It will provide an evidence base and supporting rationale for both ongoing and new measures.
- 1.12 The report highlights that, while drink driving and excessive or inappropriate speed remain the principal causation factors in many collisions, careless behaviour by drivers and pedestrians must be tackled if we are to see further significant reductions in the number of people killed or seriously injured on our roads.
- 1.13 Amongst other matters considered in the report are whether further casualty savings are possible through roads infrastructure improvements and improving post crash survival.
- 1.14 The contents of the review and the problem profile were considered and agreed by the road safety partners on the Road Safety Strategy Project Board and both documents were published in July 2009.

## **Research Programme**

- 1.15 A number of research projects are ongoing in support of the production of the new strategy. All research projects, planned for publication as part of the public consultation in Spring 2010, were awarded in 2009 and are nearing completion. The research projects are:
- to design and carry out a benchmarking exercise for Northern Ireland,

---

including a critical assessment of the effectiveness and outcome of the exercise;

- to determine if there is any evidence suggesting a link in NI between child pedestrian casualties and deprivation; and
- to analyse motorcycling casualties and collisions in Northern Ireland.

- 1.16 The Department also commissioned the Transport Research Laboratory (TRL) to carry out forecasting on future casualty numbers and support the Department and the Project Board in the consideration and development of appropriate casualty reduction targets and performance indicators. That report will, on completion, also be published in support of the consultation on preparing a new road safety strategy for Northern Ireland.

### **Pre-consultation engagement with stakeholders**

- 1.17 Throughout 2009, DOE took forward a programme of engagement with both those with a statutory responsibility for road safety and with stakeholders who have an interest in the issue, including children and young people. Internal workshops held in May and June 2009 provided the statutory road safety partners with the opportunity to reflect on those actions that are delivering road safety improvements and to identify and debate new and complementary measures. In July 2009, the Department invited all identified stakeholders on its road safety consultation list to provide initial views on what might be done to improve the safety of road users. Almost 500 invitations to participate were issued to consultees, including organisations, groups and individuals with a specific interest in road safety, and 30 substantive responses were received.
- 1.18 The programme of pre-consultation engagement with stakeholders helped provide a foundation for the way forward and preparation of proposed action measures to address the key challenges for a new road safety strategy.
- 1.19 In December 2009 a draft consultation paper was provided to the Minister, which, on approval, will be brought forward for consideration by the Executive and Environment Committees early in 2010. Formal public consultation on preparing a new road safety strategy for Northern Ireland is planned to begin in March 2010.

---

## ↗ 2.0 The Targets

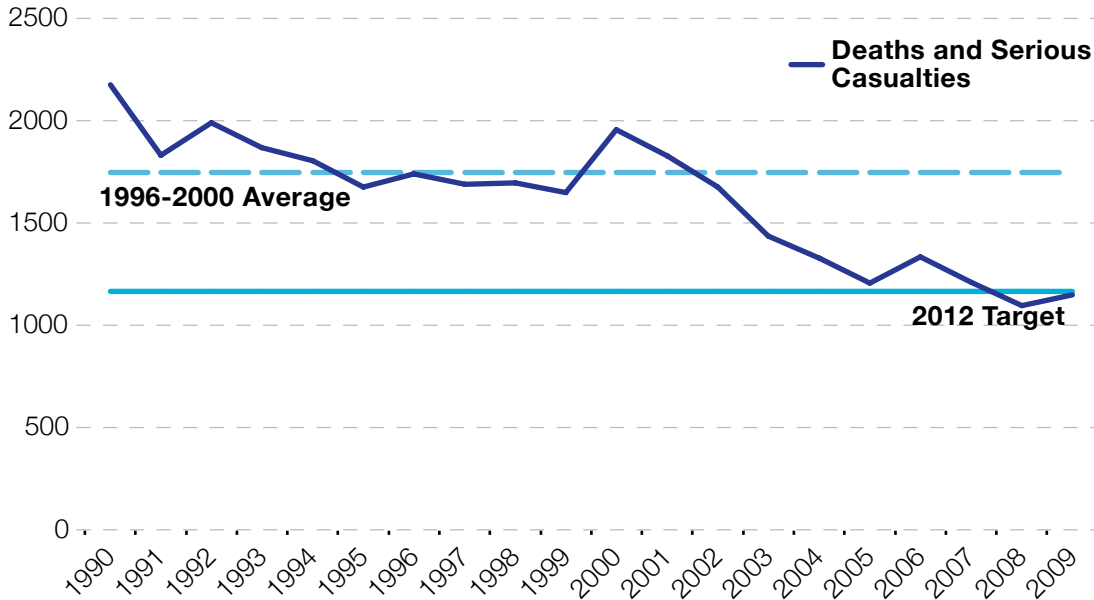
---

- 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 2009, and details casualties by road user type between 1999 and 2009.
- 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

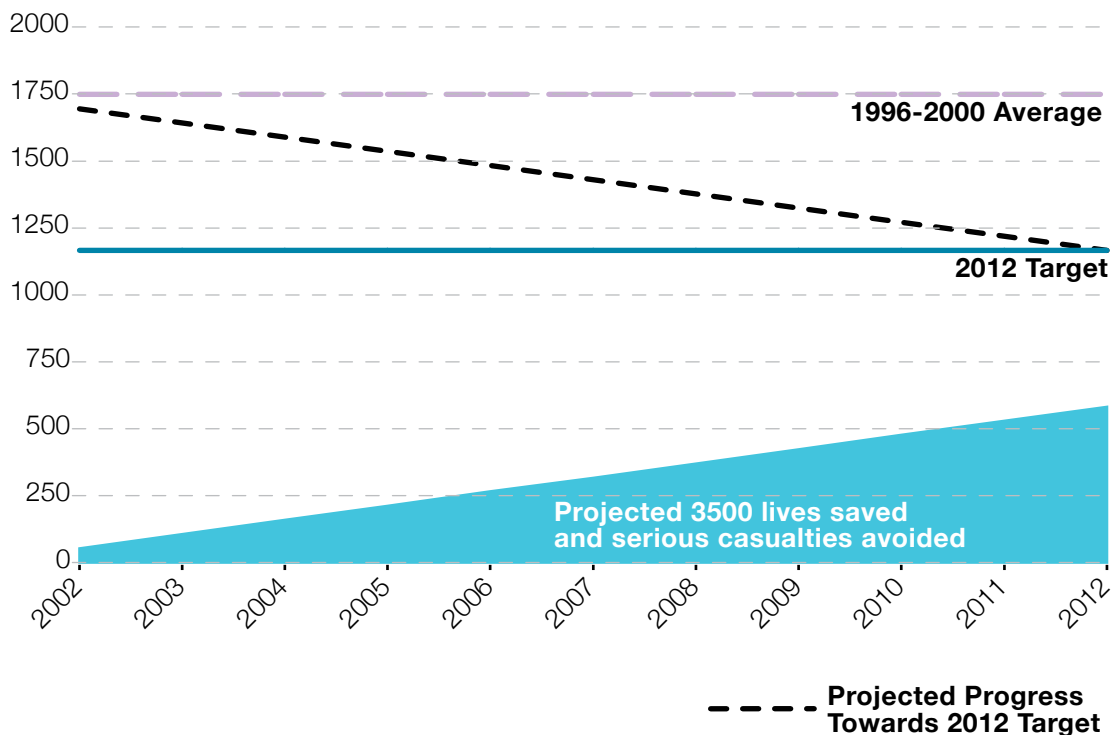
- 2.1.1 If the strategic target (shown at 1.1 above) is achieved, it is estimated that between 2002 and 2012, a total of 300 lives will have been saved and 3,200 serious injuries avoided (calculated against the number of road deaths and serious injuries at the 1996-2000 average). Progress to 31 December 2009 towards achieving the year 2012 casualty reduction target is shown in **Chart 1**. **Chart 2** shows projected progress towards the 2012 casualty reduction target.

**Chart 1: Progress in Reducing Deaths and Serious Casualties  
1990-2009**



Source: PSNI, DOE

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



Source: PSNI, DOE

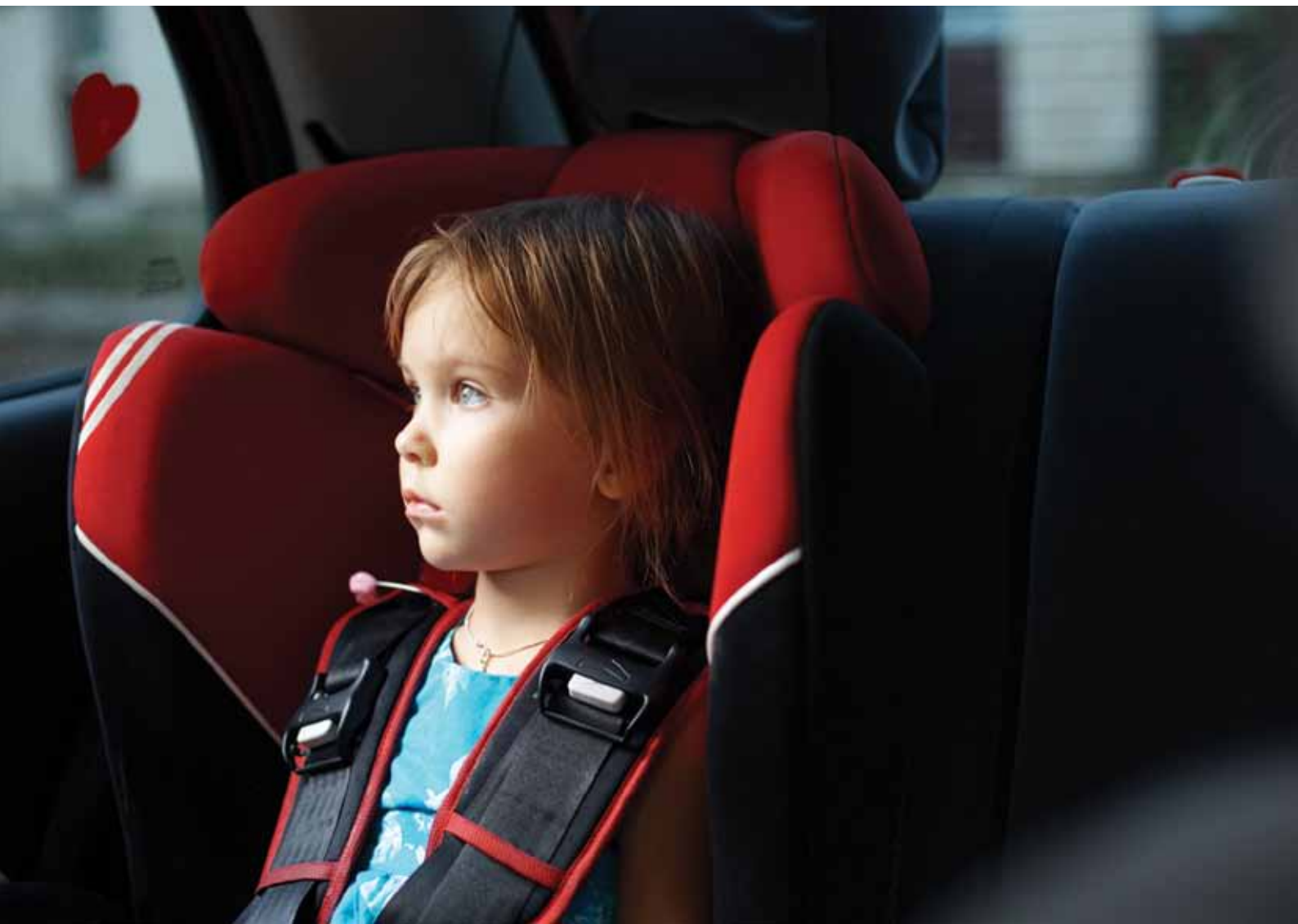
---

# The Targets

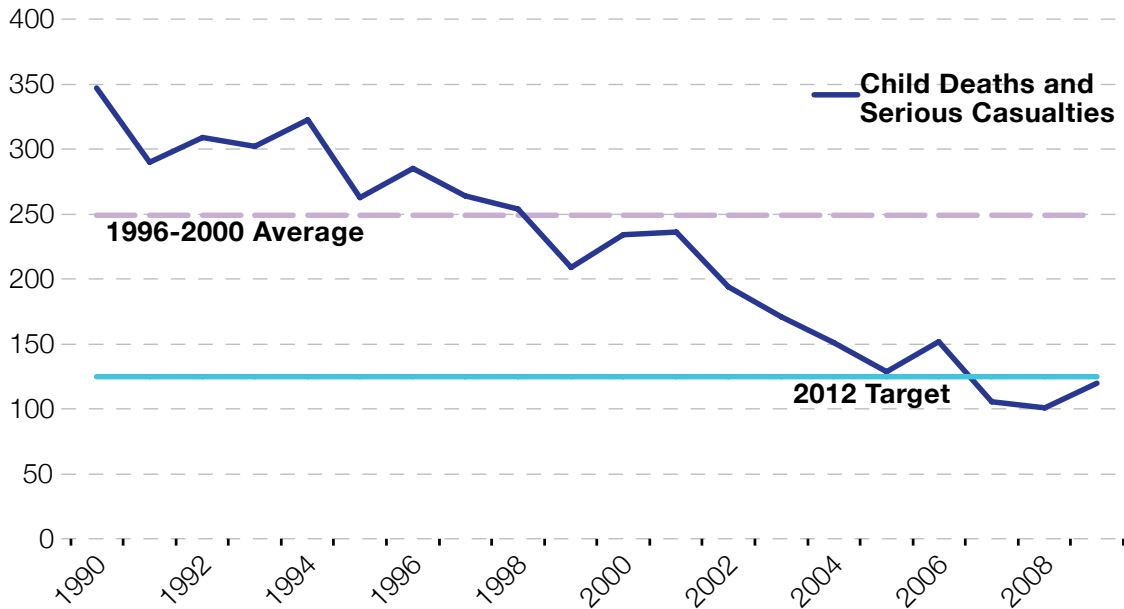
---

## 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 2009 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.

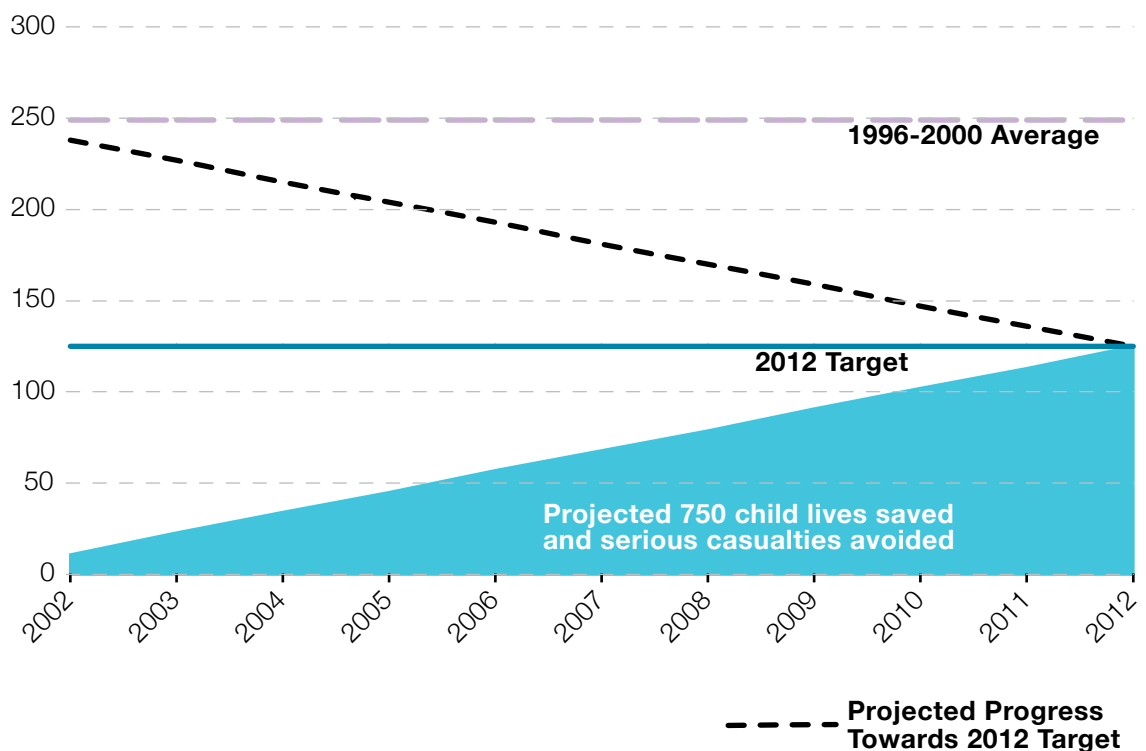


**Chart 3: Progress in Reducing Child Deaths and Serious Casualties 1990-2009**



Source: PSNI, DOE

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



Source: PSNI, DOE

---

# The Targets

---

## 2.3 Overview of Progress Towards the Targets

2.3.1 In 2009, seven years after the Strategy's launch, the number of KSIs on Northern Ireland's roads had risen by 5%, compared with 2008, but fallen to a level 34% below the 1996-2000 baseline. The number of children killed or seriously injured in 2009 had risen by 19%, compared with 2007, but fallen to a level 52% 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).

**Table 1:** Numbers killed and seriously injured 1996-2000 average and 2002-2009

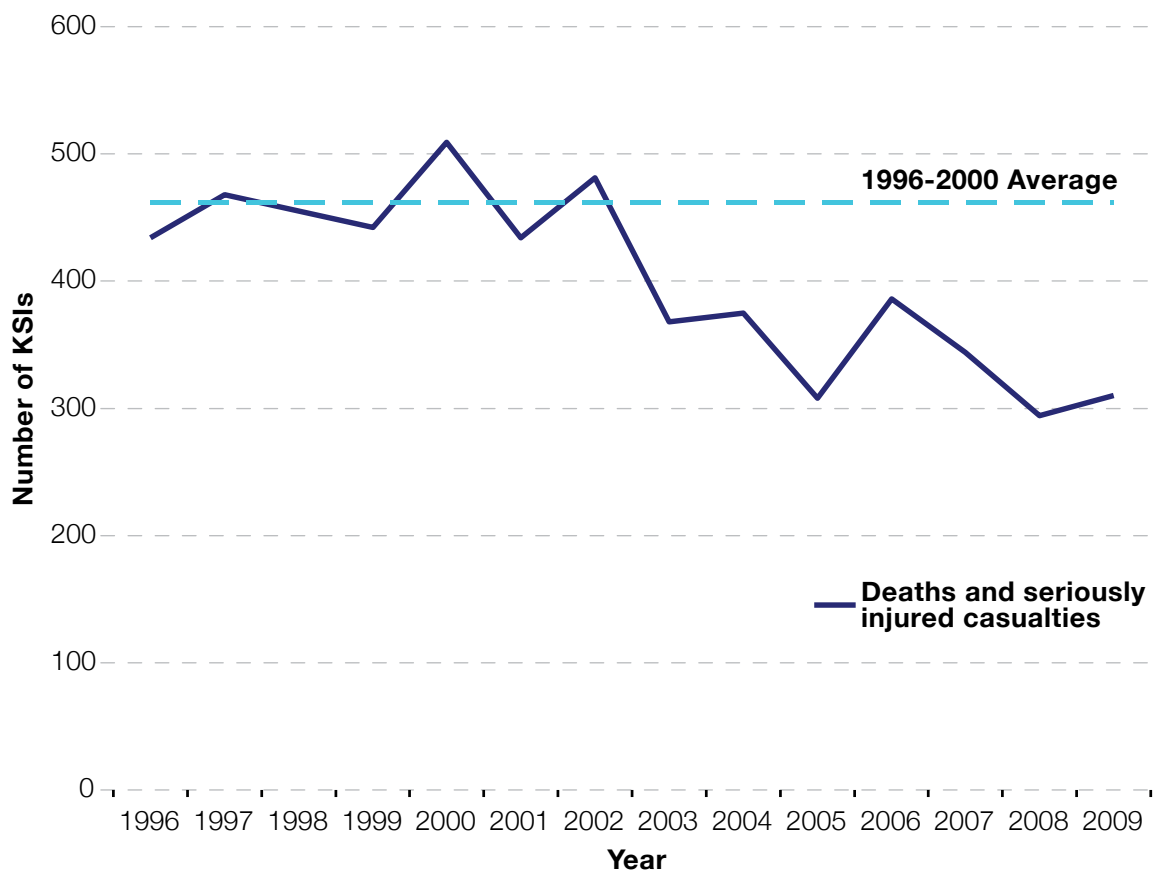
---

KSIs	1996-2000 average (no.)	2002 (no.)	2003 (no.)	2004 (no.)	2005 (no.)	2006 (no.)	2007 (no.)	2008 (no.)	2009 (no.)	2012 Target (no.)	% change from 2008 to 2009	2009 % change from 1996-2000 average
All	1,748	1,676	1,438	1,330	1,208	1,337	1,210	1,097	1,150	1,166	+5	-34
17-24 Year olds	462	481	368	375	308	386	344	294	310	N/A	+5	-34
Children	249	194	171	151	129	152	106	101	120	125	+19	-52

---

- 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 2009 the number of people aged 17-24 killed or seriously injured on Northern Ireland's roads increased by 5% compared with 2008 to a level 33% below the 1996-2000 baseline.
- 2.3.4 During 2009, 37 young people aged between 17 and 24 were killed and 273 were seriously injured, making a total of 310 young people killed and seriously injured, of which 118 were due to careless driving, 88 were due to excessive speed having regard to the conditions, and 54 were due to alcohol or drugs in the driver or rider.

**Chart 5:** Progress in reducing deaths and seriously injured casualties aged 17-24: 1996-2009



---

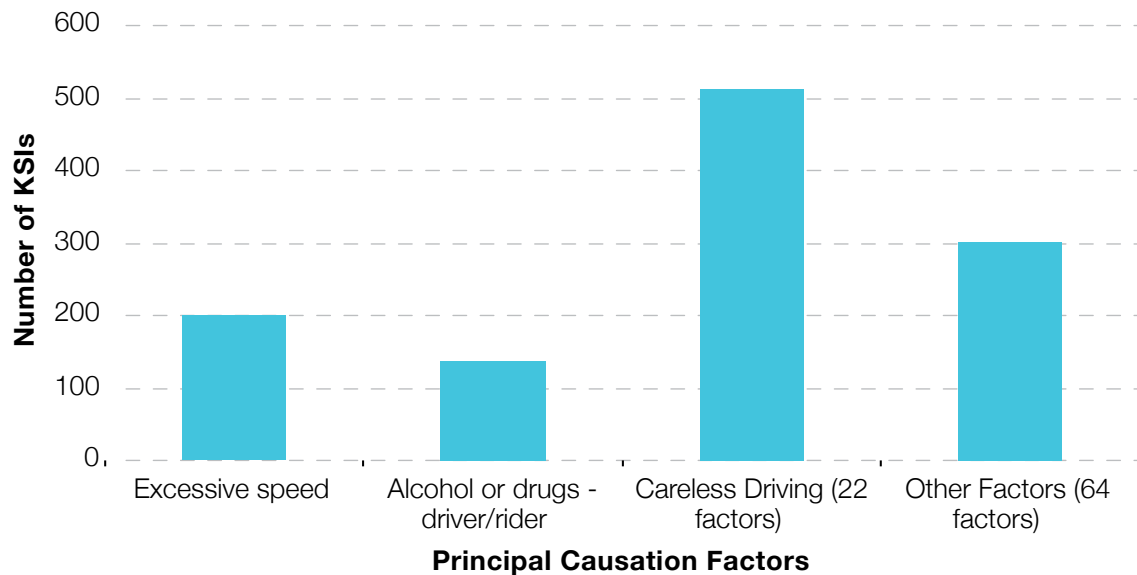
# The Targets

---

## 2.4 Causation Factors

- 2.4.1 Chart 6 details the main causation factors in road traffic deaths and serious injuries in 2009. *'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'*.



**Chart 6: 2009 KSIs by Principal Causation Factors**

2.4.2 Table 2 details the top five main causation factors for all collisions causing fatal or serious injuries in 2009 compared with 2008.

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

	2008			2009			% change 2008 to 2009
	Killed	Seriously Injured	KSI	Killed	Seriously Injured	KSI	
Excessive Speed having regard to conditions	36	155	191	27	172	199	+4%
Alcohol or Drugs - Driver/Rider	18	121	139	21	115	136	-2%
Inattention or Attention Diverted	9	65	74	6	99	105	+42%
Wrong course/position	9	63	72	3	75	78	+34%
Heedless of traffic crossing carriageway	2	60	62	5	65	70	+25%

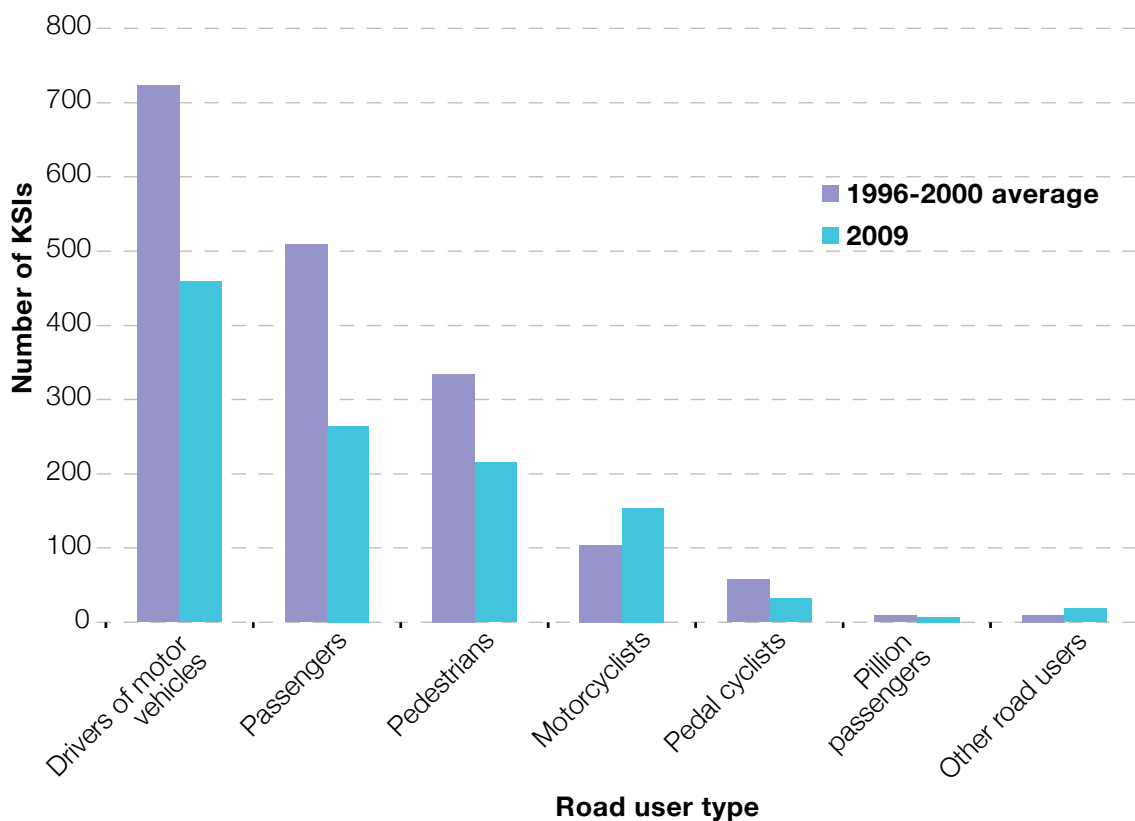
---

# The Targets

---

2.4.3 Chart 7, below, compares road deaths and serious injuries for the 1996-2000 average and 2009 by road user type. Drivers of motor vehicles accounted for 40% of deaths and serious injuries in 2009, with passengers accounting for 23% Motorcyclists accounted for 13% of deaths and serious injuries.

**Chart 7: 1996-2000 average and 2009 KSIs by Road User Type**



2.4.4 Detailed road traffic related statistics are published on the Police Service’s website at <http://www.psnl.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 2008/09 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) 2008 [SR 2008 No.29]. These Regulations make it clear that delivery drivers are only exempt from wearing seat belts if the journey is for the purpose of delivery or collection and does not exceed 50 metres.
  - The Disclosure of Vehicle Insurance Information Regulations (Northern Ireland) [SR 2008 No. 234]. These Regulations make it a requirement for the Motor Insurers Information Centre to provide the PSNI with information of vehicles which were insured but now have no current motor insurance.
  - The Road Traffic (Northern Ireland) Order 1981 (Retention and Disposal of Seized Motor Vehicles) Regulations (Northern Ireland) 2008 [SR 2008 No. 494]. These Regulations were made in conjunction with the NIO and enable the PSNI to seize and dispose of uninsured vehicles.
  - The Mutual Recognition of Driving Disqualifications (Northern Ireland and Ireland) Regulations (Northern Ireland) 2008 [SR 2008 No. 458]. These Regulations give effect to the European Union Convention on Driving Disqualifications and ensure that a NI driver disqualified in the Republic of Ireland will also be disqualified in Northern Ireland and vice versa.

- 
- 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.
- 3.0.5 Those measures in which progress was significant or contributed significantly to the overall casualty reductions in 2009 have been indicated in the next sections.
- 3.0.6 Those measures where the position at the end of 2009 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.**

- 3.1.1 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.
- 3.1.2 During 2009, 174,071 children in nursery, primary and special schools and 147,759 students in post-primary schools benefited from road safety education input from RSEOs.

---

# Progress Towards The Strategic Objectives

---

- 3.1.3 Road Safety Teaching Aid Calendars were provided for every classroom in every nursery and primary school in Northern Ireland during 2009.
- 3.1.4 The Cycling Proficiency Scheme is well established in schools and since 2004 has been sponsored by retail group Centra. In 2009, 558 primary schools participated in the cycling proficiency scheme and of these, 39 schools went on to participate in on-road training. Over 8,800 children were trained in 2009.
- 3.1.5 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, 13 schools continued to deliver the scheme on completion of the three-year programme.
- 3.1.6 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 2008/09 school year, 357 pupils from 49 schools participated in the scheme.
- 3.1.7 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

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

- 3.1.8 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**

- 3.1.9 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 2008/09 school year, 89 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**

- 3.1.10 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 continues to be delivered in a number of schools, colleges and Institutes of FE across the province.

### **Safer Routes to Schools - Action Measure No. 10**

- 3.1.11 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.
- 3.1.12 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**

- 3.1.13 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

---

# Progress Towards The Strategic Objectives

---

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.

- 3.1.14 PSNI also sought to raise the level of seat belt wearing through increased education and enforcement. During 2009 6,471 individuals were detected for seat belt offences. This figure represents a fall against the 2008 figures of 2,260, which we attribute in large measure to the increased penalties and the level of non-compliance consequently reducing.
- 3.1.15 Endorsable Fixed Penalty Notices (FPNs) for drivers were introduced on 27 June 2007. In 2009, 5,320 Endorsable FPNs were issued and a further 1,151 Non-Endorsable notices issued to passengers.
- 3.1.16 Results of the 2009 observational seat belt survey report that, overall, seat belt wearing rates reached an all time high of 96% and backseat wearing rates were at 93%. Child seat belt-wearing rates for 5-9 year olds have increased to 95% and 10-13 year olds to 96% and for the third year running, Northern Ireland has a higher wearing rate than GB for drivers and back seat passengers.
- 3.1.17 In May 2009 the Minister launched two new real-life television adverts featuring a consultant in Emergency Medicine. One of these ads, 'Consultant - Seatbelts' shows Dr Gerry Lane describing the horrific consequences of not wearing a seatbelt and wearing a seatbelt incorrectly.

## **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. 41, 43, 44, 46 and 48

- 3.2.3 During 2009, the DVA Programme Office set up a project team to take forward development and implementation of both the Compulsory Basic Training scheme and the Approved Motorcycle Instructor (AMI) register. As part of this process, full engagement with stakeholders took place with the instigation of a Northern Ireland Motorcycle Stakeholder Group. This group was made up with members from the motorcycle industry, both instruction and retail, and road safety organisations. Implementation of the AMI Register is scheduled for October 2010 and Compulsory Basic Training in December 2010.
- 3.2.4 PSNI continued to promote their 'Operation Bikesafe' programme and during 2009, a total of 379 assessments were undertaken during 21 Bikesafe events held across the province.
- 3.2.5 A new motorcyclist campaign, 'Underneath', was launched by the Minister in May. The aim of the advert is to reduce the deaths and serious injuries of motorcyclists, who are over-represented as casualties. This new campaign challenges drivers to think in a new way about motorcyclists - to look at the person beneath the helmet and separate the motorcyclist from the machine. It reminds motorists that every motorcyclist is a human being - a father, a brother, a son, an uncle, a sister, a mother, a partner.

### **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.

---

# Progress Towards The Strategic Objectives

---

3.3.2 Following public consultation carried out in 2008, DOE plans to implement a long-term 'Learning to Drive' programme which is currently being introduced across the UK. Based on an 'educate and incentivise' approach and underpinned by a new competence framework setting out the knowledge skills and attitudes that support safe and responsible driving, *Learning to Drive* is intended to strengthen the way that people learn to drive and are tested and to encourage a culture of lifelong learning.

3.3.3 Key changes to be implemented in 2010 include:

- the use of case studies in the theory test for car drivers and moped and motorcycle riders to better assess whether learners have understood driving/riding theory;
- encouraging candidates, to be observed on the practical car test enhancing the candidates whole learning experience and continued development; and
- publicising and encouraging take-up of new awards in safe road use, providing a solid grounding in road safety and a better understanding of the risks young people face when using any form of transport.

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

3.3.4 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. During 2009, work commenced on 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

3.3.5 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.

3.3.6 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 Transport's in-house consultancy service. Following receipt of the consultant's final report in

2008, officials are considering a programme of work towards achieving mutual recognition of penalty points between the UK and Ireland. This is a complex issue and will take time. Unlike driving disqualifications, there is no agreed international framework dealing with the recognition of penalty points for driving offences and a very significant volume of work needs to be done. This includes, among other things, putting in place the necessary administrative systems involving the development, implementation and operation of computer systems and overcoming the practical difficulties arising from the differences in the penalty points systems in the UK and Ireland.

#### Taxi Review - Action Measure No. 68

3.3.7 The Taxis Act (NI) 2008 establishes a new framework for taxi regulation, to the Northern Ireland Assembly. It is being implemented incrementally over a five year period and 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.

#### Improve Lorry and Bus Driver Skills - Action Measure No. 73

3.3.8 UK-wide legislation implementing the Certificate of Professional Competence (CPC) was introduced in early 2007. CPC for buses was introduced in September 2008 and for lorries in September 2009. Both are now fully operational.

### **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 2009, 27 people died and 172 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%.

---

# Progress Towards The Strategic Objectives

---

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

- 3.4.2 Previously 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 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>
- 3.4.3 DOE continues to support and consider research into collisions in border areas. On-going work includes preparatory work supporting the 'Driving Change' project which is due to begin in 2010 and is part funded by the European Interreg IVa programme. It is a collaboration involving the Department of Health Services and Public Safety, the Department of the Environment, Heritage and Local Government, the Northern Ireland Fire and Rescue Service, the six border counties' Fire Services and Public Achievement, and is supported by CAWT. The project will consist of three key themes - 'Improved Access to Road Safety Services', 'Education and Information' and 'Workforce Mobility' - and aims to work in partnership across statutory, voluntary and community sectors to improve the health and public safety of people living and travelling in border areas by delivering a range of improvements in relation to road safety.

## 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 2009. Safety cameras, both fixed and mobile, are targeted on roads with a history of injury road traffic collisions and an identified speeding problem. During 2009 the PSNI detected 33,870 motorists driving substantially in excess of the speed limit.
- 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 Ireland and each District Command Unit uses hand held speed detection equipment. During 2009 2,480 motorists were detected speeding by fixed site cameras, with a further 851 detections made at the red-light running sites.. The locations of deployment of all speed cameras are published on the Internet via a link from the PSNI's website

**<http://www.psnipolice.uk/index/safetycameras.htm>**

- 3.4.8 During 2009, 2,691 motorists were detected for Careless / Dangerous Driving, 6,471 motorists/passengers were either prosecuted or received a fixed penalty notice for non-wearing of seat belts and 4,085 motorists were detected for drink/drugs driving.

### **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. During 2009 there were 851 detections for breach of a signal made at these fixed sites.

### **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

---

# Progress Towards The Strategic Objectives

---

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.

- 3.4.12 During the 2009 season, the Roadsafes Roadshow was delivered in Belfast, Ballymena, Newtownbreda, Jordanstown, Dungannon, Cookstown, Portaferry, Newry, 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 DOE developed a new press campaign featuring British Touring Car Champion 2009 Colin Turkington. In the ad, Turkington warns of the dangers of speeding on public roads and of the devastating consequences road death has on families. The campaign uses the strapline 'Safety Wins'.

## **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 2009 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 2009, consumption of alcohol or drugs by all road users was responsible for 21 deaths and 115 serious injuries.

- 3.5.2 During 2009, 1 person died and 3 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. 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.
- 3.5.4 DOE developed an anti drink/drive TV advertisement called "Just One" and the Road Safety Monitor 2009 survey indicates that over seven in ten respondents (72%), 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, 87% of respondents were aware of the campaign. Of the motorists interviewed who said they were aware of the advertising campaign, 51% stated it had influenced their behaviour in relation to drinking and driving and 32% said that they never drink and drive.
- 3.5.5 During 2009 PSNI arrested 2,683 motorists on suspicion of driving with excess alcohol and a further 1,402 motorists were arrested on suspicion of driving whilst unfit due to drink or drugs. A further 323 motorists were reported for prosecution for failing to provide an evidential breath test.
- 3.5.6 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. The PSNI have trained over 450 officers in the skills to conduct a Preliminary Impairment Test.

---

# Progress Towards The Strategic Objectives

---

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

3.6.18 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 <sup>1</sup>	Fatigue;	Failing to give / giving faulty signal;

Disobeying pedestrian crossing

<sup>1</sup> This was added to 'Careless driving' on 1 April 2007.

3.6.19 During 2009, 'careless driving' was responsible for 33 deaths and 480 serious injuries.

3.6.20 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

- 3.6.21 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 2009, 140 motorists were referred to the scheme.
- 3.6.22 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.
- 3.6.23 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.
- 3.6.24 Throughout 2009 the Department continued to promote it's 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 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](http://www.roadsafetyni.gov.uk).
- 3.6.25 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 50 secs 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 (2000-

---

# Progress Towards The Strategic Objectives

---

2009), an average of 16 people died on our roads in December. In December 2009, this number was eleven.

## **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 - 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 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, known as the Sub-Region.

---

## Progress Towards The Strategic Objectives

---

- 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](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 397 vehicle defect rectification forms between January and December 2009.

#### **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 and DVA work together to detect and inspect hazardous vehicles and other road safety offences.
- 3.8.4 During 2009, DVA's Enforcement Officers inspected 3,962 vehicles, instigated formal action on 1,602 vehicles due to a serious breach of regulations and issued 1,152 prohibition notices, restricting further movement of vehicles due to mechanical defects, overweight and licensing breaches. PSNI issued 52 prohibition notices.

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

- 3.8.5 Wheelclamping and Automatic Number Plate Recognition (ANPR) cameras are now well established in the campaign against evasion. Around 6,500 vehicles are clamped each year and 16,200 vehicles detected by ANPR units. The last published results from the roadside survey of evasion in Northern Ireland reported evasion at under 1%.
- 3.8.6 Operation Cleanup ceased on 31 December 2008. A new initiative was launched on 5 January 2009, Operation Evader, with PSNI and DVA's Wheelclamping contractor continuing to work closely together on a rolling programme across all areas of Northern Ireland to clamp and seize unlicensed vehicles detected being used on the road or kept in publicly accessible places with no SORN declaration in place.
- 3.8.7 In 2009 PSNI submitted 6,865 vehicle excise offence reports to DVA.

---

## ➤ 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 2009, five 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 2009, 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) had 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 what schemes would be appropriate. However, in light of the fact that Scotland will wind up their CTC scheme at the end of 2010 (as a result of the findings of a recent review), it is highly unlikely that this Action will be re-established.

### **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. The review did not lead to any proposals for reform either in GB or NI relating to older drivers. Current evidence would not suggest that, as a road user category, older drivers present any greater road safety risk, either as being responsible for, or involved in, road traffic collisions, than drivers in other age groups.

### **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 in 2011.

### **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.

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

- 4.10.1 From April to July 2009 DOE consulted on a range of measure to tackle drink driving including the drink drive (or Blood Alcohol Concentration, BAC) limit, police powers to detect drink drivers and penalties for drink drive offences. The consultation paper ([http://www.roadsafetyni.gov.uk/doeni\\_consultation\\_on\\_drink\\_driving\\_limits\\_in\\_ni\\_penalties\\_and\\_police\\_.pdf](http://www.roadsafetyni.gov.uk/doeni_consultation_on_drink_driving_limits_in_ni_penalties_and_police_.pdf)) was issued to a wide range of interests throughout Northern Ireland, including road safety organisations, victims groups, the drinks industry, the medical profession, police and emergency

---

## Outstanding Measures

---

services as well as statutory bodies, political parties and local authorities. The vast majority of respondents favoured a reduction in the BAC limit and there was also strong support for the PSNI to be given mandatory breath testing powers.

- 4.10.2 The next step will be for the Minister to decide the way forward on a package of measures to reduce drink driving taking into account any proposals that the Secretary of State for Transport may announce on the recommendations contained in the North Review and the Transport Select Committee review of drink and drug driving legislation in GB. DOE aim to deliver instructions to OLC to draft a Road Traffic Amendment Bill to reduce the BAC limit and introduce other measures to reduce drink driving offences by December 2011 with a view to commencing consultation by February 2012.

**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**

- 4.11 The required legislative changes in respect of NI were made by Article 59 of the Criminal Justice (Northern Ireland) Order 2008 and commenced on 25 June 2008.
- 4.12 Further progress on the introduction of roadside evidential breath test equipment depends on Home Office type approval of a suitable roadside evidential breath testing device and its subsequent approval by the Department for use in NI.

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

- 4.13 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**

- 4.14 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**

- 4.15 Following completion of the necessary legislative and EC ratification/declaration procedures, mutual recognition of driving disqualifications between the UK and Ireland, under the framework of the 1998 European Convention on Driving Disqualifications, will come into force on 28 January 2010. This is the first such instance of international co-operation within that framework.

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

- 4.16 A public consultation ran from 17 June to 30 September 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. Overall, there was broad support for the general approach set out in the consultation document and a copy of the DOE's response to the consultation has been published on the website at: **<http://applications.roadsafetyni.gov.uk/consultations/document.asp?docid=16683>**. The DOE is continuing with the drafting of the necessary subordinate legislation and the target date for bringing the measures into effect is March 2010. Eight separate Statutory Rules are required, as well as a Commencement Order to bring into force all the relevant pieces of the primary legislation.

# 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 to develop commitments.

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
<b>SAFER CHILDREN</b>				
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	N
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
8	Target new publicity to influence drivers to take greater care near children and to encourage children to behave safely	DOE	I	Y

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
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
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	On-going
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
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
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
<b>SAFETY FOR PEDESTRIANS AND OTHER VULNERABLE ROAD USERS</b>				
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
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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
41	Encourage motorcyclists to ride safely and other drivers to be aware of motorcyclists and their vulnerability.	DOE	I	Y
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/ DVA	ST	On-going
44	Monitor EU consideration of arrangements for accelerated access and direct access to motorcycles.	DOE	ST	On-going

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/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	On-going
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
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	Y

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
56	Continue to develop and provide an effective education and intervention strategy for older drivers who may have particular difficulties and requirements.	PSNI	I	On-going
<b>BETTER DRIVER TRAINING, TESTING AND LICENSING</b>				
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.	DVTA	LT	Y
59	Consider reintroducing the PSV driving test for taxi drivers.	DOE	ST	On-going
60	Complete a review of the R driver scheme by 2003, and introduce any changes decided after consultation.	DOE	ST	On-going
61	Progress legislation, to remove the 45mph speed restriction for learner drivers.	DOE / RSD	ST	On-going
62	Take forward recommendations arising from the ADI Review.	DOE / DVA	ST	On-going
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	Y
66	Develop an action plan to improve the accuracy of the driver database in 2002.	DOE	I	On-going
67	Monitor developments in relation to the enforcement of financial penalties across EU Member States.	DOE	LT	On-going

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
68	Carry out a review of the regulation of the taxi industry.	DOE/ RTRRB	I	Y
69	Liaise with NIO on the introduction of legislative proposals to provide PSNI access to DVLNI driver records.	DOE	ST	On-going
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	Y
73	Examine how best to implement, draft European proposals aimed at improving (i) bus and (ii) lorry drivers skills.	DOE	ST	Y
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
<b>SAFER SPEEDS</b>				
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	On-going
79	Examine the feasibility of introducing lower speed limits.	DRD	LT	On-going

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
80	Maximise the potential use of developing technology to reduce excessive speed.	DRD & PSNI	I	On-going
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
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	On-going
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
92	Monitor the effectiveness of urban speed management studies in GB and apply appropriate good practice in NI.	DRD	ST	On-going
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	On-going
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
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
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
<b>DRINKS, DRUGS AND DROWSINESS</b>				
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	On-going
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	Y
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	Y
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	On-going
118	Introduce roadside screening devices for drugs when technology becomes available.	PSNI	LT	N
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
<b>DANGEROUS AND CARELESS DRIVING</b>				
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
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
<b>SAFER ROADS INFRASTRUCTURE</b>				
128	Examine the relative merits of road safety engineering work in road casualty reduction.	DRD	I	Y
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
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	On-going

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/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
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
<b>SAFER VEHICLES</b>				
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	Y
144	Support the EC proposal to introduce pedestrian protection into the design of new cars.	DOE	I	Y
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/ Ongoing
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
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
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

NIRSS Action Measure no.	Action Measure	Action by:	Original Target Immediate (I) Short Term (ST) Long Term (LT)	Achieved Yes/No/Ongoing
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	On-going
161	Continue to report unlicensed vehicles detected on the public road to DVLNI for enforcement action.	PSNI	I	Y
<b>NEW MEASURES</b>				
<b>SAFER ROADS INFRASTRUCTURE</b>				
162	Roads Service to join the European Road Assessment Programme (EuroRAP) project.	DRD		Y
<b>BETTER DRIVER TRAINING, TESTING AND LICENSING</b>				
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		On-going
<b>DANGEROUS AND CARELESS DRIVING</b>				
164	Introduction of a graduated fixed penalty and deposit scheme	DOE		On-going



---

## 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	2008/09
<b>Road Safety Division</b>	<b>£4,494</b>	<b>£5,124</b>	<b>£5,151</b>	<b>£4,968</b>	<b>£4,916</b>
<b>DVLNI (DVA Licensing from 01/04/2007)</b>					
Cost	£17,113	£18,520	£19,346	£18,643	£18,917
Income	£16,410	£17,982	£18,890	£18,555	£18,277
<b>DVTA (DVA Testing from 01/07/2007)</b>					
Cost	£21,299	£24,246	£26,108	£28,398	£30,847
Income	£20,526	£25,541	£29,041	£30,549	£33,136
<b>Roads Service</b>					
Structural Maintenance	£66,706	£55,439	£61,528	£73,327	£59,083
Other Maintenance	£29,843	£30,663	£30,938	£31,582	£35,042
(Includes Winter Maintenance)*	£4,923	£5,149	£4,443	£4,683	£6,799
Street Light Operation & Maintenance	£12,729	£13,616	£14,785	£16,707	£21,253
Major Works	£56,319	£45,753	£89,888	£81,888	£132,281
Minor Works	£40,546	£36,263	£27,524	£31,312	£40,902
(Includes Traffic Calming)*	£2,549	£2,586	£2,743	£3,060	£3,286
(Includes Collision Remedial)*	£2,605	£1,747	£1,296	£1,570	£1,710
<b>Sub Total</b>	<b>£206,143</b>	<b>£181,734</b>	<b>£224,663</b>	<b>£234,816</b>	<b>£288,561</b>
<b>Total Roads Service*</b>	<b>£10,077</b>	<b>£9,482</b>	<b>£8,482</b>	<b>£9,313</b>	<b>£11,795</b>
<b>Total Road Safety Spend</b>	<b>£52,983</b>	<b>£57,372</b>	<b>£59,087</b>	<b>£61,322</b>	<b>£66,475</b>

---

# References

---

Information sourced from:

Northern Ireland Road Safety Monitor 2008, published by NISRA

**[http://www.doeni.gov.uk/rsm\\_2008.pdf](http://www.doeni.gov.uk/rsm_2008.pdf)**

Northern Ireland Road Safety Monitor 2009, published by NISRA

**[http://www.doeni.gov.uk/road\\_safety\\_monitor\\_2009.pdf](http://www.doeni.gov.uk/road_safety_monitor_2009.pdf)**

Injury Road Traffic Collisions and Casualties Statistics 2008 published by PSNI

**[http://www.psni.police.uk/2008\\_annual\\_report.pdf](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)

# Published By:

---

**Department of Environment**

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

Requests for this document to be made available in alternative formats should be directed to the Road Safety Branch office at the contact details below, or through the website.

Road Safety Branch Clarence Court  
10-18 Adelaide Street  
BELFAST  
BT2 8GB

**Telephone:** (028) 90540049  
**Fax:** (028) 90540681 **Textphone:** (028) 90540642  
**Email:** via Road Safety Website

**Enquiries To:**

Road Safety Division  
Road Safety Branch  
Clarence Court  
10-18 Adelaide Street  
BELFAST, BT2 8GB

**Tel:** 028 90540049  
**Fax:** 028 90540681  
**Textphone:** 028 90540642  
**Email:** via Road Safety website  
**Web:** <http://www.roadsafetyni.gov.uk>