

Department for Infrastructure

**A Consultation on the Proposed
Content of the new Road Safety
Strategy for Northern Ireland to
2030**

Consultation Outcome Report

October 2022

Consultation on the Proposed Content of the new Road Safety Strategy for Northern Ireland to 2030

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ROAD SAFETY STRATEGY CONSULTATION OUTCOME REPORT

1. Executive Summary

On 15th November 2021 the Department for Infrastructure (DfI) launched 'A Consultation on the Proposed Content of the new Road Safety Strategy for Northern Ireland to 2030'.

The purpose of the consultation was to seek views on the proposed approach to road safety and the issues that we need to address including:

- The strategic approach that will underpin the new Road Safety Strategy;
- The proposed targets which the new Strategy will seek to achieve;
- The key challenges impacting on Road Safety;
- The priority areas of focus for the new Strategy;
- The governance process that should be established for the new Strategy; and
- The equality impacts that should be considered as part of the new Strategy.

The consultation ended on 10th January 2022 and the purpose of this report is to provide a summary of the analysis of the responses to that consultation.

A total of 62 formal responses were received: 44 were received via the Citizen Space consultation site with the remaining responses received via written correspondence.

A number of responses were also received via feedback from questionnaires issued to schools, a school focus group and collaboration with the Youth Justice Agency (YJA) which facilitated engagement with youths who had come to their attention through illegal driving. Further feedback via direct engagement with a number of key stakeholders, including the Police Service of Northern Ireland (PSNI), Department of Justice and Northern Ireland Fire and Rescue Service (NIFRS), was also received and analysed.

Overall the responses highlighted strong levels of support for the proposed Strategy, including in particular:

Strategic Approach: 95% of online respondents and a majority of other responders agreed with the application of the Safe System approach.

Targets: 77% of online respondents and a majority of other respondents supported the proposed targets with some comments around the proposed percentage reduction in Target 1 (*To reduce the number of people killed on our roads by 50%*) and the wording of the targets.

Strategic Outcomes: 89% of online respondents and a range of other respondents supported the strategic outcomes that had been identified, namely Safe People, Safe Roads and Safe Vehicles, with some further challenges and high level actions identified.

Governance Processes: 95% of online respondents and a majority of other respondents supported the establishment of a Road Safety Forum and for such a forum to be chaired at Ministerial level (70%) and for the development of new local level stakeholder forums (56%).

Following consideration of the responses and feedback received, DfI officials are taking forward work to finalise a new Road Safety Strategy for Northern Ireland to 2030 and Action Plan, which will require Executive approval. The Action Plan sets out a

number of actions that will be taken forward over the short term (2022/23) which will help us to deliver on the outcomes. Work will also be progressed, in association with NISRA and key stakeholders and delivery partners to develop and design a number of Key Performance Indicators (KPIs) and related priority actions with a finalised longer term Action Plan to be published later in 2023. It is intended that this Action Plan will be kept under regular review throughout the lifetime of the Strategy.

While DfI is leading on this Strategy, it is recognised that road safety is an issue that impacts on us all in our everyday lives and that all road users have a part to play in the future success of the Strategy by helping to keep our roads safe for themselves and others.

2. Introduction

The previous Northern Ireland Road Safety Strategy to 2020 set out the government's approach to improving road safety for all road users over the 10 year period to 2020. The Northern Ireland Road Safety Strategy to 2020: Annual Statistics Report 2021 (<https://www.infrastructure-ni.gov.uk/articles/northern-ireland-road-safety-strategy-2020-statistics>) confirmed that 3 of the 4 principle Road Safety targets were achieved.

Reporting against the 2020 targets will continue until new targets have been agreed by a future Executive. To this end the most recent Northern Ireland Road Safety Strategy to 2020: Annual Statistical Report 2022 shows that, while in the 2021 year only 1 of the 4 targets have been achieved, significant progress continues to be made against the Strategy baseline (2004-2008) with Deaths and Serious Injuries (KSIs) reduced by 55% and 34% respectively in 2021 from the Strategy baseline and Children (-47%) and Young People KSIs (-55%) also showing large decreases. ([Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report 2022 \(infrastructure-ni.gov.uk\)](https://www.infrastructure-ni.gov.uk))

Despite this good progress a number of challenges remain. In particular the Police Service of Northern Ireland (PSNI) data regrettably continues to show that approximately 95% of road casualties are due to a number of dangerous road user behaviours, with the majority of collisions being caused by carelessness/inattention, driving at excessive speed or being impaired through alcohol/drugs, despite interventions to date. Additionally, uncertainties remain as to the lasting impacts of the Covid-19 pandemic on our travel choices and behaviours.

The aim of the new Strategy is to build on progress that has been made and to work to address the challenges identified. The consultation sought views on the proposed approach to road safety and the key outcomes to be delivered.

Throughout July and August 2021, pre-consultation engagement was undertaken with key stakeholders, including the PSNI and the Northern Ireland Ambulance Service (NIAS), other Government Departments, local council representatives and a range of road safety representative bodies, including Sustrans, Motorcycle Action Group UK (MAG UK), Road Haulage Association (RHA), IMTAC and the Northern Ireland Women's European Platform (NIWEP). This provided an opportunity for views to be shared and for the Department to build a consensus around the key priorities that the new Strategy should address, in advance of a formal consultation being launched.

A public consultation on the proposed content of the new Road Safety Strategy for Northern Ireland to 2030 was held between 15 November 2021 and 10 January 2022. This draft Strategy built on the work and progress that had been made over the course of the previous Strategy and set out, at a strategic level, the direction upon which further road safety policies and actions will be based.

As part of the formal consultation process, officials facilitated 4 virtual public engagement sessions throughout December 2021, the objective of which was to seek views on the range of proposals contained in the consultation document and to build a consensus around the key priorities that the new Road Safety Strategy should address. These sessions were attended by a wide range of stakeholders and representative groups including a range of Policing and Community Safety Partnerships (PCSPs), Parenting NI, RHA, MAG UK, British Motorcyclists Federation (BMF), Cycling UK, Cycling Ulster and AECOM.

In addition, officials engaged directly with a number of stakeholders, and delivered workshops and/or presentations as requested, including PSNI, Department of Justice (DoJ), NIFRS, PSNI, Youth Justice Agency (YJA), Fermanagh and Omagh PCSP and MAG UK. Primary and post-primary children were also invited to engage via a questionnaire and participated in a primary school focus group on road safety. A range of children and young people's representative bodies were also invited to engage including the Northern Ireland Commissioner for Children and Young People (NICCY), Northern Ireland Youth Forum (NIYF), Queens Student Union, Ulster University Students' Union, Secondary School Student Union and Youth 19 Derry and Strabane.

3. Analysis of Consultation Response

Responses were invited via Citizen Space. Responses in alternative formats were also welcomed and received.

44 responses were received via Citizen Space: **31** from individuals and **13** organisational responses including for example NIFRS, a range of PCSPs, Sustrans, MAG UK, Cycling Ulster and Cycling UK (Annex A refers).

18 responses were received from a further range of stakeholders, including stakeholder representative bodies, such as, political parties including Sinn Fein and the Alliance Party, the Northern Ireland Local Government Association (NILGA), Institute of Public Health (IPH), PSNI, The Royal Society for the Prevention of Accidents (RoSPA), Independent Garage Association (IGA), the Association of Personal Injury Lawyers (APIL), The National Franchised Dealers Association (NFDA), Logistics UK, BMF and Derry & Strabane PCSP.

Feedback from the stakeholder engagement sessions and meetings along with the completed school questionnaires and focus group evaluation were also considered as part of the analysis process.

3.1 Safe System Approach

95% of those who responded online and a majority of other respondents agreed with the Safe System Approach including NIFRS, a range of PCSPs, Sustrans, MAG UK, IPH, PSNI, Sinn Fein, Alliance and NILGA.

57% of online respondents provided additional comments. These comments recognised that a holistic approach to road safety was integral to maximizing efforts on making our roads safer and has the potential to minimize the impact of poor decisions as well as reduce their occurrences and outcomes. Other comments reflected the need for road safety education to be started at the earliest opportunity and the need for resources to be committed to support this approach.

RoSPA were of the view that improving the safety of our roads, by adopting a strategy based on the principles of the safe system approach, could in turn lead to an increase in the number of people walking and cycling, with all the health and environmental benefits that active travel brings.

3.2 Proposed Targets

77% of online respondents and a majority of other respondents agreed with the proposed targets, including Cycling Ulster, Sustrans, a range of PCSPs, MAG UK, NILGA, BMF, Alliance and IPH.

Comments in support viewed that a target of zero deaths would be highly unrealistic and that the proposed targets were ambitious and challenging but achievable if a collective approach by all stakeholders was deployed. The targets in relation to Children and Young People, and the higher ambition to achieve a 60% reduction within both age groups, were commended (RCPCH and AXA).

Those that did not agree (23%) felt the proposed targets were not ambitious enough and should be more challenging. Sinn Fein was of the view that Target 1 ('To reduce the number of people killed in road collisions by 50% by 2030') was less ambitious than the previous target in the 2020 Road Safety Strategy, which included a target of a 60% reduction in the number of people killed in road collisions. There were further suggestions that the targets should be clarified to read 'at least 50%' to bring them into line with the targets in the UN and WHO Global Plan for the Decade of Road Safety 2021-2030 and the Stockholm Declaration 2020, and also some changes to the wording of the targets to make them more sensitive.

Departmental Response

Officials have reflected on the feedback received through the consultation, including the engagement with the Committee for Infrastructure on 23 February 2022, and have considered advice from DfI Analysis, Statistics and Research Branch (ASRB).

The Department has concluded that, due to the effects of lockdown on the targets in the 2020 Strategy, it would be prudent to retain the proposed 2014-2018 baseline. Also, there is concern that setting 3 yearly interim targets would assume linear progression year-to-year, and it may be that changes in policy only yield reductions after a certain length of time, or initiatives only take effect towards the end of the Strategy.

Further detailed consideration has been given to the proposed road safety targets, including review of those that have been set in a wider UN, EU and local context. This has included review of the EU Road Safety Policy Framework which sets out the EU Safe System results hierarchy including a long-term goal of Zero deaths and serious injuries by 2050 and interim targets of 50% fewer deaths and serious injuries by 2030; and the UN Decade of Action for Road Safety 2021-2030, the UN and WHO Global Plan for the Decade of Road Safety and the Stockholm Declaration 2020 which include targets for a reduction in road traffic deaths and serious injuries by at least 50% from 2020 to 2030.

More locally, it has included consideration of targets set out in both Scotland's Road Safety Framework to 2030 and in Ireland's "Our Journey Towards Vision Zero Ireland's Government Road Safety Strategy 2021-2030" both of which aim to achieve the long-term goal of Zero deaths by 2050, with interim targets to 2030, informed by EU and UN targets, to reduce deaths and serious injuries by 50%.

In response, the Department can confirm that the Targets will be amended to provide more ambitious and challenging, yet achievable targets. These targets will avoid complacency, ensure continual progress in road safety and ensure consistency with global road safety targets. While the Department acknowledges the longer-term goal of Zero deaths, and supports this through its ongoing Share the Road to Zero community safety programme, this Strategy will span from 2022 – 2030 and will seek to contribute towards a longer-term reduction in road deaths and injuries.

The new Targets are proposed to be:

Target 1: To reduce the number of people killed in road collisions by at least 50% by 2030 (a target of fewer than 35 people killed in road collisions)

Target 2: To reduce the number of people seriously injured in road collisions by at least 50% by 2030 (a target of fewer than 376 people seriously injured in road collisions)

Target 3: To reduce the number of children (aged 0-15) killed or seriously injured in road collisions by 60% by 2030 (a target of fewer than 29 children killed or seriously injured)

Target 4: To reduce the number of young people (aged 16 -24) killed or seriously injured in road collisions by 60% by 2030 (a target of fewer than 79 young people killed or seriously injured)

It is worth highlighting that while the percentage reduction in Target 1 above has not been amended in line with the Target 1 in the previous Northern Ireland's Road Safety Strategy to 2020 ("To reduce the number of people killed in road collisions by at least 60% by 2020"), the new target does provides for an ambitious reduction of fewer than 35 people losing their lives by 2030, compared to the 2020 target (which sought for a reduction of 50 fatalities on our roads). It is important to emphasise however that the core aim of this Strategy is not about targets but about saving people and lives, recognising the devastating impact and human cost of road traffic collisions.

3.3 Strategic Outcomes

89% of those who responded online and a range of other respondents agreed with the strategic outcomes proposed in the consultation document including Fermanagh & Omagh PCSP, MAG UK, BHS, ABI, Cycling UK, NFDA and NILGA. It was emphasized that there was a need for measures to be taken to address the hugely disproportionate number of injuries and deaths on the road among cyclists and motorcyclists.

A number of those in support also commented on the importance of the strategy being joined up with other policies, including the Programme for Government (PfG) and Covid Recovery Plan. In particular others, including IMTAC, were of the view that the strategy outcomes should acknowledge the positive impact on road safety targets and outcomes that could be gained by encouraging more people off the roads and providing a workable, affordable and sustainable public transport policy.

Other comments reflected that it was important that the outcomes encompass all of our transport network and the need for Government to encourage people to make environmentally responsible choices and to enable people to travel actively and sustainably, supported by integrated infrastructure.

Departmental Response

The Department acknowledges the comments and would highlight that the Department's focus is on encouraging people to make safe and sustainable travel choices by ensuring the road network is accessible and safe.

This is reflected in a number of Departmental policies including "Planning for the Future of Transport - Time for Change" which outlines how the Department's priorities for the future of transport can be supported by the improved planning, management and development of the transport networks over the next 10 to 15 years. The focus is

on the changes we need to make, working across government, with transport contributing to societal and environmental objectives as well as economic ones.

The progress on sustainable and active travel projects will be subject to the availability of funding.

3.4 Outcome 1: SAFE PEOPLE

Challenges:

68% of online respondents and a majority of other respondents agreed with the challenges identified including Armagh, Banbridge & Craigavon PCSP, Newry, Mourne & Down PCSP, Sustrans, RoSPA and NILGA.

In addition to the key challenges identified, it was suggested that the quality of road infrastructure, including delays in the maintenance of road infrastructure, such as potholes not repaired on time and road markings not visible due to overgrowth, were a significant challenge affecting the safety of people on our roads.

A number of other stakeholders highlighted the geographical challenges/regional imbalance faced in Northern Ireland, specifically in relation to rural roads e.g. rural roads have hidden dangers, slow moving agricultural vehicles, vehicles traveling at high speeds and poor road conditions, particularly in winter. NIFRS also reflected on the extended travel times for emergency responders and the impact this may have on recovery.

The overall challenge surrounding funding that will impact on the ability to deliver on the outcomes was emphasised.

Key Priority Areas and High-Level Actions:

70% of online respondents and a wide range of other stakeholders agreed with the key priority areas including Lisburn and Castlereagh PCSP, Sustrans, MAG UK, RCPCH, ABI and NIFRS.

In particular, support for the following priority areas and associated actions was provided:

- Highway Code: there should be a commitment to consideration of, and introduction of, appropriate changes to the Highway Code to enhance local road safety with any amendments being accompanied by an awareness campaign.
- Graduated Driver Licensing (GDL): support for the introduction of GDL with the recognition of the potential it has to play in improving the safety of new drivers.
- Careless Driving: support for the careless driving consultation.
- Ongoing promotion and education to change every road user's attitude to road safety and to encourage more active and sustainable travel choices.

Additional priority areas suggested were:

- Enforcement: suggested that enforcement should be more visible and linked overtly to awareness campaigns.
- Partnership Delivery: the development of partnership delivery as a means of getting communications and road safety education out at a local level and avoid duplication of effort/communications amongst stakeholders.

- Policy Review: including the strengthening of mobile phone laws by taking forward legislation to widen the scope of offences relating to mobile phone use while driving, similar to that brought forward in Great Britain (GB), and in relation to improving the safety of those driving for work.
- Driver Testing: consideration of a new regular testing regime to ensure driving skills are maintained to take account of technological changes and consideration of appropriate testing for agricultural vehicles.
- Infrastructure: better infrastructure to encourage and facilitate a cultural and systematic change to sustainable and active travel, including a greater focus on enabling school children to travel actively.
- Legislation: support for legislation aimed at encouraging a population shift towards active travel, including consideration of legislative change on 'close passes' to ensure cyclists are safe on the road and ultimately encourage more active and sustainable travel.
- Post-Crash Response: the importance of the post-crash response pillar of the Safe System approach, its impact on the strategic outcomes, and in particular, consideration of the support available to victims and their families was highlighted.

Further comments emphasizing the importance of funding being provided to allow the high-level actions to be implemented was also raised.

Departmental Response

The Department acknowledges the comments raised and responds as follows:

Road Maintenance and Rural Roads

In relation to road maintenance delays, and rural road conditions, since 2015 the Department's baseline Resource budget has been insufficient to meet its needs and consequently the Department has had to rely on in-year funding to deliver core services such as routine (day to day) maintenance and winter gritting. As a result the Department has had to reduce its routine maintenance activities to a limited service, which prioritises delivery of essential services for maintaining public safety and protecting the transport network. As a result only the highest priority defects across the network are being repaired. The ability of the Department to enhance maintenance delivery may be impacted by future budget constraints.

With regards to the winter gritting schedule the Department utilizes the widely accepted practice of targeting limited resources for this service on the higher trafficked main through routes. The application of this policy means that 28% of the total road network, which carries around 80% of traffic, is salted. Rural roads make up over 77% of the total salted network. It is important to emphasise however that the service provided cannot fully eliminate the risks - even on roads that are gritted, ice free conditions cannot be guaranteed.

Highway Code

The Highway Code NI is the official guide for citizens here with regards to using our roads safely and legally. The code is periodically updated to take account of changes in legislation or new developments in the field of road safety. The Department is aware that in excess of 30 changes were implemented in the Highway Code for GB in

January 2022. Going forward, the Department will consider the road safety implications for NI of the recent changes made in GB and update the Highway Code NI to reflect any changes in policy or legislation that may result.

Careless Driving

Following the completion of the Careless Driving consultation in January 2022, the Department will take forward work on the introduction of a fixed penalty for the existing offence of careless driving. In addition, a new road safety public information campaign has been commissioned highlighting the dangers and consequences of careless driving.

Promotion/Outreach/Education

With regard to the need to take action to address the hugely disproportionate number of injuries and deaths on the road among cyclists and motorcyclists, the Department, through its Promotion and Outreach activities, will work with stakeholders to continue to raise awareness of the road safety issues relating to all vulnerable road users with a view to influencing road users to make better decisions when using the roads.

With regards to collisions involving motorcyclists, the data shows that there is almost 50/50 responsibility between motorcyclists and drivers, and in response targeted campaigns to address both sides of the issue are delivered. In response to the consultation, and in acknowledgement of the high level of motorcyclist fatalities in 2021, the Department is currently giving consideration to messaging aimed at raising awareness of motorcyclist safety and in particular, educating on motorcyclist filtering/lane-splitting for both car drivers and riders.

The Department will also continue to work in partnership with key stakeholders to develop and deliver consistent road safety education messages and to explore targeted initiatives to influence behaviours around road safety.

Mobile Phone Legislation

In February 2021 legislation was brought forward to increase the penalty points and fines in Northern Ireland for those using a hand-held mobile phone while driving. This is in line with the current penalty in GB. In addition, DfI intends to undertake a review of the current hand-held mobile phone offence with a view to tightening it to reflect use of modern smart phone technology. This review will reflect similar work carried out by Department for Transport (DfT) in GB to broaden the offence and also the position in Ireland. Proposals to change the existing offence in Northern Ireland will be subject to public consultation.

Active Travel Legislation

The Department acknowledges the request for legislative change. With regard to 'close passes' the Highway Code is clear on the matter of giving sufficient space when overtaking. The Department will consider the application of changes to the Highway Code GB in a local context, including for example the hierarchy of road users including the policy on 'close passing' of cyclists and update the Highway Code NI to reflect any changes in policy or legislation that may result.

The Department will also consider bringing forward legislation in respect of active travel in Northern Ireland as part of a wider 'call for evidence' on Blue/Green Infrastructure.

Bringing forward powers to prohibit vehicles used in contravention of drivers' hours rules

DfI will commence preparatory work to amend the Road Traffic (NI) Order 1995 to enable Police and Vehicle Examiners to prohibit the continued driving of UK goods vehicles and buses used in contravention of drivers' hours rules. This will help to address road safety concerns whilst aligning NI with powers already available to enforcement authorities in Great Britain.

Partnership Delivery

With regard to partnership delivery, both the recognition and acceptance of the concept of shared responsibility across all parts of our transport network system is one of the core underlying principles of the Safe System approach, and in turn, our Strategy. In response, as part of the further development of the governance process, the Department will be considering plans for stakeholder engagement and collaboration with other government departments as well as partners in local government, public health and the community sector to encourage collaborative cross-departmental working and alignment of policies.

Post-Crash Response

The Department will work with stakeholders to consider the establishment of a working group to review current support provision to victims and families affected by road traffic collisions.

Graduated Driver Licensing (GDL)

The Department will commence preparatory work to amend the Motor Vehicles (Driving Licences) Regulations (NI) 1996 and the Motor Vehicles (Specified Restrictions) Regulations (NI) 1998 and develop the GDL IT training programme and log book for new candidates to commence driver training.

Driver Testing

The Department will continue to review the requirements for driver testing across all categories to ensure these take account of changing technologies and provide an appropriate assessment of the driving skills required for each type of vehicle.

3.5 Outcome 2: SAFE ROADS

Challenges:

75% of online respondents and a range of other respondents agreed with the challenges identified including Lisburn Castlereagh PCSP, Sustrans, ABI, NIFRS, RoSPA and PSNI.

Key comments in relation to the challenges identified included:

- Support for the wider adoption of 20mph speed limits outside schools and for Speed Indicator Devices (SIDs);
- Recognition of the challenges associated with ongoing road maintenance;

- The additional challenge around the need to address the regional imbalance in the investment of road infrastructure/rural roads and also lands adjacent to roads; and
- The need for major roads projects not solely to focus on providing more roads and road space which may encourage the growth of vehicle usage but also to invest in healthy, safer and sustainable transport alternatives so as to improve the safety of vulnerable road users and encourage active and sustainable travel.

Key Priority Areas and High Level Actions

77% of online respondents and a range of other respondents agreed with the priority areas including Derry & Strabane PCSP, APIL, Alliance and NIFRS.

Key comments reflected that overall the strategy needs to ensure our roads are designed, maintained and operated in a manner that not only promotes safe driving but also mitigates the consequences of collision. This requires a commitment to maintaining existing infrastructure to a high standard and introducing new infrastructure which allows Active Travel to play a greater role in our transport habits supported by the right infrastructure including greenways, cycle lanes, pavements and street lighting.

Key comments and views included support for:

- A review of speed limit legislation in NI and the inclusion of a feasibility study of Quiet Lanes;
- Support for pavement parking consultation;
- Requests for the consideration of the introduction of 20mph zones for urban areas and extended to cover the whole school journey;
- Collision Investigation: support for investigations into the nature of collisions, not limited to rural roads, to identify common factors and seek solutions to mitigate risks along with suggestions for the establishment of a central and nationwide body dedicated to carrying out thematic reviews of road collisions;
- Roads: investment in the quality, maintenance and design of roads, in the A5 project and improvements on A1;
- Road Maintenance: delays should be actioned as a priority;
- Consistent DfI approach to SIDs and wider roll out of these and on a permanent basis; and
- Implementation of the Bicycle Strategy for NI and of Exercise-Explore-Enjoy: A Strategic Plan for Greenways and of the Belfast Cycle Network.

Departmental Response

Road Infrastructure:

The Department's focus is on encouraging people to make sustainable travel choices by ensuring the road network is accessible and safe. Along with investing in the strategic road network, the Department undertakes an annual programme of Local Transport and Safety Measures (LTSM) schemes comprising minor road

improvements and road safety schemes and will continue to provide features that contribute to the safe passage of people using our roads.

On an ongoing basis the Department does, and will continue to:

- *Provide features that contribute to the safe passage of people using our roads including highway improvements, such as footway provision, minor road re-alignments and widening; traffic management measures including pedestrian crossings, dropped kerbs and tactile paving, traffic signing and road markings, including enhanced signing at schools; and junction improvements including traffic signal provision.*
- *Proactively adopt and apply the latest design standards when designing our roads, including the standards contained within the Design Manual for Roads and Bridges and other design guides published by Transport Scotland, the Welsh Government, the Department for Transport, Transport for London, and the Chartered Institution of Highways and Transportation.*
- *Follow appropriate interventions and apply the appropriate standards when providing road safety features such as those included in the Design Manual for Roads and Bridges, the Manual of Contract Documents for Highway Works (MCHW) and the relevant British or European standard and the Department for Transport's Traffic Signs Manual.*

Going forward the Department will also give consideration to:

- *The needs and vulnerability of motorcyclists when designing new roads and implementing safety measures on existing roads, and where possible apply and adopt best practice.*
- *Continuing to examine the nature of collisions on rural roads and consider if engineering-based solutions will mitigate risks.*
- *Developing, in line with the European Road Infrastructure Safety Management (RISM II) Directive, an approach for formulating a safety ranking for our TEN-T network, our motorways and any primary roads which connect our cities and regions with a view to meeting the requirements of the RISM II Directive.*
- *Exploring the development of a trunk road route scoring/risk mapping model which is based around a combination of environment, alignment, condition and roadside hazards.*
- *On review of the demonstrable success of Infrastructure Commissions around the world, the Department has recommended, via its Ministerial Advisory Panel on Infrastructure that an Infrastructure Commission should be established here and this, a key action in the Executive's Covid-19 Recovery Plan, is being progressed in a positive way via a cross-departmental working group led by TEO.*
- *In recognition of the range of different technologies to detect the presence of cyclists at traffic signal installations, including, push button units, Inductive Loops, Above Ground Detector (microwave), Hiemdall Radar, Multi lane radar and Video Analytics, the Department will run a series of trials of these technologies to develop a tool box of measures to determine the most appropriate form of detection and ensure value for money.*

Speed

The Department remains committed to the application of appropriate speed management techniques as part of its role in helping reduce the impact that excessive speed has on the number and severity of collisions.

Following the trial of a new arrangement of traffic signs at 7 seven schools as reported on in August 2020 20mph Speed Limit Trials - Review Report | Department for Infrastructure (infrastructure-ni.gov.uk) , the Department embarked on an ambitious programme of works that has resulted in the provision of part-time 20mph speed limits at over 200 schools. The Department would propose to undertake an evaluation of the effectiveness of the schemes delivered to date.

In terms of permanent 20mph limits, the Department has introduced 20mph limits along with traffic calming features which slow traffic at over 700 locations and will continue to provide traffic calming measures along with 20mph zones where a need is identified and confirmed. Previous studies have indicated that the mean speed is reduced by a mean of 9mph in 20mph zones with traffic calming measures. <http://content.tfl.gov.uk/review-of-20mph-zones-in-london-boroughs-full-report.pdf>

Going forward the Department will consider a speed management review which may consider a number of areas including general speed limits, specific speed limits such as for HGVs and reducing speed limits in urban/residential areas. In parallel with its review of its speed limit policy, the Department will conduct an evaluation of traffic calming techniques and initiatives aimed at improving road safety on rural roads such as quiet lanes.

The Department will continue to work with DoJ and the PSNI to seek an agreed position on the provision by third parties of Speed Indicator Devices (SIDs), which are aimed at changing driver behaviour and improving road safety.

Regional Imbalance:

The development of the forthcoming Regional Strategy Transport Network Transport Plan (RSTNTP) will consider regional imbalance along with other environmental, societal and economic factors. In addition to reviewing the Regional Strategic Transport Network and the buses that run on it, this plan will consider rail improvements within Northern Ireland, while the All Ireland Strategic Rail Review will look at rail improvements across the island of Ireland including cross border movements.

Strategy Implementation:

Exercise-Explore-Enjoy: A Strategic Plan for Greenways': this Strategy provides a framework for Councils and other stakeholders to develop their own greenway schemes within a regional greenway network. The Department is working with Councils and has made available £6 million of capital funding to them over the most recent 2 years.

Bicycle Cycle Network: a Delivery Plan for this was launched in March 2022. Implementation will be subject to future funding allocations made available in budget processes.

Collision Investigation:

The Department currently engages with all relevant agencies and departments from England, Scotland, Wales and the Republic Of Ireland. The Department will continue this engagement on all matters relating to road safety, including work on collision investigation.

Pavement Parking

The Department has recently consulted on options for resolution to the difficulties caused by inconsiderate parking on the pavement. The Department will review the current policy position on pavement parking, taking into account the outcome of this consultation, which closed on 18 March 2022, and develop proposals for the way forward for Ministerial consideration.

3.6 Outcome 3: SAFE VEHICLES

Challenges:

84% of online respondents and a range of other respondents agreed with the challenges identified including Newry, Mourne and Down PCSP, Cycling UK, Sustrans, RCPCH, ABI, NIFRS, APIL and RoSPA.

Comments made recognised the ongoing challenges faced in the delivery of vehicle and driver licensing services and perceived inequitable service provision in rural areas. They also reflected the need to ensure that education, encouragement and enforcement all keep pace with the changes in responsibilities associated with the increase in automated and electric powered vehicles and the legislation around these.

Priority Areas and High Level Actions:

90% of online respondents and a range of other respondents agreed with the priority areas including Sustrans, MAG UK, ABI, NIFRS, APIL, Logistics NI, Alliance and PSNI.

Comments reflected the overall need to ensure that vehicles are kept to high safety standards and:

- Support for the ongoing/planned review of e-scooters trials and review of the ban on 10 year plus tyres.
- Support for increased testing for diesel emissions in light vehicles, and the introduction of an OCRS system.

There were differing views on the potential introduction of the Biennial MOT with some stakeholders raising concern of the impact on road safety while others were of the view that it would not have a detrimental impact on road safety.

With regards to the planned/ongoing reviews, the need to ensure that all road user needs must be fully considered when considering any legislative changes, particularly on vulnerable road users, along with the need for consultation with industry to ensure any potential new legislation reflects good industry best practice were emphasised.

Further suggestions included:

- *Funding:* more funding, staff and training for staff within DVA Transport Enforcement.

- *Service Delivery and Testing:* comments made recognised the ongoing challenges faced in the delivery of vehicle and driver licensing services and identified a key priority for DfI to deliver effective service delivery and service improvement, including the DVA maintaining, at a minimum, the level of vehicle checks in recognition of the importance of these as a vital road safety measure and allowing the routine removal of unsafe vehicles; investment in the development of technology to encourage the uptake of EVs; and ongoing consideration of the driver licensing regime to ensure driver knowledge and skills are in tune with the changes in technology and rules of the road.

Departmental Response

The Department acknowledges the comments raised and in response it will take forward the following actions:

Compliance and Enforcement

DVA will continue to enhance its ITC Compliance and Enforcement System to improve functionality and access to information which will allow DVA to better target the least compliant vehicle owners/operators at the roadside. DVA will also invest in portable vehicle test equipment which can be utilized to effectively assess the roadworthiness of vehicles at the roadside. This will ensure that more unfit vehicles are removed from our roads.

Service Delivery

Recognising the concerns surrounding the current service delivery, DVA intend to extend the circumstances under which fixed penalties can be offered to the operators and drivers of commercial vehicles. This will reduce the number of cases that must be referred for prosecution whilst speeding up regulatory follow-up action. In addition DVA will continue to visit transport operators who have a poor compliance history in order to assess their business undertakings, providing advice and guidance to operators to encourage improved compliance, and reporting outcomes where appropriate to the Transport Regulator in support of regulatory consideration.

Review of E-scooter Policy

The Department will review the current policy position on e-scooters taking into consideration the findings from the e-scooter trials in GB; evidence from other countries; and local road safety concerns, and will develop proposals for the way forward for Ministerial consideration.

Consulting on the proposal to ban tyres aged 10 years and older

The Department will bring forward a consultation on the banning of tyres aged 10 years and older. This consultation will seek views on the banning of these tyres on the front axles of heavy goods vehicles (HGVs), buses and coaches; and axle of a minibus where tyres are fitted in a single configuration.

Consultation on Biennial MOT Testing

Following the outcome of the Call for Evidence on the potential introduction of Biennial mot Testing for cars, light goods vehicles and motorcycles, DfI is considering the next steps in the future policy position and will seek Ministerial agreement, on the way forward.

3.7 Governance Processes

95% of online respondents and a majority of other respondents agreed that a Road Safety Forum should be established with 70% of these being of the view that a Road Safety Forum should be chaired at Ministerial level.

Alternative views suggested that such a forum should be chaired by industry experts from PSNI, NIFRS or DfI or co-chaired by the Minister.

59% of online respondents were of the view that other governance processes should be put in place, with other respondents emphasising the need for partnership working in order to deliver the Strategy.

Key comments reflected the need for any future forum to include representation from all sectors of road users and the need for collaboration with other government departments, and other delivery partners in the local government, public health and the community sector. Effective partnership working, including with other Devolved Administrations, England and key stakeholders in the Republic of Ireland, was recognised by many, including Alliance and Sinn Fein, as key to improving road safety.

The need for a dedicated road safety champion to be established along with clarity on who is responsible for road safety would also be welcomed.

Departmental Response

As referred to previously at Paragraph 3.4 the Department will be developing governance processes to support the strategy as part of this process and considering plans for stakeholder engagement and collaboration with other government departments as well as partners in local government, public health and the community sector to encourage collaborative cross-departmental working and alignment of policies.

This will include development of:

- *A Strategy Governance Framework;*
- *Strategic partnership working;*
- *Consideration of the future role of the Northern Ireland Road Safety Partnership;*
- *Reporting and monitoring arrangements; and*
- *Delivery of the Strategy.*

3.8 Impact Assessments

Equality Impacts

64% of online respondents felt there were no equality impacts that need to be considered. Views expressed by those who felt there were equality impacts included:

Gender: a view that women are less likely to cycle than men due to safety concerns.

Age: Provision must also be made for children to cycle to school as safely as possible and the needs of all older people (65 plus) including drivers/pedestrians/cyclists/public transport users to be considered.

Race: Ethnicity/those from other jurisdictions as language may be a barrier in understanding rules/regulations associated with driving, road infrastructure and services.

Disability: Proposed that those with a disability were disproportionately deterred from cycling and it was suggested that inclusive cycling projects and the provision of safe and accessible cycling infrastructure would help to address such inequalities.

Rural Impacts

48% of online respondents felt there were rural impacts that need to be considered with comments relating to the concerns for rural roads and their impact on rural communities, including:

- Rural speed limits too high and impact on road safety.
- Rural road maintenance (unrepaired/dangerous road surfaces/poor road light and markings/poor road signage/overgrown hedges and impact on safety).
- Lack of public transport provision in rural areas.
- Lack of safe walking and cycling infrastructure in rural areas.
- Inadequate winter gritting services.
- General rural/urban imbalance in terms of investment and new initiatives and the need for more investment in rural roads and infrastructure was needed to address road safety needs in rural areas.

Departmental Response

The Department acknowledges the comments received and recognises that these potential equality and rural impacts will need to be considered as part of any policy or legislative change brought forward in response to the strategy. The comments have been shared with the appropriate business areas and, as policy develops, all will work to take account of these comments. In addition, further equality screening (and, if deemed appropriate Equality Impact Assessments (EQIAs) and Rural Impact Assessments (RIAs) will be carried out when policies contributing to the implementation of the Strategy are being developed/revised.

4. CONCLUSION AND NEXT STEPS

It is concluded from the consultation that there is a high level of support for the proposed content of the new Road Safety Strategy for Northern Ireland.

In response, and taking into account the feedback that has been provided, officials have sought Ministerial approval for the draft Strategy document and Action Plan. A final Strategy will require Executive approval which is not possible at this time due to the ongoing absence of an Executive. This Action Plan outlines measures, including a number of those identified in this report, which will be taken forward in the short term (2022/23), subject to budget availability, which will help us to deliver on the outcomes that have been identified.

ANALYSIS OF CITIZEN SPACE RESPONSES

There were 44 responses to the consultation of which 31 were individuals and 13 responded:

Option	Total	Percent
Individual	31	70.45%
Organisation	13	29.55%
Not Answered	0	0.00%

The organisations who responded were:

- Royal College of Paediatrics and Child Health (RCPCH)
- Armagh Banbridge & Craigavon Policing and Community Safety Partnership (PCSP)
- Newry, Mourne & Down PCSP
- Fermanagh & Omagh PCSP
- Lisburn Castlereagh PCSP
- Cycling Ulster
- Sustrans
- Motorcycle Action Group UK (MAG UK)
- British Horse Society
- Association of British Insurers (ABI)
- AXA Ireland
- Cycling UK
- Northern Ireland Fire and Rescue Service (NIFRS)

Key Consultation Questions

Safe System Approach:

Do you agree that the Safe System approach should underpin the new Road Safety Strategy?

Option	Total	Percent
Yes	42	95.45%
No	2	4.55%
Not Answered	0	0.00%

Have you any further comments about this approach or alternative suggestions?

Option	Total	Percent
Yes	25	56.82%
No	19	43.18%
Not Answered	0	0.00%

Proposed Targets:

Do you agree with these proposed targets?

Option	Total	Percent
Yes	34	77.27%
No	10	22.73%
Not Answered	0	0.00%

Have you any comments or concerns about the targets being proposed or alternative views?

Option	Total	Percent
Yes	23	52.27%
No	21	47.73%
Not Answered	0	0.00%

Strategic Outcomes:

Do you agree that these are the best outcomes for the strategy?

Option	Total	Percent
Yes	39	88.64%
No	5	11.36%
Not Answered	0	0.00%

Have you any further comments or alternatives as to what the outcomes should focus on?

Option	Total	Percent
Yes	21	47.73%
No	23	52.27%
Not Answered	0	0.00%

OUTCOME 1: SAFE PEOPLE

Safe People: Challenges

Do you agree that the challenges identified represent the key challenges that may impact on our ability to ensure that everyone will be safer on our roads?

Option	Total	Percent
Yes	30	68.18%
No	14	31.82%
Not Answered	0	0.00%

Safe People: Priority Areas

Do you agree that these are the key priority areas which will help to deliver on the outcome of our people will be safer on our roads?

Option	Total	Percent
Yes	31	70.45%
No	13	29.55%
Not Answered	0	0.00%

Safe People: High-level Actions

Do you have any views on the high-level actions that have been identified?

Option	Total	Percent
Yes	31	70.45%
No	13	29.55%
Not Answered	0	0.00%

OUTCOME 2: SAFE ROADS

Safe Roads: Challenges

Do you agree that the challenges identified represent the key challenges that may impact on our ability to deliver a safer road system for all?

Option	Total	Percent
Yes	33	75.00%
No	11	25.00%
Not Answered	0	0.00%

Safe Roads: Priority Areas

Do you agree that these are the key priority areas which will help to deliver on the outcome of safer roads for all?

Option	Total	Percent
Yes	34	77.27%
No	10	22.73%
Not Answered	0	0.00%

Safe Roads: High-Level Actions

Do you have any views on the high-level actions that have been identified?

Option	Total	Percent
Yes	22	50.00%
No	22	50.00%
Not Answered	0	0.00%

OUTCOME 3: SAFE VEHICLES

Safe Vehicles: Challenges

Do you agree that the challenges identified represent the key challenges that may impact on our ability to deliver on the outcome of safer vehicles for all?

Option	Total	Percent
Yes	37	84.09%
No	7	15.91%
Not Answered	0	0.00%

Safe Vehicles: Priority Areas

Do you agree that these are the key priority areas which will help us deliver on the outcome of achieve safer vehicles for all?

Option	Total	Percent
Yes	40	90.91%
No	4	9.09%
Not Answered	0	0.00%

Safe Vehicles: High-Level Actions

Do you have any views on the high-level actions that have been identified?

Option	Total	Percent
Yes	12	27.27%
No	32	72.73%
Not Answered	0	0.00%

GOVERNANCE PROCESSES

Do you agree that a new Road Safety Forum should be established?

Option	Total	Percent
Yes	42	95.45%
No	2	4.55%
Not Answered	0	0.00%

Governance Processes: Chairmanship of the Road Safety Forum

If you responded 'Yes' do you feel that this should be chaired at Ministerial level?

Option	Total	Percent
Yes	31	70.45%
No	12	27.27%
Not Answered	1	2.27%

Governance Processes: Other Arrangements

Do you think other governance arrangements should be put in place?

Option	Total	Percent
Yes	26	59.09%
No	18	40.91%

Not Answered	0	0.00%
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EQUALITY IMPACTS

Are there any equality impacts that you feel need to be considered?

Option	Total	Percent
Yes	16	36.36%
No	28	63.64%
Not Answered	0	0.00%

RURAL IMPACTS

Are there any rural needs impacts that you feel need to be considered?

Option	Total	Percent
Yes	21	47.73%
No	23	52.27%
Not Answered	0	0.00%

LIST OF OTHER ORGANISATIONAL RESPONSES RECEIVED

Of the 18 responses received in an alternative format, 17 were from organisations:

1. Derry and Strabane Policing and Community Safety Partnership (PCSP)
2. Sinn Fein
3. The Alliance Party of Northern Ireland
4. Independent Garage Association (IGA)
5. Northern Ireland Policing Board (NIPB)
6. The Inclusive Mobility and Transport Advisory Committee (IMTAC)
7. Association of Personal Injury Lawyers (APIL)
8. Logistics UK
9. British Motorcyclists Federation (BMF)
10. Callaghan Group
11. The Royal Society for the Prevention of Accidents (RoSPA)
12. Motorcycle Action Group (MAG) UK
13. Institute of Public Health (IPH)
14. The Northern Ireland Local Government Association (NILGA)
15. Police Service of Northern Ireland (PSNI)
16. Road Safety Authority (RSA)
17. National Franchised Dealers Association (NFDA)