



Department for  
**Infrastructure**

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# Safe Roads, Safe Vehicles, Safe People.

## Road Safety Strategy for Northern Ireland to 2030





# Contents

<b>Ministerial Foreword</b>	<b>4</b>
<b>1. Executive Summary</b>	<b>6</b>
<b>2. Road Safety Context</b>	<b>10</b>
<b>3. Our Strategy Development Process</b>	<b>14</b>
<b>4. Our Road to Safety: Strategic Approach</b>	<b>16</b>
Targets for the 2030 Strategy	19
Strategic Outcomes	19
• Safe People:	20
– Evidence: what is known?	20
– Challenges	22
– Current Context	22
– Strategic Priority Areas	23
• Safe Roads:	24
– Evidence: what is known?	24
– Challenges	24
– Current Context	24
– Strategic Priority Areas	27
• Safe Vehicles:	28
– Evidence: what is known?	28
– Challenges	29
– Current Context	29
– Strategic Priority Areas	30
<b>5. Delivering Our Strategy</b>	<b>31</b>
Governance	32
Funding	32
<b>Annex A: Strategy Priority Areas</b>	<b>33</b>
<b>Annex B: Key Performance Indicators (KPIs)</b>	<b>34</b>



## Ministerial Foreword

Road Safety matters to all of us and it should be at the forefront of our minds as we go about our daily lives because, by its very nature, it can have positive or devastating consequences.

The publication of the ‘Road Safety Strategy for Northern Ireland to 2030’ reflects the importance my Department places on this cross-cutting issue.

In October 2022, in the absence of an Executive, I published a Draft Road Safety Strategy, enabling officials to work with partners and develop action plans to deliver road safety priorities. Whilst budgetary constraints made this challenging action plans were established, and delivered, during financial years 2022-23 and 2023-24.

In 2023, whilst the number of road collisions fell, it is with deep concern that I note 71 people lost their lives on our roads – the highest number of deaths for eight years. Behind the statistics are personal tragedies. Families, friends and communities are devastated, and the lives of those left behind will never be the same again.

One life lost is one too many. There is more we can and must do.

This strategy aims to address the challenges that have been identified through extensive engagement with a wide range of stakeholders, and through public consultation, by setting the direction for future road safety policies and actions. It has been informed by reviewing evidence and best practice, and will play a pivotal role in supporting policies across a number of Executive priorities, including sustainability, economic development, climate change and active travel.

The strategy is founded on the internationally recognised ‘Safe System’ principles and adopts an outcomes-based approach. There is a deliberate focus on safe road use; safe roads and roadsides; safe vehicles; safe speeds; and better post-collision response, as well as a range of associated activities including performance monitoring and reporting.

There is also a renewed focus on making our roads safer to use for all, particularly those who are more vulnerable, including pedestrians, cyclists, motorcyclists and horse riders, and reducing the number of people killed or seriously injured on our roads.

Strategic priority areas have been identified which we – government, organisations and road users – must focus our efforts on in order to overcome challenges and deliver on the strategic outcomes connected with Safe People, Safe Roads and Safe Vehicles. A future action plan will be developed, reflective of budget outcomes, to build upon the work of the previous years, seeking input and support from other departments and partner organisations including the emergency services.

I recognise that many important road safety developments and initiatives will require more detailed and lengthy delivery timetables and funding commitments. In line with the Outcomes Based Accountability (OBA) approach, work has been completed in association with NISRA key stakeholders and delivery partners, to develop and

design a number of key performance indicators (KPIs). These KPIs, set out at Annex B, will seek to measure the effectiveness of the actions taken and their actual impact. This will keep our focus on delivering the most important actions, the ones that will make a positive difference.

To ensure actions and performance measures are regularly reviewed and evaluated, a Governance Framework structure has been established. This will facilitate the ongoing review of the strategy, allow new developments and innovations to be considered on an ongoing basis and help to ensure that, throughout the lifetime of the strategy, there will be a focus on the future and best practice to ensure that the North can respond to road safety challenges and embrace innovative solutions.

Sadly, evidence shows that more than 95% of road deaths are due to human error - careless or inattentive driving, inappropriate speed for the road or the conditions, and drink and drug driving account for most deaths and serious injuries.

We all have a part to play in reducing road deaths. As a society, we need to have frank and honest conversations about what we can all do to help ensure that, no matter how we choose to travel, or how long or short the journey, that everyone gets there safe and gets home safe.

**John O'Dowd MLA**

Minister for Infrastructure

# 1. Executive Summary

**The latest World Health Organisation (WHO) Global Status Report on Road Safety 2023 reports that the number of deaths on the world's roads remains unacceptably high, with an estimated 1.19 million people dying each year<sup>1</sup>.**

The report highlights that, globally, the 1.19 million road traffic deaths in 2021 represented a 5% drop when compared to the 1.25 million deaths in 2010. This slight reduction in deaths has occurred despite the global motor vehicle fleet more than doubling, road networks expanding, and the global population rising by nearly a billion. Road traffic collisions remain a leading killer of children and youths, and more than half of global fatalities are among pedestrians, motorcyclists and cyclists. The report does, however, show that the areas that have made the greatest gains are those where the Safe Systems approach is most widely applied. The European Region has the greatest concentration of countries with policies and legislation that align with this approach and it reports the largest drop in deaths.

Locally, it is clear from the data that, despite the high number of deaths in 2023, there has been overall improvement across previous years. The Northern Ireland Road Safety Strategy to 2020: Annual Statistical Report 2021<sup>2</sup> confirmed that 3 of the 4 targets in the Road Safety Strategy to 2020 were achieved.

The most recent Draft Northern Ireland Road Safety Strategy to 2030: Annual Statistical Report 2022<sup>3</sup> shows that in 2022 there were 55 fatalities, 19%

below the 2014-2018 baseline. In 2022 there were 910 serious injuries, which is 21% above the 2014-2018 baseline. The number of children Killed or Seriously Injured (KSIs) was 92, 30% above the 2014-2018 baseline, while the number of young people (196) KSIs was 0.2% below the 2014-2018 baseline.

It is clear from that data that 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 one of the "Fatal Five" – (i) carelessness/inattention; (ii) speeding; (iii) being impaired through alcohol/drugs; (iv) not wearing a seatbelt; (v) using mobile devices.

The purpose of this Strategy is to continue our efforts in addressing important road safety issues and achieve greater reductions than before. In order to do so, it is recognised that a collaborative and partnership approach to road safety, across government, the private and public sector and with communities and organisations, is required. In this context the Strategy aims to provide a framework for government and other road safety stakeholders to establish their own road safety plans, objectives and interventions to eliminate road collisions which result in serious injuries or fatalities.

The challenge is to build on the progress that has been made towards saving lives and preventing injuries so that the North continues to have one of the lowest death rates in Europe. This will ensure that the benefits achieved against the previous strategy and targets can be built upon and enhanced.

## Strategy Development

In developing this Strategy, the Department for Infrastructure (Dfi) undertook an extensive development process.

1. <https://www.who.int/publications/i/item/9789240086517>
2. [Northern Ireland Road Safety Strategy to 2020 Annual Statistical Report 2021 \(infrastructure-ni.gov.uk\)](https://www.infrastructure-ni.gov.uk/news/draft-northern-ireland-road-safety-strategy-nirss-2020-annual-statistical-report-2021)
3. <https://www.infrastructure-ni.gov.uk/news/draft-northern-ireland-road-safety-strategy-nirss-2030-annual-statistical-report-2023-published>

### This included:

- Review of progress since the 2020 Road Safety Strategy;
- Review of international best practice;
- Review of data and statistics impacting on road safety;
- A process of pre-consultation engagement with key stakeholders; and
- An 8 week formal public consultation which included engagement and consultation with key stakeholders, the general public and children and young people.

As well as taking into account the findings of the above strategy development process, this Strategy has been developed using the Outcomes Based Accountability (OBA) approach, which provides an evidence-based way of working and focuses attention on the outcomes we seek to achieve and the impact of our actions on our people.

This Strategy has also been informed by the Safe System principles which involve a holistic view of the road network and interactions among various types of road users, roads and roadsides, travel speeds and vehicles. It is hoped that the application of the Safe System approach to road safety, which addresses all elements of road safety in an integrated way, will facilitate further long-term reductions in fatalities. These Safe System principles recognise that some road users are more vulnerable, and that people will always make mistakes and may have road collisions, but that those collisions should not result in death or serious injury.

We all have a role to play to make every journey safe. This includes improving roads through engineering work, including roads that encourage and enable active and sustainable travel; agencies such as the Driver and Vehicle Agency (DVA) testing and enforcing vehicles to ensure they are safe and roadworthy; the PSNI ensuring the rules of the road are being adhered to; health professionals providing post-collision care; improving the resilience of the road network and its ability to safely cope with significant weather events and climate conditions and; individuals making informed and careful choices to ensure that they connect safely and arrive at their destination without harm to themselves or others.

### Strategic Outcomes

The Strategy sets out three strategic outcomes namely: **Safe People, Safe Roads, and Safe Vehicles.**

A range of strategic priority areas which will seek to achieve the outcomes have been identified, a summary of which is provided at **Annex A**. Each of the defined strategic priority areas will allow actions to be delivered which will impact on all of the three strategic outcomes. In addition, it is intended that the Safe System principles will be fully embraced across all of the strategic outcomes to enable the ambitious reductions in road deaths and serious injuries to be realised.

Taking into account road safety targets in both an international, regional and local context, a number of key targets have been set for the Strategy.

### The targets, based on a 2014-2018 baseline are:

	% reduction by 2030	Target number by 2030
<b>Number of people killed in Road Collisions</b>	<b>at least 50%</b>	<b>fewer than 35</b>
<b>Number of people seriously injured in Road Collisions</b>	<b>at least 50%</b>	<b>fewer than 376</b>
<b>Number of children (0-15) killed or seriously injured in Road Collisions</b>	<b>60%</b>	<b>fewer than 29</b>
<b>Number of young people (16-24) killed or seriously injured in Road Collisions</b>	<b>60%</b>	<b>fewer than 79</b>

Following a public consultation in 2023, a range of Key Performance Indicators (KPIs) have been developed in order to monitor and measure the effectiveness of the strategy's actions and their impact on realising improvements in the identified targets and outcomes. They will keep our focus on delivering actions that will make a positive difference.

The Strategy's actions and performance measures will be reviewed and evaluated, with new developments and innovations considered on a regular basis, through updated action plans. This will help to ensure that, throughout the lifetime of the Strategy, there will be a focus on the future and best practice to ensure that Northern Ireland can respond to road safety challenges and embrace innovative solutions and developing technologies.

An Action Plan for 2024-25 to support the Strategy will be developed and published once the budgetary position for the Department, and its road safety partners, is known. Updated action plans will then be set and monitored on a regular basis.

## Delivery and Governance

In order to achieve our ambitious targets, it is important that partnership working, across government and all key stakeholders, is encouraged and embraced and that effective governance processes are maintained to deliver this Strategy.

It is acknowledged however that there are a number of key success factors that will enable the ambitious 2030 targets to be achieved.

### These include:

- Executive/Political commitment: essential for the success of this Strategy.
- Funding and Resources: provision of adequate funding and resources to allow work to be taken forward, including for example the timely development and implementation of evidence-based policy and legislation, and changes to infrastructure, to allow outcomes to be delivered and positive impacts to be realised.
- Collaborative partnership working both within and outside of government to ensure interdependencies/linkages are exploited e.g. on climate change, sustainability and active travel initiatives.
- Maintenance of an effective governance framework and clear accountability.
- Public support and buy in to the concept of 'shared responsibility' and to the interventions and messages that are delivered.

- Effective information and data sharing across all stakeholders to allow for targeted actions and interventions, and for lessons to be learnt, throughout the lifetime of the Strategy.

If these key success factors are not achieved, they are likely to present significant barriers to progress in relation to the Strategy and overall road safety performance.

To ensure these requirements and ultimately our targets are met, a robust governance framework has been developed, which will allow for effective delivery, monitoring and review of the Strategy.

The delivery and governance processes will seek to acknowledge and encourage the concept of shared responsibility, one of the core underlying principles of the Safe System approach, and in turn, our Strategy. They will recognise that it is only by partnership working that we can achieve the targets and outcomes to make our roads safer for everyone and support the safety of future generations.





## 2. Road Safety Context

### Progress against the Northern Ireland Road Safety Strategy to 2020

Evidence has shown that good progress had been made during the lifetime of the 2020 Road Safety Strategy. Analysis identified a range of actions that had been progressed by the Department for Infrastructure (DfI) to address road safety including:

- effective partnership working with key stakeholders, including the PSNI, via the Northern Ireland Road Safety Partnership (NIRSP), Sustrans on the delivery of the DfI/Public Health Agency (PHA) funded Active School Travel Programme and IMTAC on accessibility issues;
- effective promotion and advertising campaigns, including TV and other media advertising, including a coordinated social media calendar with the PSNI;
- effective delivery of education programmes on road safety issues, including driver improvement schemes such as Speed Awareness Courses, as well as Practical Child Pedestrian Road Safety Training and the Cycling Proficiency Scheme;
- the joint protocol between the DfI and PSNI for managing incidents on the Strategic Road Network along with effective collision investigation and recording;
- piloting a more cost-effective arrangement of part-time speed limit signs which facilitated the introduction of part-time 20mph speed limits at 216 schools in the past number of years, piloting the introduction of permanent 20mph speed limits without any need for traffic calming infrastructure including the successful 20mph limit in Belfast City Centre; and
- ensuring that road safety audit plays an important role in the design of new roads so that our approach is up-to-date with best practice.

Statistical analysis showed progress on the 2020 Strategy and against the 4 principal targets.

#### Target 1:

**To reduce the number of people killed in road collisions by at least 60% by 2020**

Despite not meeting this target in 2020 when 56 deaths were recorded, this target was met 12 months later when 50 fatalities were recorded for 2021 (a decrease of 11% from 2020). In 2022 there were 55 deaths recorded, an increase of 10% from 2021 and 20 deaths more than the 2030 target of fewer than 35. (See Chart 1.)

#### Target 2:

**To reduce the number of people seriously injured in road collisions by at least 45% by 2020**

The target was met in 2020 with 596 people seriously injured (SI) in collisions on Northern Ireland's roads. In 2022, 910 people were seriously injured which is an increase of 12% over the year. SI numbers fell considerably between 2019 and 2020, but have risen in both 2021 and 2022. The 2022 figure is the highest since 2009. (See Chart 2.)

#### Target 3:

**To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020**

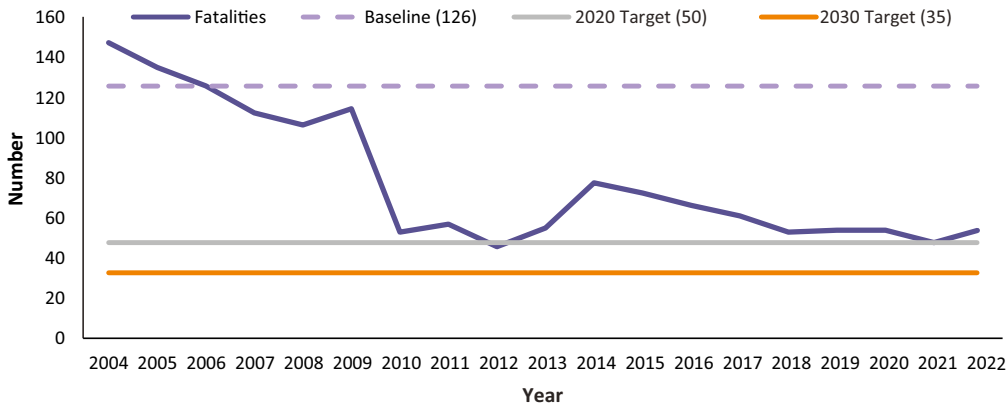
The target was met in 2020 with 55 children killed or seriously injured in road collisions in Northern Ireland. In 2022, there were 92 children killed or seriously injured; twelve (15%) more than in 2021. The 92 children killed or seriously injured is the highest since the same figure was recorded in 2012. (See Chart 3.)

#### Target 4:

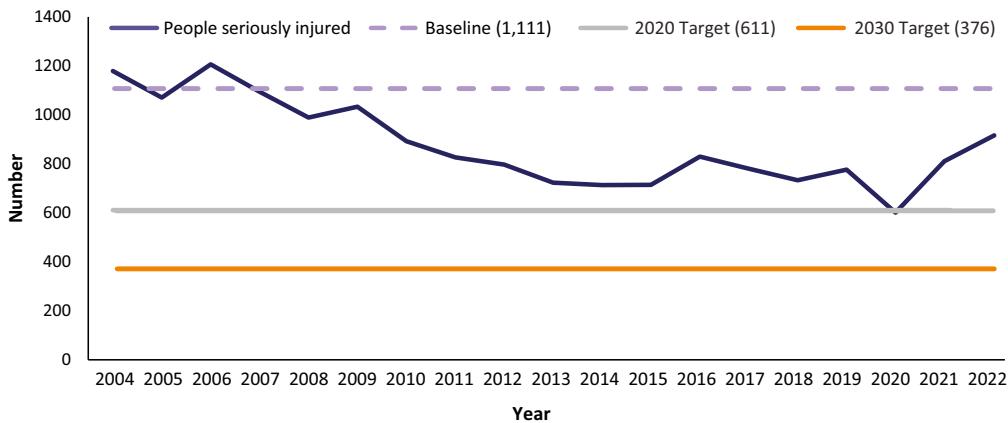
**To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020**

The target was met in 2020 with 128 young people killed or seriously injured in road collisions in Northern Ireland. In 2022, there were 196 young people killed or seriously injured, which is 9% more than the number recorded in 2021 and the highest recorded since 2016. (See Chart 4.)

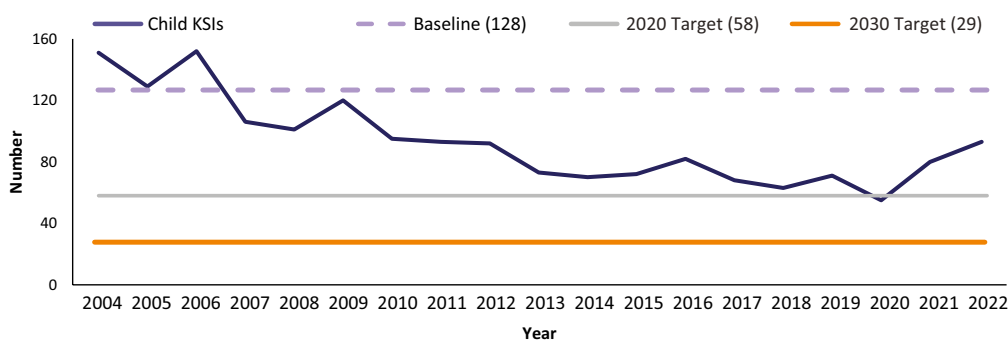
**Chart 1: Number of road traffic fatalities, 2004-2022**



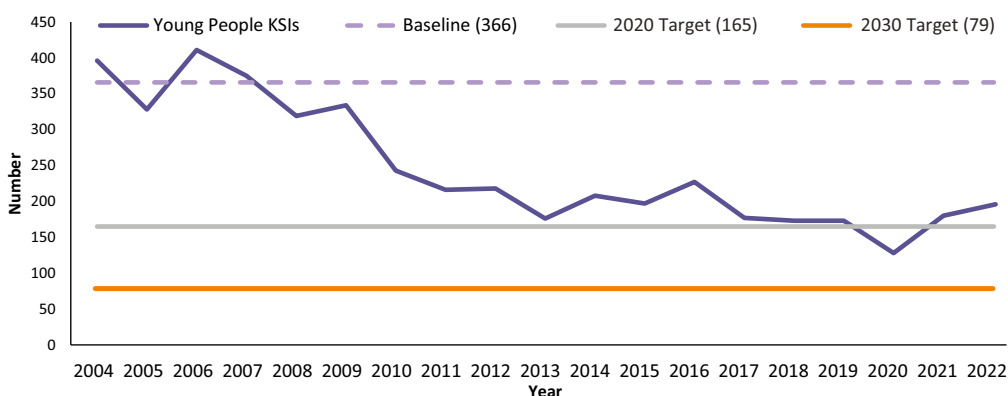
**Chart 2: Number of road traffic serious injuries, 2004-2022**



**Chart 3: Number of children (aged 0 to 15) killed or seriously injured (KSIs) in road collisions, 2004-2022**



**Chart 4: Number of young people (aged 16 to 24) killed or seriously injured (KSIs) in road collisions, 2004-2022**



Since the Strategy baseline, the period of greatest reduction in KSIs appeared to be associated with falling numbers of driving tests applications, speeding and drink driving detections and increases in advertising spend and seatbelt wearing. There was also greater exposure to risk from increased travel of those more vulnerable road users, which may to some extent, have offset the observed improvements in KSIs. The changes in the KSI trend seen in the final few years of the Strategy have coincided with either a slowing or reversal of trend in many of these key road safety factors. The 2020 figures also reflect the impact Covid-19 restrictions had on the fall in the number of road traffic collisions and casualties recorded.

## Road Safety in an International Context

Comparison of international data 2022<sup>4</sup> shows that Northern Ireland is one of the best performing countries within the European Region in terms of road safety and in an international context. Measured against 'deaths per Million inhabitants' Northern Ireland has a similar rate (28.8) to the Republic of Ireland (30.8) and a higher rate than Great Britain (25.8). Elsewhere in Europe, and as with last year, Norway has the lowest rate (21.4), while Romania has the highest rate (85.8).

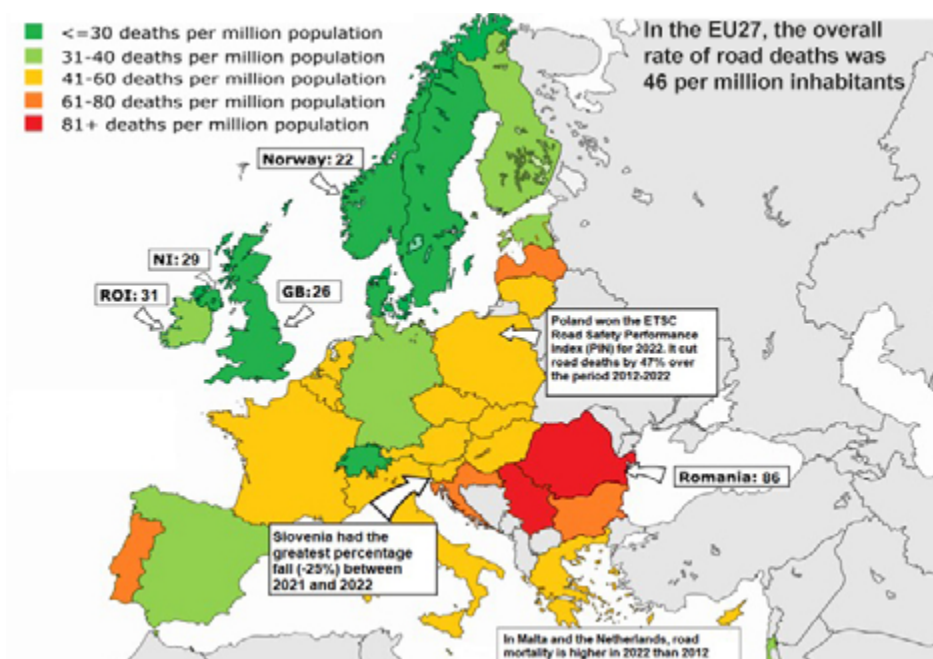
Review of other international strategies has identified that both International Road Traffic and Accident Database (IRTAD) countries and EU countries have adopted strategies and targets based on the EU Road Safety Policy Framework 2021-2030 - Next steps towards 'Vision Zero'<sup>5</sup>.

This framework is based on the Safe System approach which is derived from European best practice and now recommended globally by the World Health Organization and reframes road safety policy by focusing it on preventing deaths and serious injuries. Most developed countries recognize that, to achieve further reductions in KSIs, a step change in road safety delivery is required: from providing focus for improved joint working, to embedding the Safe System ambition and approach into the delivery of national and local activity.

## The Costs of Road Traffic Collisions

Regarding the monetary value of avoiding casualties, in 2022, the Department for Transport set the average value of prevention per road traffic casualty at £2,250,876 for a fatality, £252,935 for a serious injury and £19,499 for a slight injury<sup>6</sup>.

Map 1: EU27 Road Deaths



4 <https://etsc.eu/17th-annual-road-safety-performance-index-pin-report/>

5 European Commission, Directorate-General for Mobility and Transport, Next steps towards 'Vision Zero' : EU road safety policy framework 2021-2030, <https://data.europa.eu/doi/10.2832/261629>

6 <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#all-collision-casualty-and-vehicle-tables-excel-format>



## 3. Our Strategy Development Process

### In preparing this new Road Safety Strategy, extensive discussions with a wide range of stakeholders and delivery partners was undertaken.

Throughout July and August 2021 pre-consultation engagement was undertaken with key stakeholders, including statutory bodies, including the PSNI, the Northern Ireland Ambulance Service (NIAS), other Government Departments, local council representatives and a range of road user representative bodies, including Sustrans, Motorcycle Action Group - UK (MAG), Road Haulage Association (RHA), The Inclusive Mobility and Transport Advisory Committee (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.

Feedback from the pre-consultation engagement exercise was then used to inform the Strategy consultation document, along with:

- Feedback from the Committee for Infrastructure;
- Literature review, including review of international best practice; and
- Data analysis.

A formal 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. As part of the consultation process, Departmental officials facilitated 4 public engagement sessions throughout December 2021 which included representation from both

members of the public and a range of stakeholder representative bodies including RHA, a range of Policing and Community Safety Partnerships (PCSPs), Cycling UK, Cycling Ulster, MAG-UK, British Motorcyclists Federation (BMF) and AECOM.

In addition officials engaged directly with a number of key stakeholders and delivered presentations on the Strategy consultation as requested.

In recognition of the importance of the need to take into consideration the impact of road safety on children and young people and their needs, as recognised in the **Stockholm Declaration**<sup>7</sup>, the Department invited a number of primary and post primary schools, representing both urban and rural communities to provide feedback via questionnaires, with a focus group being delivered to primary school children.

Other bodies representing the views of children and young people, including Parenting NI, Secondary Students' Union of Northern Ireland, Ulster University Students' Union, Queens University Students' Union, Northern Ireland Youth Forum and Youth 19 at Derry and Strabane City Council were also invited to participate in the consultation. The Youth Justice Agency facilitated engagement with youths who had come to the attention of the criminal justice system through illegal driving which provided the Department with valuable insight into behaviours and attitudes around road safety.

A report on the findings of the consultation is available on the DfI website: <https://www.infrastructure-ni.gov.uk/publications/consultation-outcome-report-new-road-safety-strategy-northern-ireland-2030>



## 4. Our Road to Safety: Strategic Approach

**The aim of this Strategy is to provide a focus and direction for road safety policy and action until 2030, recognising that policy, decisions and actions in many other areas can and do impact on the achievement of road safety outcomes and outcomes in other areas of society.**

For example road safety has close linkages with policies on transport, infrastructure, planning, health, education, emergency services, energy, environment, technology and justice, among others.

The Department is enthusiastic about the positive change active travel can make to the lives of people who want greater choice in how they travel. We want to help create towns and neighbourhoods that are healthier, more enjoyable places for people to live, work, shop, visit and invest. We believe that active travel has an important role to play in achieving that.

It is recognised that improvements in road safety can make a significant contribution across a number of governmental strategic priorities and support a range of key cross-cutting themes. This Strategy has been developed using the Outcomes Based Accountability (OBA) approach, which provides an evidence-based way of working and focuses attention on the outcomes we seek to achieve and the impact of our actions on our people.

The Strategy outlines 4 ambitious targets to 2030 and a range of Key Performance Indicators (KPIs)

which set out the changes we want to achieve through our Strategy. Detailed action plans will also be co-produced and co-designed with stakeholders and delivery partners, which will shape our collective efforts, inspire collaboration and frame a shared vision for the future to improve road safety delivery.

### Safe System Approach

The Strategy embraces the Safe System approach to road safety improvement.

The internationally recognised Safe System approach is recognised as the optimal, best practice approach to achieving significant reductions in road user fatalities and serious injuries. It is based on well-established safety principles and requires a shared responsibility between all of those who use the road transport network; from system providers (including government, industry organisations that design, build, maintain and regulate roads and vehicles) to road users for safe travel outcomes on the road network. The approach is based on an ethical position where it can never be acceptable that people are seriously injured or killed on our roads with the long-term goal of elimination of death and serious injury on roads.

### The five pillars of the Safe System approach are:

#### Road Use:

- Under the Safe System approach, safe road use aims to assist road users so they have the knowledge, capability, motivation and technology to use the roads and vehicles safely, so that if a collision does occur this does not lead to death or serious injury. The Safe System approach encourages safer road use in various ways, including through road safety education, training and awareness, setting road user standards, traffic legislation and targeted enforcement. Safe road use incorporates a wide range of safety behaviours such as driving



without impairment (due to alcohol, drugs, fatigue or distraction), helmet wearing, seat belt wearing and adhering to speed limits. The emphasis is placed on a philosophy of shared and proportionate responsibility where everyone who uses the roads is encouraged to use the roads safely and decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.

### **Safe Roads and Roadsides:**

- Under the Safe System approach, ‘safe roads and roadsides’ aims to support correct road use through providing ‘self-explaining’ roads (i.e. they are designed so that the driver is aware of what is expected of them and behaves appropriately) and forgiving roadsides (i.e. roadsides that minimize the impact of collisions) so as to reduce the risk of collisions occurring, and the severity of injuries if a collision does occur. Safe roads and roadsides involves the planning, design and operation of roads and roadsides so that roads are predictable and forgiving of errors. The Safe System approach seeks to ensure that safety features are incorporated into the road design from the outset including, for example, segregated road space for different road users; developing and enhancing safer routes for vulnerable users; and appropriate speed limits are put in place to protect the most vulnerable road users. There is also an emphasis on a proactive approach to road safety, with improvements made to improve both the actual and perceived risks of road safety. Collision hot spots are identified, and targeted engineering measures taken to remedy them, e.g. by improving road surfaces, removing roadside obstacles to vision, or installing traffic lights.

### **Safe Speeds:**

- Under the Safe System approach, safe speeds aims to aid collision avoidance and to help and encourage road users to understand and travel at appropriate speeds to the mix of road users they will encounter, the conditions and within the speed limits. It seeks to establish appropriate speed limits, set according to road features and function and the known physical tolerances of road users, enforce existing limits and educate

road users. Successful Safe System approaches ensure that the set speed limits on parts of the network are not higher than the built-in protections provided by roads, roadsides and vehicles. Although collisions may occur, they should not lead to death or serious injury.

### **Safe Vehicles:**

- The Safe System approach seeks to ensure that vehicles are designed, built and regulated to minimize the occurrence and consequences of collisions and includes measures to help avoid collisions and to mitigate the severity of a collision before it occurs. The safe vehicles element of the Safe System approach seeks to address the safety of road users both inside and outside the vehicle and recognises that well-maintained vehicles reduce the risk of collisions and in the event of a collision reduce the harm to road users, cyclists, horse riders, pedestrians, motorcyclists, vehicle occupants and those who may have a disability. Legislation and Industry standards and initiatives also have a role to play along with new and emerging technologies which provide for a range of vehicle safety features and technologies that can either detect and prevent potential collisions or reduce the severity of injuries sustained in the event of a collision. The critical importance of enforcement in ensuring that the required vehicle standards are met must also be acknowledged.

### **Post-collision Response:**

- Under the Safe System approach, post-collision response seeks to provide for an effective and appropriate response to collisions. In the event of a collision measures are put in place to prevent death, limit the severity of the injury and the suffering caused, and to provide survivors with the best opportunity for recovery. This includes a robust and appropriate emergency response alongside the provision of long-term support and care. This approach seeks to ensure that victims of collisions receive appropriate medical care and rehabilitation to minimise the severity of long-term impact of their injuries. Learnings from collisions are captured and acted upon. It recognises that post-collision response can make a vast difference to saving lives and can enable

the best possible response to collisions, ensure victims are effectively cared for, and facilitate meaningful investigations into the causes and potential solutions for health. Not only does this impact on the achievement of the strategic outcomes but also on the health outcomes of those involved in a road traffic collision by the ability to quickly locate and provide emergency first responder care, in order to stabilize victims and transport them to hospital for further specialist treatment.

The Safe System's ethical goal of serious casualty elimination requires a long-term timeframe for actions to be developed and implemented in successive timeframes, to deliver incremental serious casualty reductions and support progress towards the long-term goal.

Adoption of a long-term Safe System approach is identified good practice for managing results and is supported by other key international road safety stakeholder organisations such as The Organisation for Economic Co-operation and Development (OECD) and International Transport Forum (ITF) (OECD/ITF Towards Zero Ambitious Road Safety Targets and the Safe System Approach 2008)<sup>8</sup>. The recently adopted (September 2020) United Nations (UN) Decade of Action for Road Safety 2021 - 2030 and the WHO and UN Global Plan for the Decade of Action, released in October 2021, emphasise the need for a holistic approach to road safety and calls on government and partners to implement an integrated safe system approach<sup>9</sup>.



8 [www.itf-oecd.org/sites/default/files/docs/08targetssummary.pdf](http://www.itf-oecd.org/sites/default/files/docs/08targetssummary.pdf)

9 [Decade of Action for Road Safety 2021-2030 \(who.int\)](https://www.who.int/news-room/fact-sheets/detail/decade-of-action-for-road-safety-2021-2030)

## Targets for the 2030 Strategy

This Strategy takes cognizance of targets which have been set in a wider UN/EU/UK context. For example, the EU Road Safety Policy Framework<sup>10</sup> sets out the EU Safe System results hierarchy which it encourages its members to follow, namely:

- Long-term goal of zero deaths and serious injuries by 2050.
- Interim targets of 50% fewer deaths and serious injuries between 2020 and 2030.
- Intermediate outcome targets based on Key Performance Indicators directly linked to reducing deaths and injuries.

The UN Decade of Action for Road Safety 2021-2030 and the UN and WHO Global Plan for the Decade of Road Safety include ambitious targets of preventing at least 50% of road traffic deaths and injuries by 2030<sup>11</sup>.

In addition, the Stockholm Declaration agreed by UN Member States in February 2020, includes calls for a reduction in road traffic deaths and serious injuries by at least 50% from 2020 to 2030.

While the most recent review of our road safety targets up to 2020, as detailed in Section 2, show that while only 1 of the 4 targets have been achieved, significant progress from the 2004-2008 baseline position has been made. Importantly the trend assessment comparing the baseline with the most recent 5 year rolling average provides for a more robust assessment of progress against targets and has, with the exception of 2023, identified a decrease in trend.

It is within this wider and local context, including consideration of the performance against the 2020 targets, that the targets for this Road Safety Strategy to 2030 have been identified. It is recognised that it will not be possible to eliminate deaths and serious injuries on our roads by 2030; however it is not accepted that any death or serious injury is inevitable and this Strategy will strive to achieve the maximum reduction in casualties by 2030.

## The targets, based on a 2014-2018 baseline are:

	% reduction by 2030	Target number by 2030
Number of people killed in Road Collisions	at least 50%	fewer than 35
Number of people seriously injured in Road Collisions	at least 50%	fewer than 376
Number of children (0-15) killed or seriously injured in Road Collisions	60%	fewer than 29
Number of young people (16-24) killed or seriously injured in Road Collisions	60%	fewer than 79

## Strategic Outcomes

Through ongoing engagement with key stakeholders, the formal public consultation process and review of available evidence and best practice, three strategic outcomes for the Road Safety Strategy have been identified:

### 1. Safe People:

**Our People Will Be Safer  
On Our Roads**

### 2. Safe Roads:

**Our Roads Will Be Safer  
For All**

### 3. Safe Vehicles:

**Our Vehicles Will Be Safer**

<sup>10</sup> [Next steps towards 'Vision Zero' - Publications Office of the EU \(europa.eu\)](#)

<sup>11</sup> [Decade of Action for Road Safety 2021-2030 \(who.int\)](#)

## // 1. Safe People:

### Our People Will Be Safer On Our Roads

Safe people relates to the need for increased support for responsible road use, ensuring all road users use the roads safely and comply with the rules, taking responsibility for the safety of themselves and not put others at risk or make them feel more vulnerable, especially road users such as people walking, wheeling, cycling, motorcycling, horse riding and those with a disability.

Road users should pay full attention to the road ahead, understand and travel at appropriate speeds to the conditions and within the speed limits, not drive after taking drink or drugs and give sufficient room to all other road users no matter what their mode of travel. It is recognised that education and awareness campaigns can encourage safe behaviour by targeting such high-risk behaviours and influence responsible behaviour to achieve positive road safety outcomes. It is also recognised that enforcement of the law can also create, promote and maintain a safe road environment by ensuring that road users adhere to traffic laws.

## Evidence: what is known?

### Analysis has shown that:

**Gender:** 4 out of 5 (80%) of fatalities that occurred on the roads in 2022 were male.

**Age:** in 2022 those aged 50 to 64 accounted for the greatest percentage (25%) of fatalities and those aged 16-24 also accounted for the greatest percentage (20%) of KSIs.

**Road user type:** pedestrians, cyclists and motorcyclists are identified as the most vulnerable road user group with the rate of KSI per 100 million kms by road user type in 2022 showing: car user 4, pedestrian 35, pedal cyclist 71 and motorcyclist 323.

**Human error:** In the vast majority of cases (over 95%) human error was identified as the cause of collisions. Careless driving accounted for 74% of all collisions and 76% of all injuries in 2022 with the top three causation factors being inattention or attention diverted, driving too close and emerging from minor road without care. Excessive speeding was the ninth highest causation factor for fatal and serious collisions in 2022, with impairment by drugs/alcohol by driver/rider as the second highest factor.

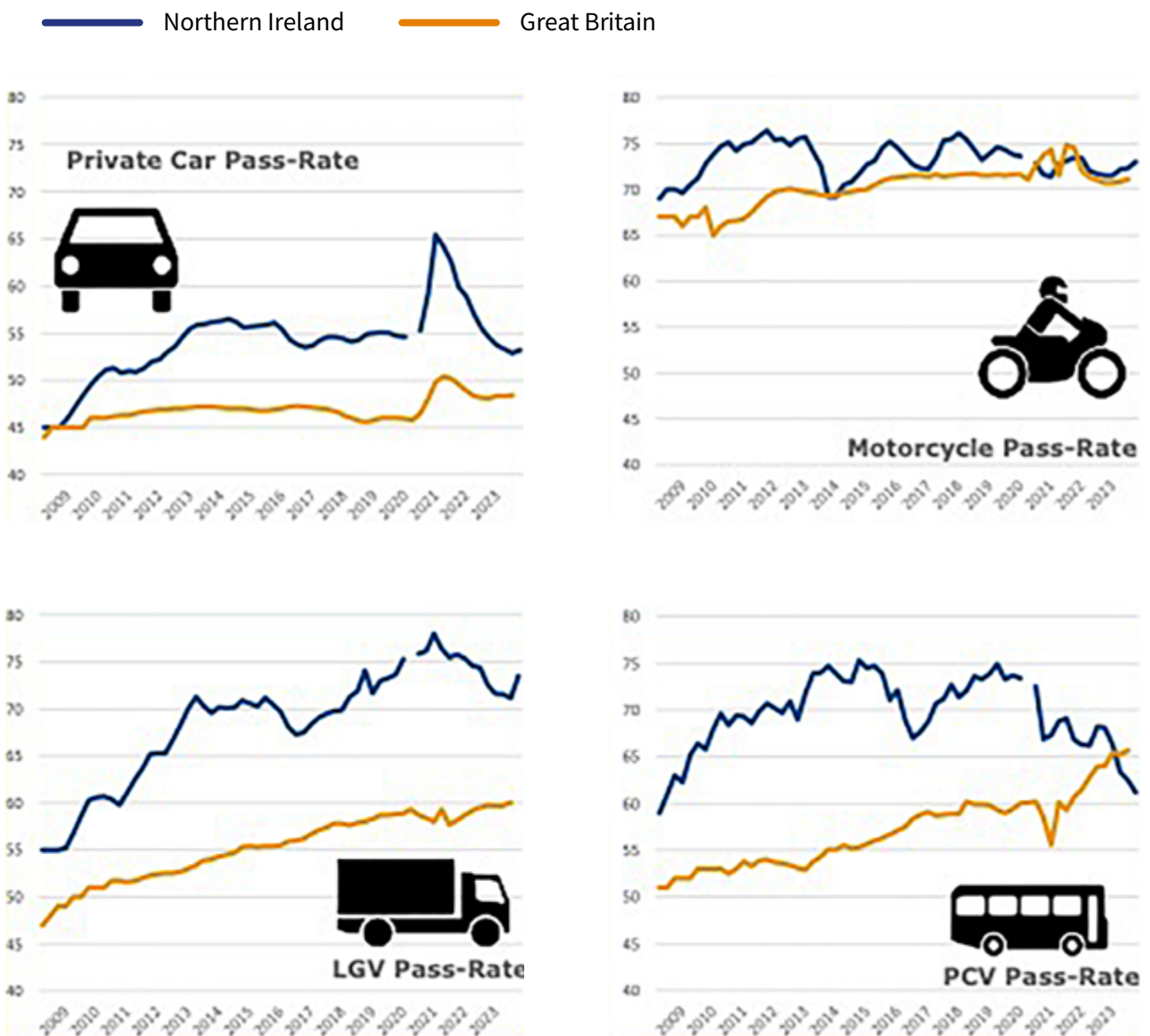


**Active travel:** Results from the Travel Survey NI (TSNI) 2021 show that the most frequently stated situations that made pedestrians and cyclists feel unsafe on our roads were heavy traffic and traffic travelling above the speed limit. The survey found that the main things that would encourage people to walk more often were cleaner, better maintained footways and better lighting at night. The main things that would encourage people to cycle more often were more cycle lanes, separated cycle lanes, and safer cycle routes, along with better weather.

### Driving Test Pass-Rates

For October to December 2023, the private car driving test pass-rate was 53.6%. taking it back to comparable levels pre-Covid in 2019-20 when the quarter four pass rate was 55.0%

**Figure 1: Driving Test Pass-Rates (Rolling 4-quarter Averages)**



## Challenges

The challenges which may impact on our ability to ensure our people will be safer have been identified as:

- Human error remains a key source of road traffic collisions with illegal behaviours including speeding, driver distraction, use of mobile phones, and drink/drug driving contributing to this.
- The need to influence a change in the habits, behaviours (including illegal behaviours) and attitudes of all road users leading to better decision making when using the roads.
- Acceptance that the road is a shared space and creating personal responsibility for a reduction in road death and serious injuries.
- Illegal behaviour resulting in the need for more enforcement of existing regulations relating to our roads (including parking restrictions) and more PSNI/DVA presence on our roads.
- Concerns surrounding the risk to vulnerable road users (identified as people with disabilities, pedestrians, cyclists, motorcyclists and horse riders) and the need to improve safety and the perception of safety for these groups.
- A desire to be more proactive and adopt a preventative approach to improving the road network and move away from a reactive one which needs collisions to inform and direct.
- The risk presented by lower classed rural roads with more bends and hidden dangers, lower maintenance interventions, slow moving vehicles and vehicles travelling at higher speeds resulting in more serious injuries. Other geographical challenges identified include the extended travel times required for emergency responders to get to the scene and in turn for emergency responders to transport the casualties to hospital and the impact on recovery.

## Current Context

Since the introduction of the 2020 Strategy there have been ongoing developments and actions which contribute to addressing some of the challenges that have been identified. These include:

- Legislative change including:
  - The Road Traffic (Amendment) Act (NI) 2016 which makes provision for a range of measures aimed at improving road safety.
  - The Road Traffic Offenders (Northern Ireland) (Amendment) Order 2020 and the Road Traffic (Fixed Penalty) (Amendment) Order (NI) 2020<sup>12</sup> which came into effect on 3 February 2021 and provided for 6 penalty points and a fixed penalty fine of £200 for mobile phone use while driving.
- A programme of measures delivered by the Department to promote road safety and provide advice and guidance including the Cycling Proficiency Scheme, Practical Child Pedestrian Safety Training scheme and the annual Teaching Aid Calendar. The Active School Travel Programme is currently jointly funded by the Department and the Public Health Agency. The Programme is currently being delivered under contract with Sustrans which is due to expire on 31 July 2024.
- Road safety public information programmes, social media messaging and support of multiple organisations for road safety which aim to encourage behavioural change by targeting the main causes of road traffic casualties as identified by PSNI data. These include carelessness/inattention, excessive speeding, drink/drug driving, and using a mobile device. In addition, emphasis is also given to more vulnerable road users such as people walking, wheeling or cycling, horse riders and those riding motorcycles. Awareness of the lifesaving benefits of seatbelt & helmet wearing and the dangers of rural roads are also addressed.

<sup>12</sup> <https://www.legislation.gov.uk/nia/2016/11/contents>  
<https://www.legislation.gov.uk/nisr/2020/334/contents/made>  
<https://www.legislation.gov.uk/nisr/2020/336/contents/made>

## // Strategic Priority Areas

Whilst the ongoing actions identified above will continue to be monitored in terms of their impact on road safety, the following strategic priority areas have been identified to enable us to achieve the outcome of **‘Our People Will Be Safer On Our Roads’**, the introduction and implementation of which will be subject to available budgets:

**Education/training:** DfI will work with stakeholders to take forward measures relating to education and training to ensure that all road users have the appropriate attitudes, skills and knowledge to ensure safe road behaviour and to reduce the chances of human errors and illegal behaviour being taken. This will include, for example, proactive and remedial education to communicate future legislative changes and in response to road safety concerns that may arise over the lifetime of the Strategy.

**Communication/awareness:** this includes taking forward measures relating to targeted communication and public information advertising campaigns to raise awareness on road safety matters, delivered in an age-appropriate manner. These will seek to engage the public at an individual level, and the Department to work at partnership level, to influence all road users to change their attitude and make better choices, taking personal responsibility for their own safety and to ensure they do not put other road users at risk. It also includes seeking the support of multiple organisations to “Share the Road to Zero”, pledging their support to improve road safety and ensuring that key messages are shared with their employees and the public.

**Active and Sustainable Travel:** DfI will work with stakeholders to bring forward measures aimed at identifying and addressing safety related barriers to encourage and enable safe, active and sustainable travel choices. This includes identifying opportunities for increased investment in fully segregated cycling infrastructure.

**Policy/legislation/regulation:** this includes ongoing consideration of policies, laws and regulations aimed at improving road user behaviour and the enforcement of these. This will also include the impact of other policy or legislative change on road safety, including energy policy, climate change, social inclusion and health.

**Enforcement:** DfI will work with stakeholders to ensure communication and awareness campaigns are backed up by strong enforcement of the laws to exploit the crucial role that enforcement, allied with communication and awareness play in the achievement of positive road safety outcomes.

**Partnership Delivery:** DfI will work with stakeholders to establish and build strong collaborative partnerships working to deliver on the outcomes, ensure road safety messages are consistent and communicated at a local level, to avoid duplication of effort and provide value for money.

High level actions will be identified in relation to the achievement of this outcome and, subject to budget availability, will be included in a future Action Plan. It is acknowledged that action measures under each of the strategic priority areas will in turn impact on, and help to deliver, the achievement of the other strategic outcomes (Safe Roads and Safe Vehicles) identified in the Strategy.

## // 2. Safe Roads: Our Roads Will Be Safer for All

Safe roads relates to the management, maintenance and development of our road infrastructure as well as those who use them; all must contribute to eradicating fatal and serious injuries. Responsible behaviour on the part of every individual road user is the basis for safety on the roads. However, since road users are human and make mistakes, it is important that the management of the network reflects this and promotes the need to ensure that roads are designed, maintained and operated in a manner that not only promotes safe driving and appropriate speed choice, but also minimises the consequences of collision.

### Evidence: what is known?

#### Analysis has shown that<sup>13</sup>:

In 2022, 55% of fatalities, 52% of those Killed or Seriously Injured (KSIs) and 34% of collisions occurred on rural roads.

Newry, Mourne and Down Local Government District had the highest rate of KSI casualties per population in 2022 highlighting the increased casualty risk on less densely populated often rural roads. Although rural roads are a priority, the focus should include safety of all roads.

### Challenges

The challenges which may impact on our ability to deliver a safer road system have been identified as:

- The ability to deliver on the statutory requirement for ongoing road maintenance and the funding challenge this presents. Examples include minimising the impact of overgrown hedges/trees/verges and unfilled potholes on road safety.
- The need to consider planning policy, road design and infrastructure provision in an integrated way under the guidance of our Transport Plans to improve the safety of all road users. This requires planners to be involved when new developments

are being designed to ensure the consideration and allocation of safe road space.

- The need to improve opportunities for safe active and sustainable travel through improved infrastructure for safe shared space or segregated routes for all road users, including vulnerable road users.
- Both the positive and negative impact of new technologies and forms of mobility and their impact on road capacity particularly when operating in mixed conditions alongside ‘traditional’ vehicles. Negative impacts are recognised as the risks associated with the lack of noise from electric vehicles; concerns over the safety of e-bikes and e-scooters, both to riders and pedestrians; and the impact of in-vehicle driver distractions enabled by technology, such as allowing drivers to send messages using voice commands.
- The need for more enforcement of existing regulations relating to our roads and the need for more PSNI/DVA presence on our roads.
- The risks associated with rural roads (identified as any single carriageway with a speed limit greater than 40 mph) and rural country roads (narrower, sometimes undulating and single track) presented due to a lack of driver awareness of these roads and poor driver behaviour, slow moving large agricultural vehicles, poor maintenance, including limited footway provision, and less visible enforcement; and
- The need to address concerns surrounding excessive speeding across the network and how we can effectively reduce speed and ensure compliance with speed limits.

### Current Context

Since the introduction of the 2020 Strategy there has been continual developments aimed at maintaining and improving our roads and which, going forward, may contribute to addressing the challenges that have been identified. These include:

<sup>13</sup> [Draft Northern Ireland Road Safety Strategy to 2030 Annual Statistical Report 2023 | Department for Infrastructure \(infrastructure-ni.gov.uk\)](#)



## Road Engineering

- Upgrade of TrafficWatch NI website and an increase in the number of CCTV camera feeds available online including CCTV on the A6 to allow the public to update themselves on weather and traffic conditions when planning a journey.
- Street lighting: ongoing replacement of street lights with use of LED lighting units.
- Upgrading strategic roads to improve standards and reduce collision rates.
- Analysis of the safety risks inherent in our management of wider road network infrastructure assets including bridges, embankments and vehicle restraint systems.
- Use of Variable Message Signs (VMS) to warn road users of incidents and to communicate road safety messages, including messages consistent with DfI and PSNI campaign calendars.
- Close liaison with PSNI to manage serious incidents on the strategic road network.
- Working with colleagues in the Irish Government to tackle the death toll across the island and to address any cross-border engineering and speed concerns.
- Ongoing monitoring of progress on Cooperative – Intelligent Systems and Services (C-ITS) and Connected and Autonomous Vehicles (CAVS) in the UK and Ireland including their impact on road safety.
- Camera enforcement: work with NIRSP to operate speed cameras and red light running cameras.
- The application of appropriate speed management techniques to help reduce the impact that excessive speed has on the number and severity of collisions. This includes:
  - Keeping abreast of developments elsewhere in England, Scotland and Wales in terms of “national speed limits” and consider change when appropriate;;
  - Following the trial of a new arrangement of traffic signs at 7 schools, as reported on in August 2020<sup>14</sup>, the Department has provided part-time 20 mph speed limits at 216 schools; and



- The introduction of 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.

## Road Maintenance

The Department undertakes a continuous programme of planned road maintenance to prevent deterioration of the roads network. This includes a system of regular safety inspections to ensure safe passage for road users, routine roads maintenance activities to improve public safety including street lighting maintenance, grass cutting to prevent obstruction of sightlines and traffic signs. Since 2014, for financial reasons, this has been delivered on a restricted basis through a ‘Limited Service’ on Road Maintenance with careful prioritisation of the most serious safety related issues.

## Road Design and Planning

- In addition to investing in the strategic road network, and subject to the availability of budget, the Department undertakes an annual programme of Local Transport and Safety Measures (LTSM) schemes comprising minor road improvements and road safety schemes including:
  - Highway improvements, such as minor road re-alignments and widening;
  - Traffic management measures including traffic signing and junction improvements;
  - Collision remedial measures;
  - Traffic calming measures particularly in residential streets;
  - Facilities to enhance walking and cycling;
  - Safer school journeys;
  - Reducing inconsiderate and unsafe parking by providing dedicated on-street parking facilities; restricting waiting and stopping where necessary for traffic management and road safety reasons; and enforcing existing restrictions and requirements; and
  - Reducing roadside hazards by providing vehicle restraints; and providing passively safe street furniture.
- When designing roads the Department follows the latest design standards guidance and best practice from elsewhere to ensure that it is continually and proactively providing features that contribute to the safe passage of people using our roads. For example, the Department applies the design standards contained within the “Design Manual for Roads and Bridges”, which is jointly published by National Highways, Transport Scotland, the Welsh Government and the Department. The Department also keeps abreast of, and where appropriate, uses technical guidance produced by the Department for Transport, Transport for London and the Chartered Institution of Highways and Transportation, as well as National Highways, Transport Scotland, and the Welsh Government.
- With regards to planning, regional planning policy recognises road safety as an important consideration in both decision-taking and plan making. Regional Strategic Objectives for Transportation within DfI’s Strategic Planning Policy Statement (SPPS) provide for, amongst other things, the promotion of road safety. The SPPS, through its regional strategic objectives seeks to promote sustainable patterns of development which reduce the need for motorized transport, encourages active travel and facilitates travel by public transport in preference to the private car. The SPPS sets out a number of other policy areas, for which road safety is also a consideration, including Renewable Energy and Development in the Countryside.
- The SPPS must be taken into account in the development of Local Development Plans (LDP), which provides Councils with the opportunity to assess the transport needs, problems and opportunities within their plan areas and to ensure that appropriate consideration is given to transportation issues, which may include road safety, informed by local transport studies and engagement with the Department, including DfI Roads where relevant. The SPPS encourages LDPs to provide the means to promote, influence and deliver a shift to more sustainable travel modes within a council area.

## // Strategic Priority Areas

Whilst the contribution and impact on road safety of the work undertaken by the Department will continue to be monitored, the following strategic priority areas have been identified to enable us to achieve the outcome of 'Our Roads Will Be Safer For All', the implementation of which will be subject to available budgets.

### **Road Engineering and Infrastructure:**

Measures aimed at thoughtful management of the road network that appropriately consider the safety issues inherent in our policy and practice on maintenance, network development, our role as a Statutory Consultee to the planning system and the design and construction of new roads and active travel infrastructure.

**Policy/legislation/regulation:** Consideration of existing policies, laws and regulations, and developing new policies, aimed at improving the safety of the road infrastructure and strengthening the enforcement of this.

**Technology:** Consideration of new and emerging technologies and leveraging of this information to ensure the safety of our roads along with the need to ensure roads are properly designed to support the adoption of emerging technologies.

High level actions will be identified in relation to the achievement of this outcome and, subject to budget availability, will be included in a future Action Plan. It is acknowledged that action measures under each of the strategic priority areas will in turn impact on, and help to deliver, the achievement of the other strategic outcomes (Safe People and Safe Vehicles) identified in the Strategy.



## // 3. Safe Vehicles: Our Vehicles Will Be Safer

Safe vehicles relates to the assumption that well-maintained vehicles reduce the risk of collisions and in the event of a collision reduce the harm to all road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicle occupants. Continuous improvement in vehicle design and the incorporation of new technologies increase the level of protection for occupants and other road users when vehicles are involved in collisions. Awareness of the necessity to maintain vehicles also needs to be reinforced.

## Evidence: what is known?

### Analysis has shown that:

The latest statistical data from the DVA is available from the Departmental website<sup>15</sup>. This captures the data for 2023-24 up to December 2023, and includes trends in vehicle testing, driver testing, transport and roadside enforcement.

### Vehicle Test Pass-Rates

In the first three quarters of 2023-24, the overall pass-rate for full tests was 82.6%, a slight increase on the full 2022-23 pass-rate (82.4%) and continuing the upward trend from 2021-22.

The year to date pass-rate in 2023-24 for full tests varied by category, from 77.5% for light goods vehicles to 93.7% for motor cycles.

**Table 1: Vehicle Test Pass Rates by Test Category - Full Tests**

Annual	Private Car	Motor Cycles	Light Goods	Heavy Goods	Omnibus	Trailers	LPCV	Taxi	Total
2008/09	78.8%	91.4%	74.1%	67.4%	76.3%	78.3%	75.1%	78.7%	78.3%
2009/10	78.5%	92.8%	74.2%	68.6%	77.3%	77.8%	73.8%	78.9%	78.2%
2010/11	78.5%	92.9%	73.9%	68.2%	78.2%	76.4%	73.0%	81.6%	78.1%
2011/12	78.4%	93.1%	72.8%	67.8%	77.4%	76.9%	72.1%	81.6%	78.0%
2012/13	78.9%	93.1%	73.0%	70.0%	79.4%	78.3%	72.6%	82.9%	78.5%
2013/14	79.8%	93.7%	73.4%	72.3%	80.5%	78.6%	75.5%	83.3%	79.4%
2014/15	80.8%	93.5%	74.4%	74.9%	82.0%	79.9%	77.9%	85.2%	80.5%
2015/16	80.5%	93.3%	74.7%	75.9%	83.3%	79.2%	80.4%	83.2%	80.3%
2016/17	81.0%	93.6%	75.8%	77.1%	84.2%	81.7%	79.3%	84.3%	80.9%
2017/18	81.0%	93.3%	76.3%	76.9%	85.1%	80.7%	78.4%	82.1%	80.9%
2018/19	81.5%	93.0%	77.8%	77.8%	84.1%	85.3%	77.6%	79.7%	81.8%
2019/20	82.0%	93.2%	78.2%	79.3%	83.9%	86.7%	78.1%	82.3%	82.1%
2020/21	83.1%	89.1%	78.1%	78.5%	88.3%	85.9%	71.9%	83.1%	82.7%
2021/22	77.1%	91.5%	73.3%	79.9%	85.9%	87.5%	78.4%	80.8%	77.6%
2022/23	82.5%	93.3%	77.6%	81.9%	86.4%	88.1%	79.3%	83.1%	82.4%
2023/24	82.7%	93.7%	77.5%	82.3%	86.6%	89.0%	78.7%	83.0%	82.6%

**Please note:** Please note: 2023-24 contains the year-to-date pass rate, i.e. 2023-24 Q1-Q3. The figures for the full financial year, to the end of Q4 (31 March 2024), will not be available in advance of publication by DVA in May 2024.

<sup>15</sup> <https://www.infrastructure-ni.gov.uk/articles/driver-and-vehicle-agency-monthly-tests-conducted-statistics>

## Challenges

The challenges which may impact on our ability to ensure we have safer vehicles have been identified as:

- The ongoing importance of vehicle safety both in terms of vehicle maintenance and road worthiness. This includes issues such as the safety of modified cars and the need to ensure enforcement of the law.
- The benefits and risks associated with technological advances, including ‘in-vehicle’ developments, such as electric vehicles, e-bikes and e-scooters and their impact on vehicle, road and road user safety. This also includes associated education, encouragement, enforcement and infrastructure needs.
- Concerns in relation to both the size of agricultural vehicles and their licensing requirements, and Heavy Goods Vehicles (HGVs) and the consequential impact on road safety, particularly in rural country roads.
- The ongoing challenges faced in the delivery of vehicle and driver testing services to meet the demand for the services.

## Current Context

Since the introduction of the 2020 Strategy there have been ongoing developments aimed at ensuring that our vehicles are safer and which, going forward, may contribute to addressing the challenges that have been identified. These include:

- Enhancing the use of Information Technology during roadside spot checks to help identify and target non-compliant vehicles used by operators and drivers with a poor compliance record, including those that use poorly maintained vehicles.
- Using modern portable vehicle test equipment to help detect and prohibit the continued use of defective vehicles at the roadside.
- Continuously updating and evaluating HGV and Bus Operator Compliance Risk Scores (OCRS) based on roadside encounter data and referring licensed operators with a poor compliance record to the Transport Regulator for regulatory consideration.
- Visiting the operating centres of licensed HGV and Bus Operators with a poor compliance history in order to investigate their poor performance and offering advice and guidance in order to help improve vehicle safety and promote a compliance culture.



- Increasing multi agency working with other enforcement agencies in order to maximise the benefits of sharing staff skills, knowledge and experience and ultimately improve operational effectiveness.
- Using up-to-date digital drivers' hours analysis tools to identify lorry and bus drivers who operate in breach of maximum driving time and minimum rest limits and therefore are more likely to suffer driver fatigue.
- Increasing the roadworthiness compliance checks that are conducted as part of the periodic vehicle testing regime.

Whilst the ongoing actions identified will continue to be monitored in terms of their impact on road safety, the following priority areas have been identified to enable us to achieve the outcome of 'Our Vehicles Will Be Safer', the implementation of which will be subject to available budgets.

## // Strategic Priority Areas

**Policy/law/regulation:** DfI will work with stakeholders to give ongoing consideration to existing policies, laws and regulations aimed at ensuring the safety of vehicles and the enforcement of these laws. This will involve keeping abreast of legislative and policy changes, both in other jurisdictions and in an international context.

**Technology:** DfI will work with stakeholders and provide ongoing consideration to new and emerging technologies and the leveraging of these developments to ensure the safety of our vehicles.

**Service Delivery and Improvement:** DfI will deliver effective service delivery and service improvement. This will include:

- the DVA maintaining, at a minimum, enforcement of vehicle checks in recognition of the importance of these as a vital road safety measure in ensuring vehicles are kept to a high standard and allowing the routine removal of unsafe vehicles;
- investment in the development and standardization of battery technology and cell integrity indicators to encourage the uptake of Electric Vehicles (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.

## 5. Delivering Our Strategy

In order to achieve our ambitious targets and outcomes it is important that partnership working, across government and all key stakeholders is encouraged and embraced and that effective governance processes are maintained to deliver this Strategy.

There are a number of key success factors that will enable the ambitious 2030 targets and strategic outcomes to be achieved.

### These include:

- Executive/Political commitment: essential for the success of this Strategy.
- Funding and Resources: provision of adequate funding and resources to allow work to be taken forward, including for example the timely development and implementation of evidence-based policy and legislation, and changes to infrastructure, to allow outcomes to be delivered and positive impacts to be realised.
- Collaborative partnership working both within and outside of government to ensure interdependencies/linkages are exploited e.g. on climate change, sustainability and active travel initiatives.



- Maintenance of an effective governance framework and clear accountability.
- Public support and buy-in to the concept of ‘shared responsibility’ and to the interventions and messages that are delivered.
- Effective information and data sharing across all stakeholders to allow for targeted actions and interventions, and for lessons to be learnt, throughout the lifetime of the Strategy.

If these key success factors are not achieved, they are likely to present significant barriers to progress in relation to the Strategy and overall road safety performance.

## Governance

To ensure these requirements, and ultimately our targets, are met a robust governance framework has been developed. This framework follows a three tiered approach incorporating Strategic, Tactical and Operational levels.

The Strategic level will provide clear decision making and accountability and will act as an essential supporting structure to the Strategy. This level is responsible for ensuring that all actions are being taken in order to achieve the delivery of the casualty reduction targets expected by 2030.

The Tactical level will ensure effective delivery, monitoring and review of the strategy’s action plan. This will include consideration of processes which will support collaborative partnership working to ensure a joined-up approach to the delivery of the Strategy.

The Operational level is designed to support the tactical and strategic levels by informing and challenging. Groups at this level will be dynamic, established in reaction to current trends and new opportunities.

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. It is intended that governance processes will help encourage a

shared understanding of road safety and seek the cooperation and commitment of all stakeholders to work together in a unified manner.

DfI will lead on the coordination of the Strategy. The governance framework will reflect the need for the delivery of the Strategy to be shared with key stakeholders, the whole of government, local communities and every road user. It is only by partnership working and commitment that we can achieve the Strategy targets and outcomes so as to make our roads safer for everyone and support the safety of future generations.

## Funding

The progression of the actions in support of the Strategy will be funded from the relevant Departments’ budget allocations which are agreed by the Executive, subject to competing priorities, and the availability of funding for partner organisations through their normal budgetary and public expenditure processes.



# Annex A: Strategic Priority Areas

## Education/Training:

involves taking forward measures to ensure that all road users have the appropriate attitudes, skills and knowledge to ensure safe road behaviours and to reduce the chances of human errors and illegal behaviours. This includes proactive and remedial education to communicate future legislative changes and in response to road safety concerns that may arise over the lifetime of the Strategy.

## Communication/Awareness:

involves taking forward measures relating to targeted communications and public information advertising campaigns to raise awareness on road safety matters, delivered in an age-appropriate manner. These will seek to engage the public at an individual level, and the Department to work at partnership level, to influence all road users to change their attitudes and make better choices, taking personal responsibility for their own safety and ensure they do not put other road users at risk.

## Active And Sustainable Travel:

involves taking forward measures aimed at addressing safety related barriers to active and sustainable travel choices.

## Policy/Legislation/Regulation:

includes ongoing consideration of existing policies, laws and regulations, both locally, in other jurisdictions and in an international context, and developing new policies, aimed at:

- improving road user behaviour;
- improving the safety of the road infrastructure, and;
- ensuring the safety of vehicles and the enforcement of these laws.

## Enforcement:

includes measures to ensure communication and awareness campaigns are backed up by strong enforcement of the laws to exploit the crucial role that enforcement, allied with communication and awareness play in the achievement of positive road safety outcomes.

## Partnership Delivery:

includes the establishment of strong collaborative partnership working to deliver on the outcomes, ensure road safety messages are consistent and communicated at a local level, to avoid duplication of effort and provide value for money.

## Road Engineering and Infrastructure:

includes measures aimed at thoughtful management of the road network that appropriately consider the safety issues inherent in our policy and practice on maintenance, network development, our role as a Statutory Consultee to the planning system and the design and construction of new roads and active travel infrastructure.

## Technology:

involves the consideration of new and emerging technologies and leveraging of this information to ensure the safety of our roads and our vehicles along with the need to ensure roads are properly designed to support the adoption of emerging technologies.

## Service Delivery and Improvement:

includes effective service delivery and service improvement including maintenance of vehicle check levels, investment in the development and standardization of battery technology and cell integrity indicators to encourage the uptake of EVs and ongoing consideration of driver licensing regime to ensure driver knowledge and skills are in tune with the changes in technology and rules of the road.

# Annex B: Key Performance Indicators (KPIs)

The Department's Consultation Report on the KPIs can be found at the following link: <https://www.infrastructure-ni.gov.uk/publications/draft-northern-ireland-road-safety-strategy-2030-key-performance-indicator-kpi-consultation>

Established Key Performance Indicators (KPIs)	
<b>KPI 1</b>	Rate of road deaths per 100 million vehicle kilometres
<b>KPI 2</b>	Rate of road deaths per million population
<b>KPI 3</b>	Rate of pedestrian KSIs per 100 million kilometres walked
<b>KPI 4</b>	Rate of pedal cyclist KSIs per 100 million kilometres cycled
<b>KPI 5</b>	Rate of motorcyclist KSIs per 100 million motorcycle kilometres
<b>KPI 6</b>	Rate of car user KSIs per 100 million kilometres (cars and vans)
<b>KPI 7</b>	Rate of fatal and serious collisions per 100 million vehicle kilometres
<b>KPI 8</b>	Rate of people aged over 70 killed or seriously injured in road collisions
<b>KPI 9</b>	Number of people killed in collisions on rural roads
<b>KPI 10</b>	Number of children (0-15) killed in collisions on rural roads
<b>KPI 11</b>	Number of people killed where alcohol / drugs causation factor was attributed
<b>KPI 12</b>	Number of car occupants killed who were not wearing a seatbelt
<b>KPI 13</b>	Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collision SOA <sup>16</sup> )
<b>KPI 14</b>	Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Collisions SOA)
<b>KPI 15</b>	Rate of pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)
<b>KPI 16</b>	Rate of child pedestrians killed or seriously injured (KSIs) per 100,000 population in 10 per cent most deprived areas (Casualty Address SOA)
<b>KPI 17</b>	Number of KSIs resulting from collisions involving drivers under the age of 25
<b>KPI 18</b>	Number of KSI casualties resulting from collisions involving a novice driver
<b>KPI 19</b>	Proportion of vehicles exceeding the speed limit by road type
<b>KPI 20</b>	Reasons why respondents feel unsafe when walking on the road
<b>KPI 21</b>	Reasons why respondents feel unsafe when cycling on the road

<sup>16</sup> SOA means "Super Output Area". <https://www.nisra.gov.uk/support/output-geography-census-2011/super-output-areas>

**New Departmental Key Performance Indicators (KPIs)**

<b>KPI 22</b>	HGV involved in / responsible for KSIs. (Goods vehicles over 3.5 tonnes)
<b>KPI 23</b>	Van involved in / responsible for KSIs. (Goods vehicles 3.5 tonnes or less)
<b>KPI 24</b>	Bus involved in / responsible for KSIs. (17+ Passengers)
<b>KPI 25</b>	Taxi involved in / responsible for KSIs.
<b>KPI 26</b>	Number of KSIs resulting from collisions involving car drivers aged 17 to 23
<b>KPI 27</b>	Number of young passenger (14-20 years old) KSIs with a young driver (17-23 years old)
<b>KPI 28</b>	Number of KSIs caused by L & R plate drivers
<b>KPI 29</b>	KSI collisions involving car drivers 17 to 23 who were responsible for the collision, where the principle causation factor was 'Excessive speed having regard to conditions'
<b>KPI 30</b>	Vehicle Test Pass Rates by Test Category – Full Tests
<b>KPI 31</b>	DVA Enforcement Prosecutions and Penalties

**New Public Identified Key Performance Indicators (KPIs)**

<b>KPI 32</b>	KSI by road geometry (i.e. single / dual)
<b>KPI 33</b>	Number of Motorcyclist KSIs split by responsibility
<b>KPI 34</b>	Number of KSI casualties where a car driver was responsible and 'Inattention or attention diverted' was the causation factor by road user type



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