

# NORTHERN IRELAND ROAD SAFETY STRATEGY 2010 – 2020 CONSULTATION ANALYSIS REPORT - ANNEX D

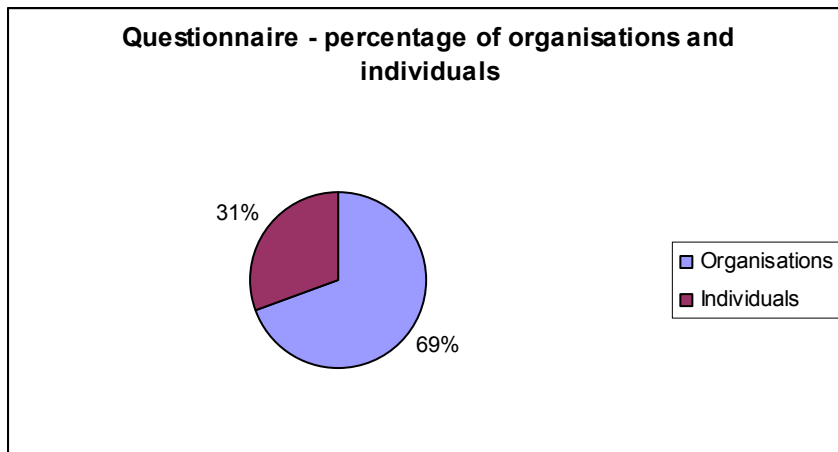
## Analysis of Questionnaires (PDF and Word versions) received

This report seeks to analyse the contents of the 36 PDF and MS Word questionnaires received as part of the formal consultation of the Road Safety Strategy 2010. A copy of the questionnaire is attached at Appendix A.

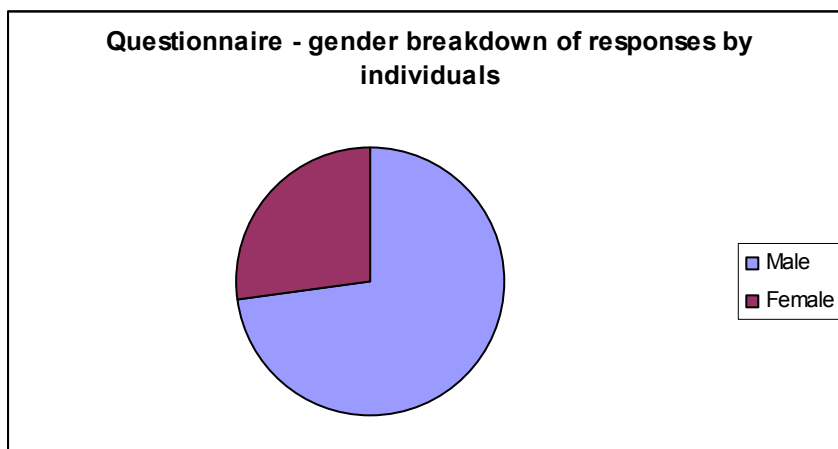
36 completed survey forms were returned.

### Breakdown of questionnaires returned

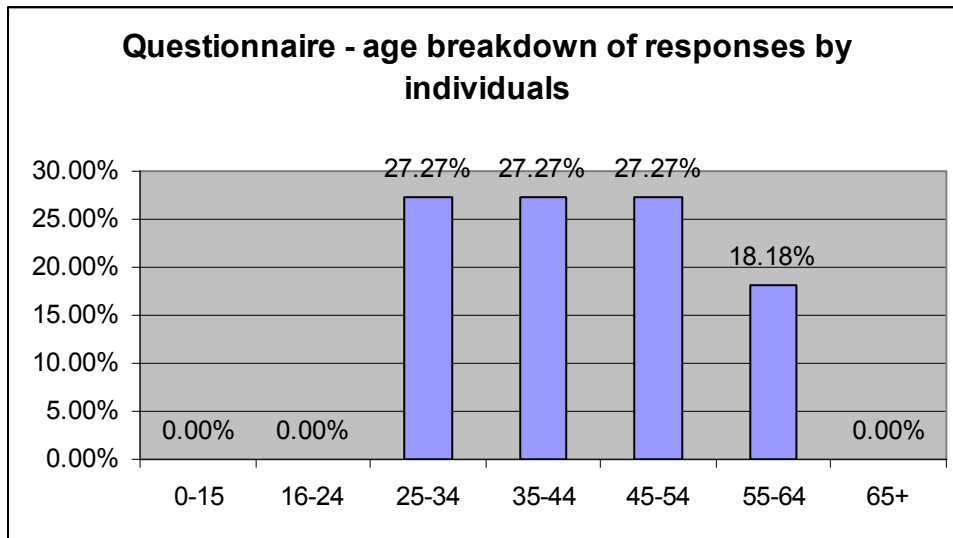
Of the 36 completed questionnaires returned, 69% were from organisations and 31% from individuals.



Of the questionnaires completed by individuals, 73% were from males and 27% from females.



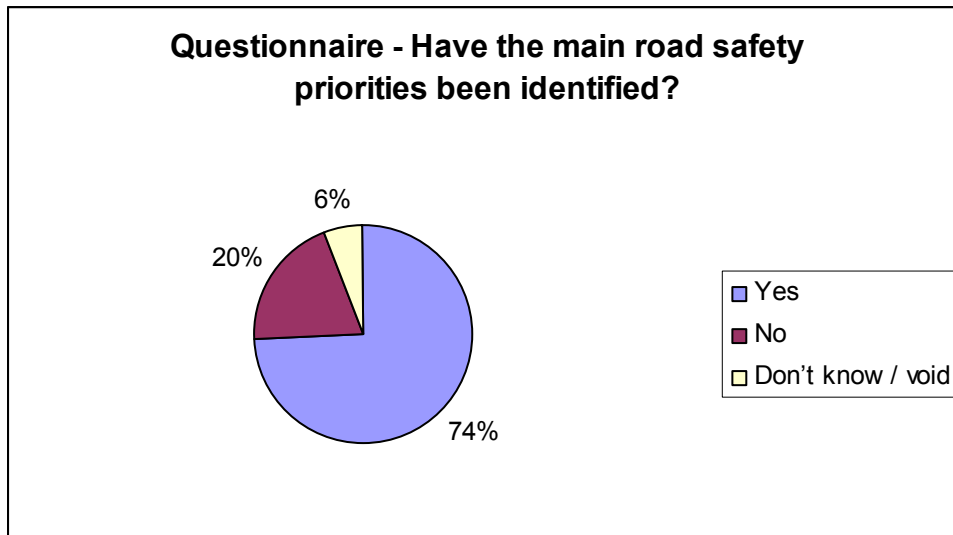
The age range of those individuals who completed the questionnaire is shown below.



## Section 2 - About the Consultation Paper

### 2. Do you agree that the consultation paper identifies the main road safety priorities?

Seventy four percent (74%) of those who responded thought that the consultation paper had identified the main road safety priorities.



## **2.1 If No or Don't Know, please state what priorities have not been identified**

Seven (7) respondents provided comments on the question of main road safety priorities.

Newtownards Road Safety Committee commented that elderly road user, drivers and pedestrians had not been specifically covered.

NI Environment Link commented that the consultation document had not attempted to shift public behaviour towards inherently safer and more sustainable public transport and other measures that would impact not just on road safety but also on the environment. NI Environment Link also suggested a significant increase in the use of speed cameras both fixed and mobile.

An individual (Questionnaire Identification Number 19) suggested that pedestrians/cyclists/riders at night should have to wear high visibility / reflective outer clothing when using public roads.

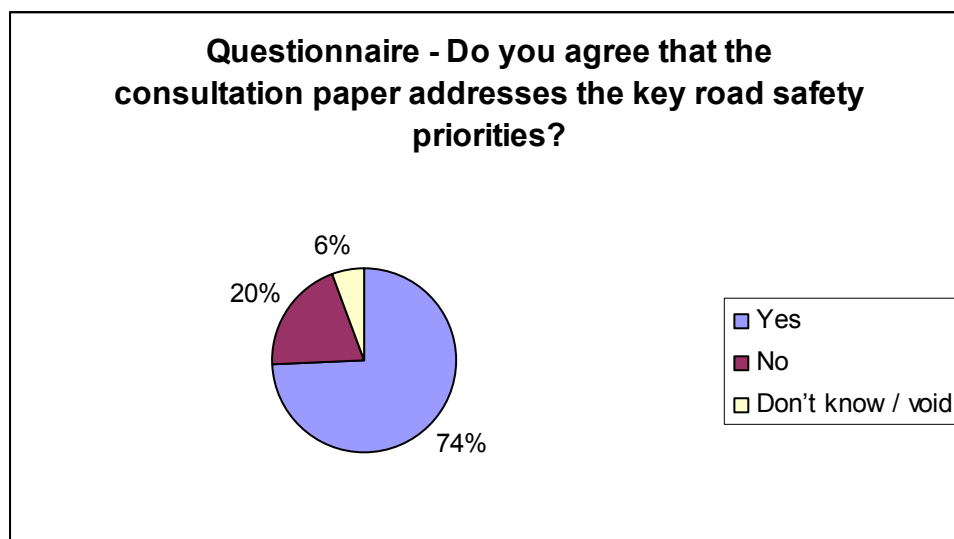
The Public Health Agency commented that the consultation document should have provided more on traffic calming measures and safe play areas particularly in deprived areas. It also wanted to see a scheme that gave financial incentives to safer drivers (such as lower insurance). Finally they wanted more mention of cycle lanes particularly setting a minimum standard for their design and construction.

The NI Cycling Initiative thought that the consultation document did not identify the priorities. It also commented that the consultation document did not refer to the need to tackle the perception of safety on NI roads where people are too frightened to use roads even though they are safe.

Sustrans – Suggested that measurements of public perception of safety need to be developed, and integrated into the official approach. Sustrans were also concerned that road safety budgets may be cut, due to the current economic climate and suggested that the final strategy should re-affirm the need to maintain, if not increase, funding for road safety work as a matter of priority.

Equine Council for NI - Horse riders/ carriage drivers have not been identified as separate road users, and issues around their safety identified.

### 3. Do you agree that the consultation paper addresses the key road safety priorities?



#### 3.1 If No or Don't Know, what additional issues do you believe need to be addressed?

Individual (Questionnaire Identification Number 9) commented that the consultation document needed more on the condition of the road surface and how this impacted on safety both in terms of worn or ill-maintained roads and those left in a dirty and potentially slippery state by agriculture and road works.

Individual (Questionnaire Identification Number 19) suggested that the consultation document concentrated too much on speed when the issue was inappropriate speed for the conditions or when accompanied by other risk factors such as tailgating, using a mobile, drink/drug driving and having defective lights. Speed enforcement should be targeted to these instances where those other risk factors are present.

The Public Health Agency suggested that the Strategy should give definitive commitments to the actions that are most evidence-based and therefore most likely to ensure that the targets are met. Several actions only require consideration or exploration or monitoring, rather than guaranteed action. In particular, PHA want a commitment to increase the use of speed cameras as the evidence shows consistently that they reduce speed, accidents, injuries and deaths.

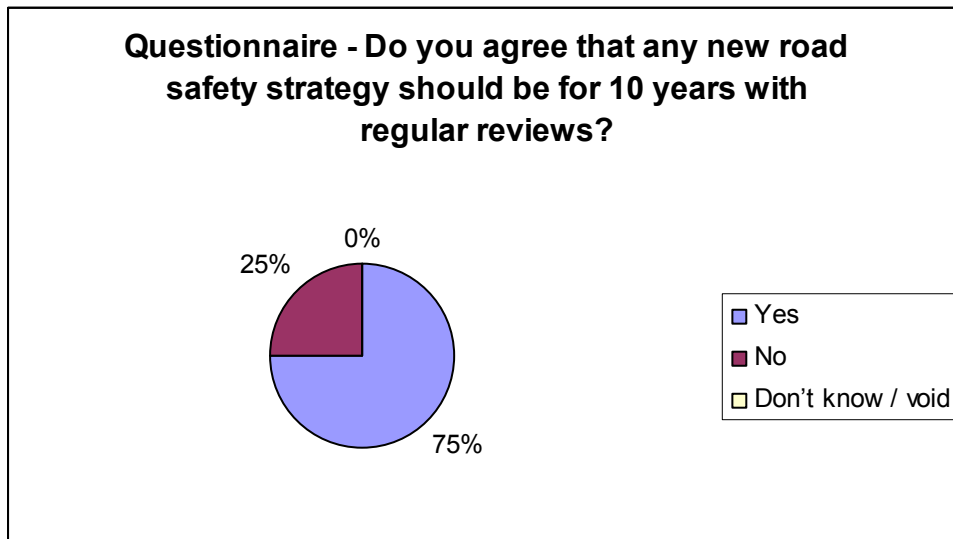
The NI Cycling Initiative said that the independent travel of children, by walking and cycling, is not addressed enough.

Individual (Questionnaire Identification Number 30) wanted more enforcement of existing speed limits.

Sustrans commented there was little recognition of the benefits of promoting active, low carbon travel so increasing walking and cycling

Equine Council for NI said that horse riders/ carriage drivers have not been identified as separate road users, and issues around their safety identified.

**4. Do you agree that any new road safety strategy should be for 10 years with regular reviews?**



**4.1 If No or Don't Know, what period do you believe it should cover?**

The question invited respondents who had responded “No” to a 10 year strategy with 5 year review to comment. Most respondents who gave comments suggested a five year strategy saying that this was a long enough time in which to plan and implement measures to improve road safety.

Main comments received:

Individual (Questionnaire Identification Number 1) suggested one review after five years should be sufficient

RoSPA agreed that the strategy should cover a ten year period, with regular review points. They also agreed that the casualty reduction targets should be set for ten years. The experience of the current strategy and target period shows that ten years provides a good focus for targets.

Individual (Questionnaire Identification Number 3) suggested that the Strategy should only run for 5 years.

Driving Instructors Association NI suggested that the Strategy should only run for 5 years.

Education and Library Board Transport Officers suggested that the Strategy should only run for 5 years.

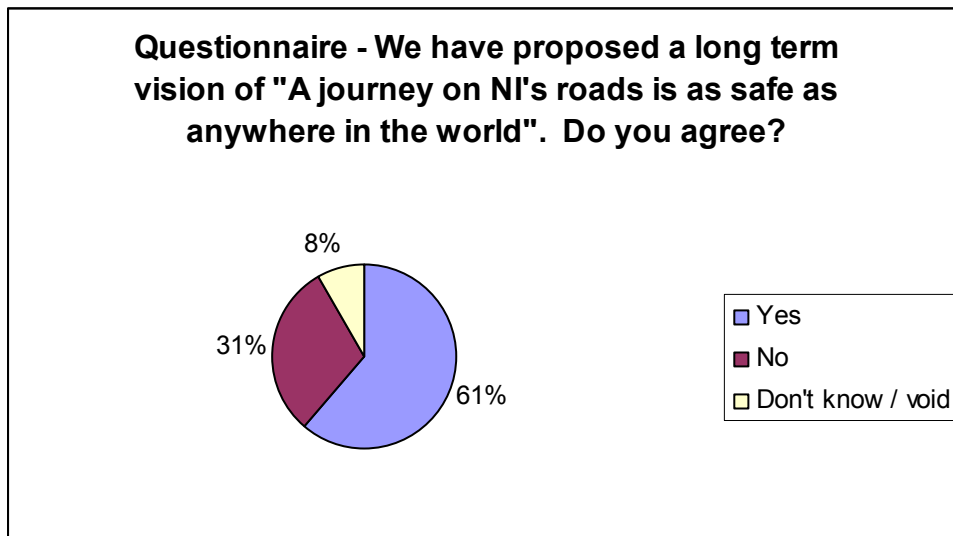
Individual (Questionnaire Identification Number 19) suggested that the Strategy should only run for 5 years with an annual review.

Road Safety Council NI suggested that the Strategy should run for 5 years with regular reviews and audits.

Foyle and District Road Safety Committee suggested that the Strategy should only run for 5 years.

WELB Pupil Road Safety Focus Group - suggested that the Strategy should only run for 5 years.

**5. We have proposed a long term vision of "A journey on NI's roads is as safe as anywhere in the world". Do you agree?**



**5.1 If No or Don't Know, what vision do you suggest?**

Driving Instructors Association NI commented that it could be better.

Education and Library Board Transport Officers said that any road safety strategy must reflect the environment in which it is intended to operate. Road conditions in NI cannot be compared to roads in Africa or beyond, so such a statement is meaningless. It would be better to focus on NI Roads being safe for all road users, regardless of other parts of the world.

Individual (Questionnaire Identification Number 9) suggested “A journey on Northern Ireland’s roads being as safe as the safest in the world”.

NI Environment Link suggested a long-term vision of ‘A journey on Northern Ireland’s roads is safe’.

The Public Health Agency said the sentiment was correct but the current wording would include as an example, anywhere from Amsterdam to Delhi – cities with very different road safety. The suggested “A journey in NI would be the safest in the world”.

Play Board said the vision for the strategy needs to look not just at safer, better-performing roads but also safer, child-friendly local communities / areas such as around schools, residential areas and play spaces. The strategy should promote mixed use of roads with low traffic and take into consideration the built environment.

Culmore Area Forum suggested “NI roads will be the safest place in the world for all road users”.

The NI Cycling Initiative proposed “Safe roads for all”. This would highlight the fact that the roads are for everyone and not just for car drivers and would also include crossing the road, or playing in the street.

Sinn Fein suggested that a co-ordinated and joined up vision needs to be pursued in relation to a strategic all Ireland approach to a serious issue which recognises no invisible border

North Down Advanced Motorists thought it was a good target which clearly sets out the vision to be best in class whilst acknowledging the areas outside of our influence.

RoSPA supported the vision and in particular the phrase “for all road users”. RoSPA went on to say that the vision could be a hostage to fortune, in that the vision could be achieved because other countries do comparatively badly. There is also the question of whether it matters that Northern Ireland’s roads are as safe as anywhere else in the world, if people are still killed and seriously injured on the roads every year. Simply saying in the face of such figures that Northern Ireland’s roads are safer than other countries might seem complacent. This will need to be guarded against.

Sustrans said that the vision was a laudable aim but suggested more substance was required on how this aim was to be achieved. They referred to Vision Zero, to the Dutch concept of sustainable safety and to active travel giving brief outlines of each of these areas.

WELB Pupil Road Safety Focus Group said that it is important for a Road Safety strategy to encompass all conditions including conditions of roads specific to the environment in which the strategy will be applied.

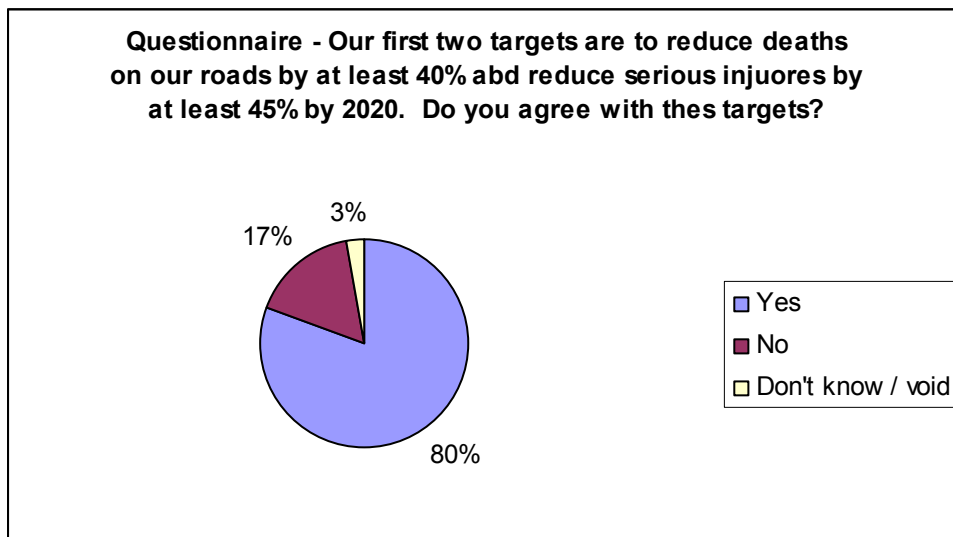
Therefore, roads in Northern Ireland cannot and should not be compared to roads in other parts of the world where conditions will inevitably vary.

The Public Health Agency (Western Region) said that they did not like the terminology it was too complex and almost impossible to achieve. It could be a bit stronger and road conditions differ in different parts of the world.

The Equine Council for NI said horse riders must be included within the vision for road safety.

### **Section 3 - About the Proposed Targets and Performance Indicators**

#### **6. Our first two targets are to reduce deaths on our roads by at least 40% and reduce serious injuries by at least 45% by 2020. Do you agree with these targets?**



#### **6.1 If No or Don't know what do you believe our target should be and why?**

Education and Library Board Transport Officers said the targets looked unachievable. They suggested more realistic targets of 20% and 25% respectively might be achievable. They asked if the Strategy actually explained by what means injuries and deaths may be reduced.

Cycle Touring Club proposed the adoption of targets to improve the perceived safety of walking and cycling through the existing Road Safety Monitor. This would focus attention on tackling the fears which deter people from walking and cycling. By encouraging people to cycle more, this would in turn lead to real improvements in pedestrians' and cyclists' safety, through the "safety in numbers" effect.

NI Environment Link did not know if the targets were apt but did say that they believed that if the Department is to achieve its long-term vision then they need to be willing to set challenging targets

Culmore Area Forum suggested a more challenging target of a reduction of deaths on our roads of 80%.

Foyle and District Road Safety Committee suggested a more challenging target of a reduction of deaths on our roads of 80%.

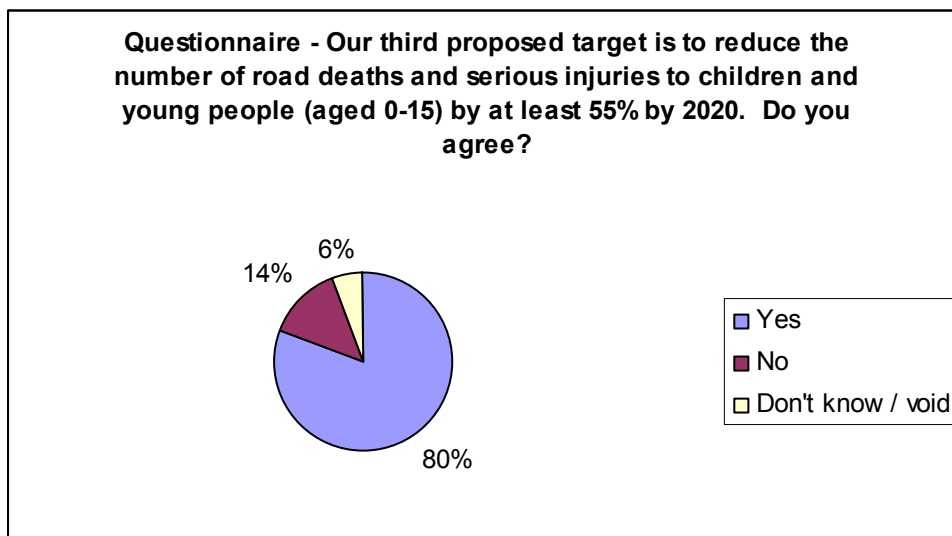
The NI Cycling Initiative pointed out that there was a good chance that the target for fatalities would be reached in 2010 and they would like to see a more challenging target, probably at least a 50% reduction in both fatalities and serious injuries.

RoSPA agreed with the targets but suggested that the DOE may wish to consider whether there would advantages in having the same target for deaths and for serious injuries. The larger numbers, when deaths and serious injuries are combined, mean that statistical analysis of changes in numbers, trends and patterns are more valid.

Right to Ride - Targets are not an effective means of reducing casualties as this leads to focusing on numbers rather than the issues. There are other factors which can affect targets including cuts in budgets, ineffective research, changes in policy and force majeure.

WELB Pupil Road Safety Focus Group questioned how realistic these targets are. We suggest that targets should be set to 2015.

**7. Our third proposed target is to reduce the number of road deaths and serious injuries to children and young people (aged 0-15) by at least 55% by 2020. Do you agree?**



## **7.1 If No or Don't know, what do you believe our target should be and why?**

While comments were invited from those respondents who had said that they did not agree with the third proposed target, comments were also made by some of those who supported the target.

Education and Library Board Transport Officers supported these targets but said that serious road safety promotion in schools/colleges/homes would be essential in order to achieve them together with greater penalties.

North Down Advanced Motorists agreed with the targets but went on to say that they were ambitious target and required a multi-faceted approach.

RoSPA supports a separate, specific target of a 55% reduction in deaths and serious injuries to children.

Equine council for NI supported the targets but said that it would be useful to break down the collision statistics to highlight mode of travel and particularly if larger animals were involved.

Play Board did not know if the targets were appropriate but did say that this part of the Strategy needed to be viewed in the context of use of outdoor space to include reducing the risk to pedestrians whilst at the same time increasing the use of outdoor space and the local streetscapes for pedestrians, active travel and children's play.

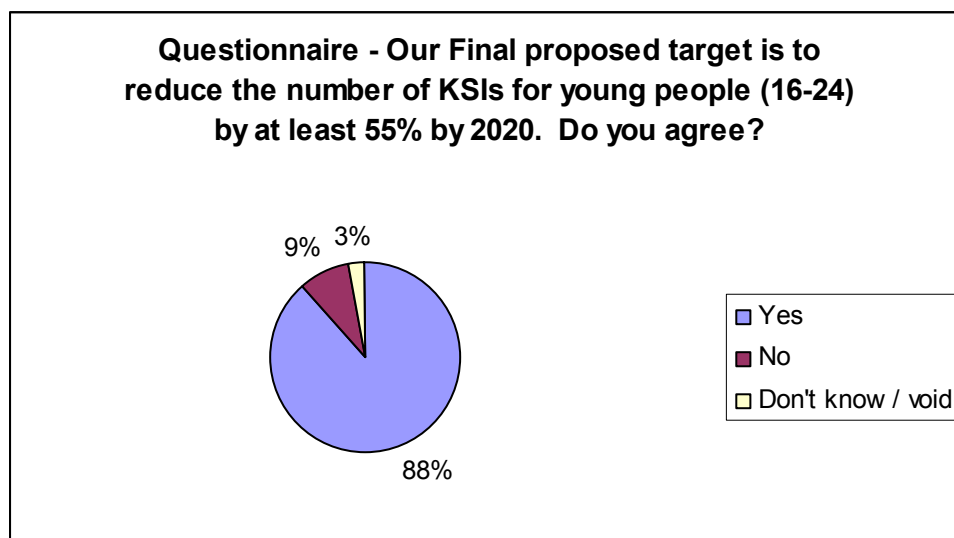
Culmore Area Forum suggested a more challenging target of a reduction of 80%.

Foyle and District Road Safety Committee suggested a more challenging target of a reduction of 85%.

The NI Cycling Initiative pointed out that there was a good chance that the target would be reached in 2010 and they would like to see a more challenging target, at least a 60% reduction.

Right to Ride - Targets are not an effective means of reducing casualties as this leads to focusing on numbers rather than the issues. There are other factors which can affect targets including cuts in budgets, ineffective research, changes in policy and force majeure.

**8. Our Final proposed target is to reduce the number of KSIs for young people (16-24) by at least 55% by 2020. Do you agree?**



**8.1 If No or Don't know, what do you believe our target should be and why?**

While comments were invited from those respondents who had said that they did not agree with the final proposed target, comments were also made by some of those who supported the target.

Education and Library Board Transport Officers supported these targets but said that serious road safety promotion in schools/colleges/homes would be essential in order to achieve them together with greater penalties.

RoSPA supports the inclusion of a separate target for reducing death and serious injury amongst this group. Young people are a high risk group who suffer disproportionately from road accidents, especially as drivers.

The Public Health Agency and Western Region supported the target but suggested that this should take account of drug and alcohol prevalence.

Play Board did not know if the targets were appropriate but did say that this part of the Strategy needed to be viewed in the context of use of outdoor space to include reducing the risk to pedestrians whilst at the same time increasing the use of outdoor space and the local streetscapes for pedestrians, active travel and children's play.

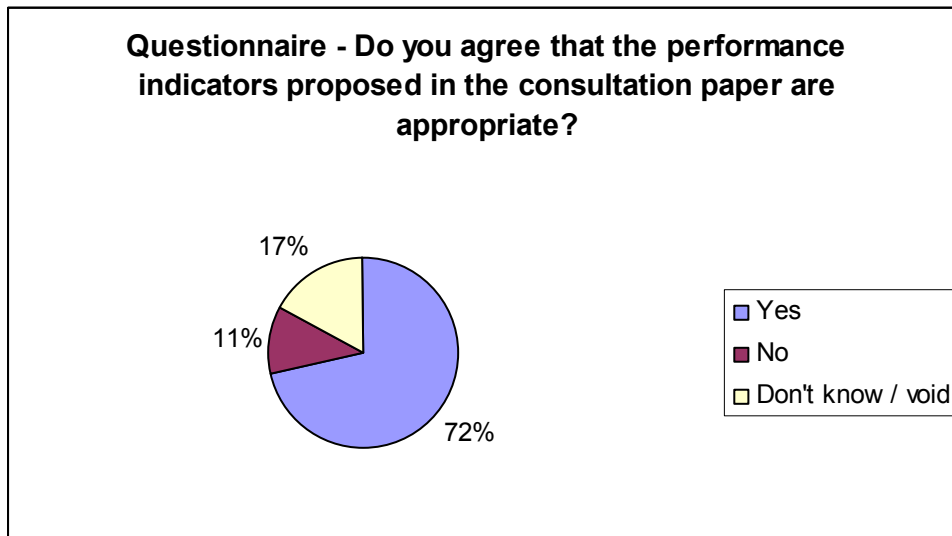
Culmore Area Forum suggested a more challenging target of a reduction of 80%.

Foyle and District Road Safety Committee suggested a more challenging target of a reduction of 80%.

The NI Cycling Initiative pointed out that there was a good chance that the target would be reached in 2010 and they would like to see a more challenging target, at least a 60% reduction.

Right to Ride - Targets are not an effective means of reducing casualties as this leads to focusing on numbers rather than the issues. There are other factors which can affect targets including cuts in budgets, ineffective research, changes in policy and force majeure.

**9. Do you agree that the performance indicators proposed in the consultation paper are appropriate?**



**9.1 If No or Don't know, what are your proposals?**

While comments were invited from those respondents who had said that they did not agree with the proposed performance indicators, comments were also made by some of those who supported the target.

NIFRS supported the proposed performance indicators but suggested recording the nationality of drivers involved in road traffic collisions. This would identify the number of collisions involving drivers from outside NI and may indicate a need to educate those drivers on NI Highway Code. NIFRS also suggested considering recording the number of people killed where at least one of the drivers or riders was under the influence of drugs (illegal or prescription).

Education and Library Board Transport Officers agreed with the proposed performance indicators but said that performance Indices can be misleading and do not always present the correct view. Substantive and quantifiable evidence is required.

NI Environment Link did not know if the proposed performance indicators were suitable but commented that it was vital that DOE did not concentrate on KSI targets. Equally important is the reduction of minor accidents,

greenhouse gas emissions and also increasing good driver behaviour towards cyclists and pedestrians.

Play Board suggested that there needs to be a separate target looking at an increase in children's walking, cycling and play needs and this target should be combined with targets to reduce collisions. In this way reductions in numbers of children and young people killed or seriously injured on the road would not take place at the expense of children's independent mobility and play.

Sustrans welcomed the use of rate based KPIs by mode but proposed the inclusion of KPI for improving public perception of safety.

Right to Ride - Targets are not an effective means of reducing casualties as this leads to focusing on numbers rather than the issues. There are other factors which can affect targets including cuts in budgets, ineffective research, changes in policy and force majeure.

RoSPA generally welcomed the proposed performance indicators.

RoSPA went on to suggest additional performance indicators:

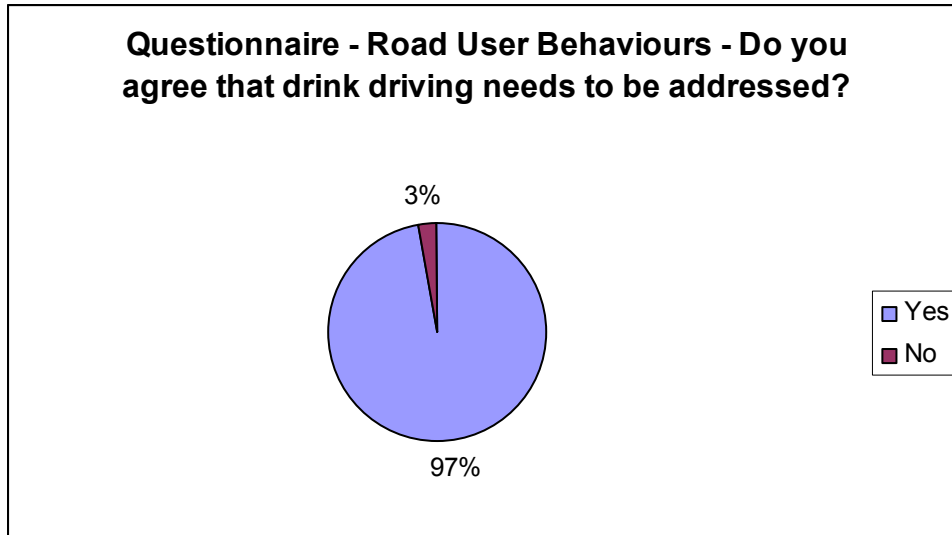
- The proposed indicator for over 70 year olds is based on a rate per 100,000 population, rather than the more useful rate per 100 million kilometres travelled, which would give a measure of exposure to risk on the road. However, they accepted that gathering reliable exposure data for a particular age group may be difficult.
- In addition to the indicator for the number of people killed in drink drive crashes, RoSPA suggested an indicator for the number of breath tests be included and an indicator for the number of people killed in crashes in which at least one person was over the 50 mg alcohol level.
- Similarly a performance indicator for the number of deaths involving someone impaired by drugs was needed.
- A performance indicator for deaths and injuries in crashes in which at least one person was driving or riding for work should be set.
- It would also be useful to measure the success of the proposed strategy in increasing the number of urban roads with 20 mph limits and the number of single carriageway rural roads with 50 mph limits.

The SDLP suggested recording data from urban residential areas with traffic calming to assess the effectiveness of these measures.

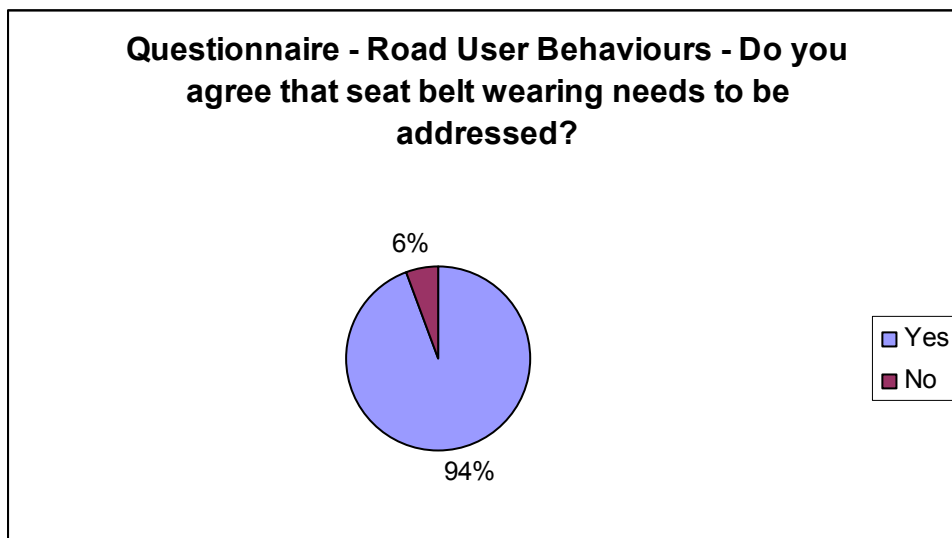
Road Safety Council NI said that they did not agree with the proposed performance indicators and commented that there should be a performance indicator to show the reduction of deaths and serious injuries for children.

## Section 4 – How We Propose To Achieve These Targets

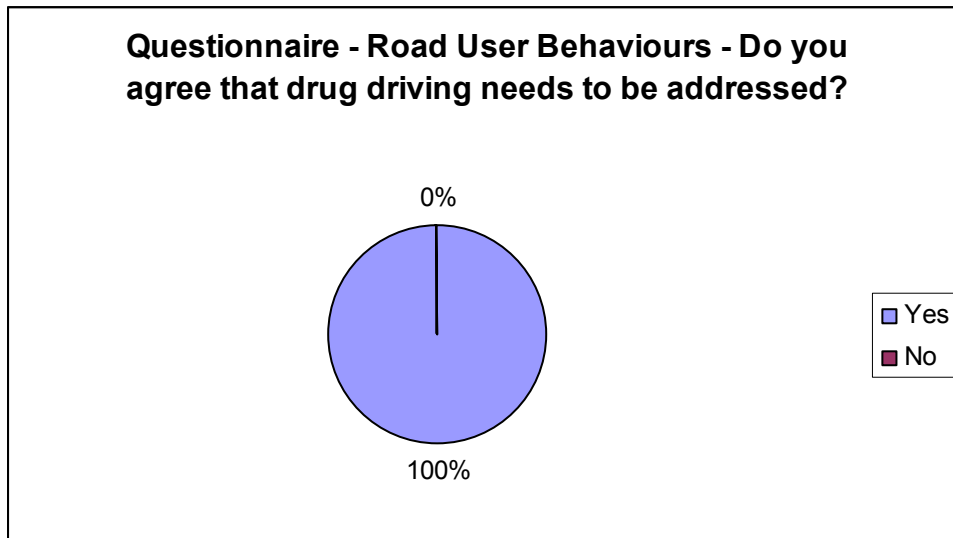
10. Road User Behaviours - Do you agree that drink driving needs to be addressed?



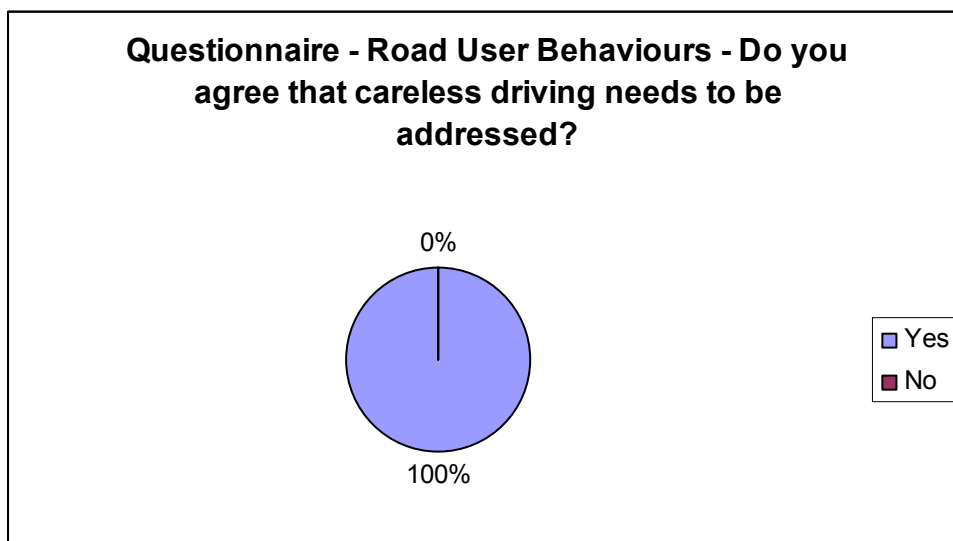
11. Road User Behaviours - Do you agree that seat belt wearing needs to be addressed?



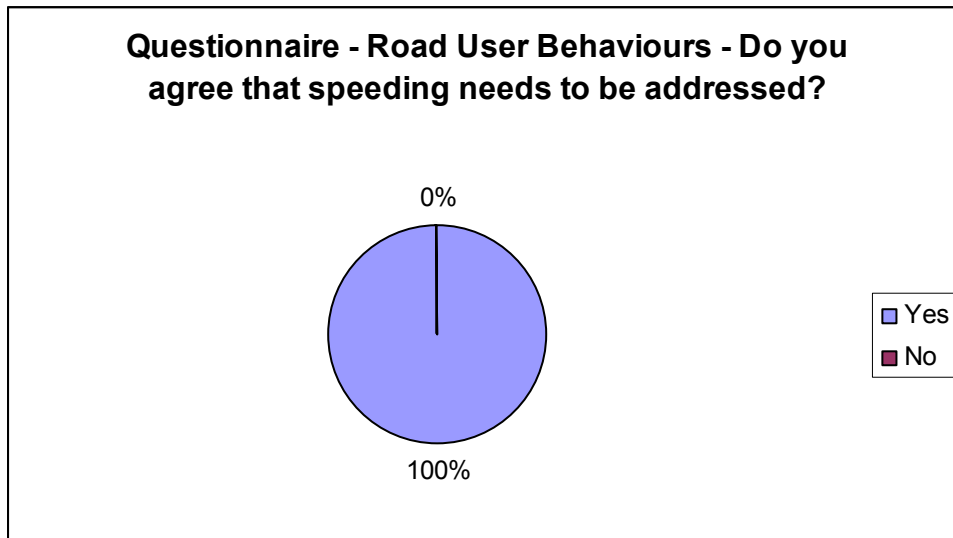
**12. Road User Behaviours - Do you agree that drug driving needs to be addressed?**



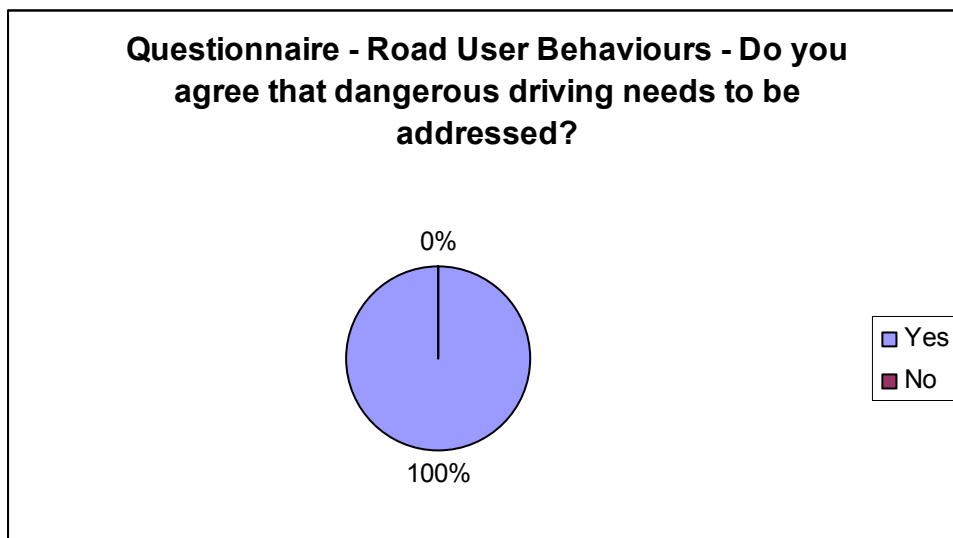
**13. Road User Behaviours - Do you agree that careless driving needs to be addressed?**



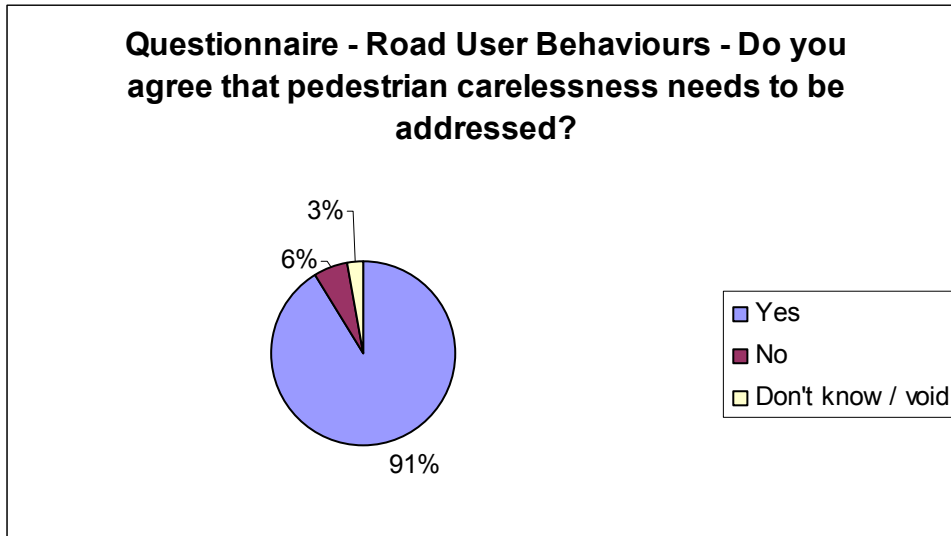
**14. Road User Behaviours - Do you agree that speeding needs to be addressed?**



**15. Road User Behaviours - Do you agree that dangerous driving needs to be addressed?**



**16. Road User Behaviours - Do you agree that pedestrian carelessness needs to be addressed?**



**17. Are there other behaviours you believe we should consider?**

Of those who provided written comments a large number suggested driver distraction particularly the use of mobile phones whilst driving.

Individual (Questionnaire Identification Number 1) suggested a specific focus on texting while driving.

Newtownabbey RSC suggested a need to address the use of mobile phones while driving.

NIFRS commented that up to 23 percent of crashes and near-crashes are caused by driver distraction (Brake research) and that these figures are likely to increase as more and more distractions, both inside and outside the vehicle, compete for driver attention. NIFRS suggested that this issue warranted a separate heading and the public needed to be educated on the effects of distraction on driving performance and safety and strategies for mitigating its effects need put in place.

Individuals (Questionnaire Identification Number 9) suggested looking at distractions such as mobile phones, roadside advertising and low-flying aircraft (Sydenham Bypass where unexpected low-flying planes can come from behind).

Lagan Valley Residents' Association suggested that distractions needed to be addressed such as mobile phone use in cars and loud music on car stereos.

NI Environment Link suggested the use of distracting electrical equipment should be addressed, including mobile phones and mobile internet.

Culmore Area Forum suggested the use of mobiles should be addressed. Foyle and District Road Safety Committee suggested mobiles and being distracted in general.

RoSPA suggested distracted driving should be addressed.

Sustrans suggested that the use of mobile phones whilst driving should be addressed.

Right to Ride suggested that the use of mobile phones whilst driving should be addressed.

Individual (Questionnaire Identification Number 19) suggested a range of items needed to be addressed. These could be summarised as:

- Tailgating;
- Using a mobile phone while driving; and
- Use of high visibility clothing by vulnerable road users.

The Public Health Agency (Western Region) suggested the following needed to be addressed:

- Risk Taking / Management;
- Awareness of Hazards and consequences;
- Need for more preventative approach at schools;
- Need to focus on awareness of cyclists, motorcyclists etc.; and
- Mobile phone use should still be targeted.

The Driving Instructors Association NI suggested there was a need to address arrogant road user behaviour and lack of respect and road courtesy for other road users.

Education and Library Board Transport Officers commented that road rage was on the increase and resulted in bad driving / increased collisions.

Individual (Questionnaire Identification Number 10) provided a long list of behaviours which could be summarised as:

- Poor driving;
- Lack of road courtesy;
- Not driving for the conditions; and
- Agricultural vehicles being driven slowly.

Individual (Questionnaire Identification Number 13) suggested that inappropriate overtaking should be addressed and also awareness of other road users such as pedestrians and cyclists.

The Public Health Agency suggested that the use of cycle helmets needed to be addressed as did the use of hi-visibility clothing by both cyclists and

pedestrians. PHAQ also commented that most road safety messages focussed on speed and drink driving and perhaps it was time to focus on careless driving issues.

The NI Cycling Initiative commented that inconsiderate cycling need to be addressed but went on to say that the greatest responsibility lay with those who pose the greatest potential harm to others.

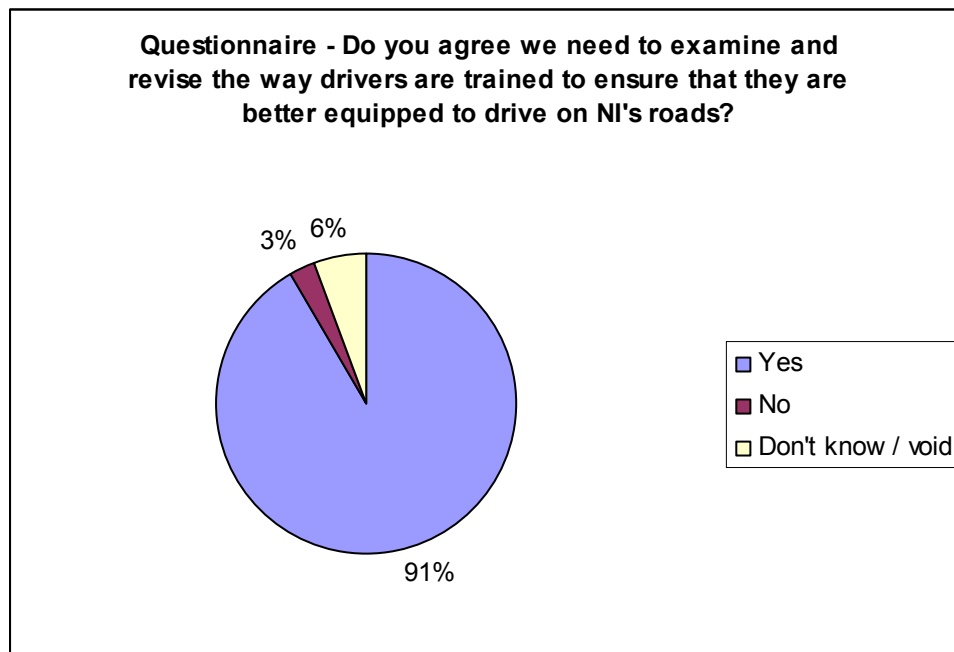
WELB Pupil Road Safety Focus Group suggested road rage needed to be addressed.

Equine Council for NI suggested driver behaviour in relation to horses – ridden and driven and towards animals on the road in general.

SDLP suggested increasing driver awareness of bikes on our roads.

#### **Section 4 – How We Propose To Achieve These Targets - Drivers**

##### **18. Do you agree we need to examine and revise the way drivers are trained to ensure that they are better equipped to drive on Northern Ireland's roads?**



##### **18.1 If No or Don't know please explain**

While comments were invited from those respondents who had said that they did not agree with the need to examine and revise how drivers are trained to drive, comments were largely made by those who supported the target.

Some of the comments suggested that there should be a further practical test at the end of the restricted period, while two respondents suggested that the restricted period should be lengthened to two years.

The Joint Road Safety Forum suggested a further practical test after the “R” plates come down.

Education and Library Board Transport Officers suggested a two year restricted period, with a further assessment at the end of that period.

WELB Pupil Road Safety Focus Group suggested a two year restricted period, with a further assessment at the end of that period. They also suggested that the legal driving age could be raised to 20 years.

Individual (Questionnaire Identification Number x) Motorway experience would be valuable, as would more training on handling skids, defensive driving and matching speed to conditions.

The Public Health Agency commented that there was a need to train drivers to drive on motorways and at night. They also said that they did not wish to see the age for learning to drive lowered.

North Down Advanced Motorists supported a review of the ‘R’ driver scheme and felt that the 45mph limit was dangerous particularly on motorways. They supported a higher restricted speed on Motorways such as 60mph and further training for post ‘L’ test drivers on Motorways.

Individual (Questionnaire Identification Number 13) suggested awareness of cyclists included in driver training.

Play Board - The emphasis should be on making roads safer for children and young people therefore, practical and theory driving tests should include sections on teaching road users to be especially responsible in all areas where children live, go to school and play.

They welcomed Action 102 and referred to their voluntary training initiatives where they subsidise the IAM skill for life program for young drivers.

Regarding Action 122 they suggested engagement with local motor insurers.

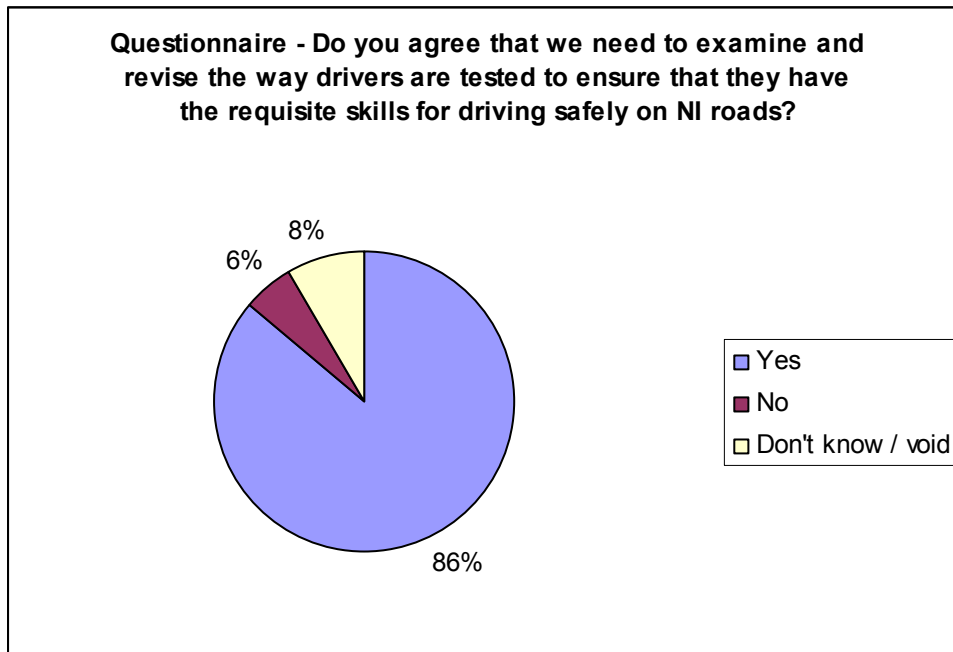
RoSPA commented that they supported the proposals in the 2008 Driving Standards Agency’s consultation paper, “Learning to Drive”, which are reflected in the DOE’s proposed strategy.

They believed the proposals should be implemented in NI and could be strengthened by a mandatory minimum learning period and student workbook to ensure that learners gain at least a minimum level and range of driving experience while they are learning.

They also felt that there should be more focus on the role of parents, family and friends, both in setting the right example in the way they drive and in providing effective support while the learner is learning to drive, especially by providing private practice in support of the learner’s professional lessons.

The Public Health Agency (Western Region) suggested that there was a need to train drivers to drive on motorways and at night. They also said that they did not wish to see the age for learning to drive lowered.

**19. Do you agree that we need to examine and revise the way drivers are tested to ensure that they have the requisite skills for driving safely on NI roads?**



**19.1 If No or Don't know, please explain**

While comments were invited from those respondents who had said that they did not agree with the need to examine and revise how drivers are tested, comments were largely made by those who supported the proposal.

Newtownabbey RSC commented that the 45mph restriction was inappropriate and further post test compulsory training in motorway and night driving was essential.

Education and Library Board Transport Officers suggested a two year restricted period, with a further assessment at the end of that period. They also suggested that a speed limiter fitted to a car for a two year period might reduce road accidents/road deaths.

Individual (Questionnaire Identification Number 9) said that “the current test regime is effective in testing both skills and awareness” however he went on to say that , “the most important thing to convey is the need to drive

defensively and within emergency stopping distance and that does not show up in any test”.

Cycle Touring Club commented that the word attitudes should be used instead of skills. “It takes skill to do dough nuts and hand brake turns but displays the wrong attitude”.

Individual (Questionnaire Identification Number 16) commented that they were not sure if making the driving test more complicated or difficult would have the desired effect on KSIs. They went on to say “It’s down to more of a case of driver behaviour in the months/years after passing test and enforcement threat (or lack of) that is more important”.

NI Environment Link suggested that drivers should be tested to ensure that they also have the requisite attitude for driving safely on NI roads. Many drivers possess adequate driving skills but use them to ill-effect, e.g. drag racing, handbrake turns and doughnuts.

Individual (Questionnaire Identification Number 19) suggested that new drivers needed to be trained to drive (and stop) at the national speed limit and should be trained to drive at IAM level.

The Public Health Agency suggested including more elements in the test and lengthen the actual driving time. They also suggested having a second test at the end of a two year period and making advanced driving compulsory.

PHA - Raise the standard required to pass; include more elements and lengthen the driving time of the test. Introduce a second test at the end of the 2-year period. Make advanced driving compulsory.

Sinn Fein commented that we need to ensure that Driving Instructors are fully qualified and comply with the highest standards of accreditation to deliver a quality level of service to enable all new and novice drivers to access the best training available.

SDLP commented that young people need educated to understand that passing the driving test is only an acknowledgement that the driver has acquired the basic skills. Young drivers should be encouraged to improve their driving skills through an Advanced Driving Course and other initiatives.

North Down Advanced Motorists welcomed any lessons that can be incorporated from the GB L2D program. Voluntary learning by new drivers needs to be incentivised in some way to encourage an element of lifelong learning. The majority of driving skill is developed after the driving test. Perhaps a training / assessment program at the end of 6 months or 1 year of holding a full licence could provide an early end to a restriction period or insurance discount.

Individual (Questionnaire Identification Number 30) suggested that all drivers are required to pass a hazard appreciation test every 5 years. Professional drivers should be required to pass such a test more frequently.

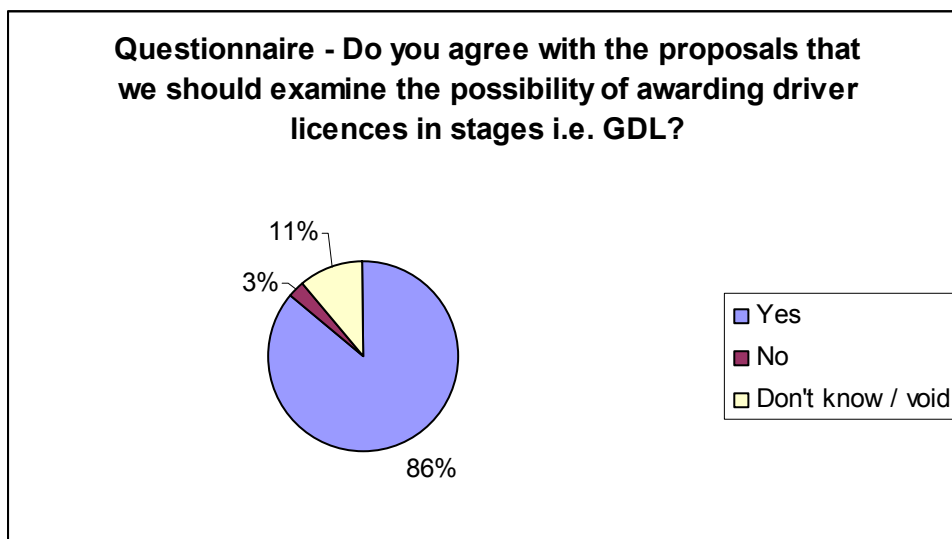
RoSPA commented that they supported the proposals in the 2008 Driving Standards Agency's consultation paper, "Learning to Drive", which are reflected in the DOE's proposed strategy.

They believed the proposals should be implemented in NI and could be strengthened by a mandatory minimum learning period and student workbook to ensure that learners gain at least a minimum level and range of driving experience while they are learning.

They also felt that there should be more focus on the role of parents, family and friends, both in setting the right example in the way they drive and in providing effective support while the learner is learning to drive, especially by providing private practice in support of the learner's professional lessons

The Public Health Agency (Western Region) suggested a second test at the end of a two year period and making advanced driving courses mandatory.

**20. Do you agree with the proposals that we should examine the possibility of awarding driver licences in stages i.e. GDL?**



**20.1 If No or Don't know, please explain**

While comments were invited from those respondents who had said that they did not agree with the proposals to examine the possibility of awarding driver licensing in stages, comments were largely made by those who supported the proposal.

The Driving Instructors Association NI commented that limiting the engine size of a vehicle that could be driven by a newly qualified driver was not practical as many new drivers drove their parents' cars.

They also suggested that many of the limitations GDL could potentially put in place would be totally unenforceable.

NIFRS agreed that GDL should be examined more closely and measures implemented to ensure that novice drivers are fully equipped to drive safely. However they felt that "some of the measures proposed i.e. night-time curfew, post test restriction on passengers, may be difficult to police and enforce".

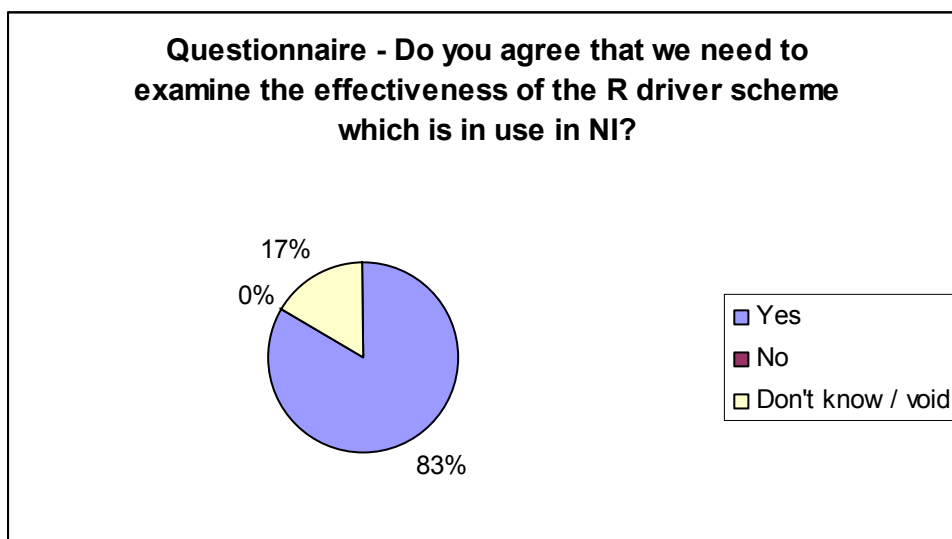
Education and Library Board Transport Officers thought this an excellent requirement.

Individual (Questionnaire Identification Number 11) did not know if the GDL proposals were good or not but commented that such a GDL system might become unwieldy and suggested that it might be more effective if tied in to an intensive driver training/examination process (including a process similar to the CBT, before learner drivers are allowed on the road with L Plates).

NI Environment Link supported the proposals but suggested that some advanced driving skills be a compulsory part of the licensing process.

Sinn Fein agreed with GDL but were concerned that some of the proposals being put forward especially the proposal for night time curfews could have a detrimental effect on young people who work during the evenings, e.g. the hospitality industry

**21. Do you agree that we need to examine the effectiveness of the R driver scheme which is in use in NI?**



## **21.1 If No or Don't know please explain**

Education and Library Board Transport Officers suggested a two year restricted period, with a further assessment at the end of that period. They also suggested fitting a speed limiter to a car for a two year period may reduce road accidents/road deaths.

Individual (Questionnaire Identification Number 9) commented that the NI 'R' scheme is much preferable to the GB system of pass this morning and drive at 70 mph this afternoon". The respondent went on to say that it could be improved but should not be abandoned.

Individual (Questionnaire Identification Number 13) commented that driving at 45 on a motorway is dangerous

Individual (Questionnaire Identification Number 14) suggested keeping "R" plates but change speed to 60 on A roads, Motorways and Dual-carriage ways.

Individual (Questionnaire Identification Number 16) supported the review of the "R" plate scheme but was against its abolition as it is a control measure on young, inexperienced drivers. However, it boils down to the enforcement of the "R" scheme by PSNI (or lack of) which needs addressed.

The Public Health Agency suggested consideration could be given to extending the 'R' Plate period and said that more enforcement was required on the scheme.

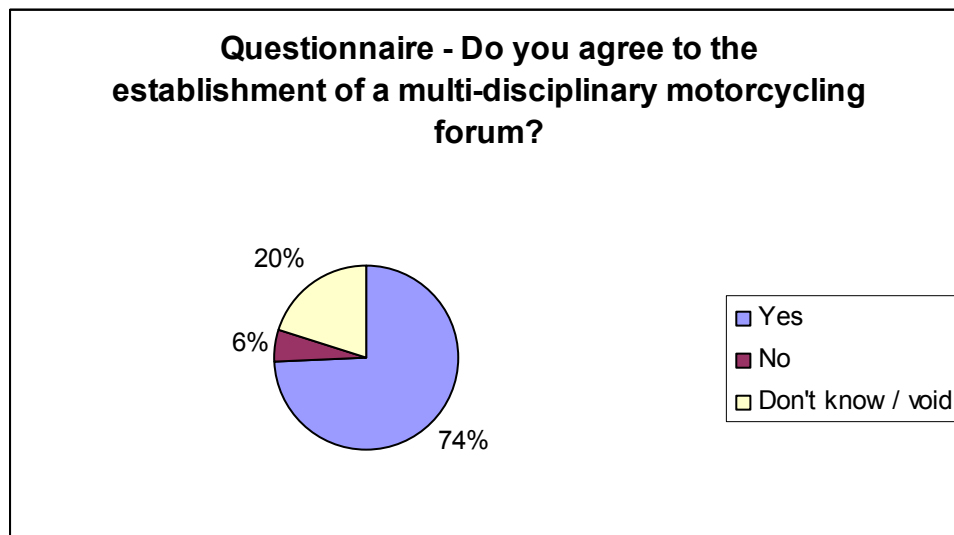
Older People's Advocate commented that 45mph on a motorway can cause more harm than good.

RoSPA supported the review of the "R" plate scheme. It also believed the Strategy should include a strong focus on remedial training and retesting. Awareness of refresher driver training needs to be raised considerably.

The Public Health Agency (Western Region) suggested extending the "R" period and more enforcement of the "R" plate scheme.

## Section 4 – How We Propose To Achieve These Targets – Motorcyclists

### 22. Do you agree to the establishment of a multi-disciplinary motorcycling forum?



#### 22.1 If No or Don't know please explain

RoSPA supported the proposal and then went on to provide some comments on motorcycle riding in general.

- The training available to motorcyclists and the take up of that training by motorcyclists needs to be improved.
- RoSPA would like to see a statutory register of motorcyclist instructors to ensure instructors are trained, tested and monitored to minimum, national standards, and the development of training competencies and professional qualifications for motorcyclist trainers.
- National standards for post-test training are needed for all motorcyclists, particularly newly qualified riders, riders returning to motorcycling after a long break and riders who are changing to larger, more powerful machines. A range of schemes are needed, including assessment schemes, such as Bikesafe, offender rehabilitation schemes and advanced motorcyclist training as offered by RoSPA.
- Drivers need to be aware of the characteristics, needs and vulnerability of motorcyclists.
- The Department should support and publicise SHARP (the Safety Helmet Assessment and Rating Programme) which provides motorcyclists with information about the safety performance of different motorcycle helmets.

- The new strategy should seek to ensure that motorcycling is considered by highway designers. In particular, the Institute of Highway Incorporated Engineers (IHIE) Guidelines for Motorcycling should be widely adopted and implemented.

SDLP commented that these collisions often occur when learner drivers are riding alone, provisional motorcycle licences should be on a par with car provisional licences.

The Public Health Agency (Western Region) commented that any forum should be well managed and there was a danger that it could become a talking shop.

## **Section 4 – How We Propose To Achieve These Targets – Road Users - Additional Measures**

### **23. Are there any additional measures for road users that have not already appeared in the consultation paper that you believe we should consider?**

Individual (Questionnaire Identification Number 1) suggests a commitment to provide more proper cycle lanes not marked off pavement which put cyclist and pedestrian in danger and are un-gritted in winter.

Individual (Questionnaire Identification Number 4) commented that (from observation) the standard of driving instruction has fallen and wishes to see tighter controls on instructors.

Driving Instructors Association NI commented that they wanted to see compulsory basic training for a longer period (i.e. 2 days) than GB model

Joint Road Safety Forum commented that they wanted:

- Compulsory wearing of safety helmets for all pedal cyclist
- Review of speed limits particularly on rural roads and hazardous sections of roads.
- Review of the use of other vehicles such as Quads, scramblers, mopeds, etc. to ensure stronger control and the compulsory wearing of safety helmets when using these vehicles.

Education and Library Board Transport Officers suggested that pedestrian carelessness especially jaywalking should be addressed.

Individual (Questionnaire Identification Number 11) suggested that signs that showed speed restriction ahead (as used in GB) would give drivers a greater chance of reducing speed in time before entering the limit.

Individual (Questionnaire Identification Number 14) suggested a driving course in extreme weather conditions in order to know how the vehicle would react when on ice and wet.

The Public Health Agency suggested:

- Piloting the National Driver Alertness scheme.
- Warn drivers through signage that they are approaching a 30/40 mph zone.
- Use behavioural models as part of driver training.
- Target traffic calming measures, and increase provision of safe play areas/facilities in areas of greatest deprivation to reduce the inequality gap in childhood deaths/injuries.
- Make the driving element of the driving test longer and consider a second test 1-2 years after the first.
- A significant increase in the use of speed cameras, including average-speed cameras. There is consistent evidence that speed cameras reduce speed, accident rates, injuries and fatalities. An increased use of speed cameras would have a greater impact than many of the other proposed actions. With constrained finances, actions will have to be prioritised and we would recommend increased use of speed cameras as the top priority.

Play Board commented that the Strategy needs to look not just at safer, better-performing roads but also safer, 'child-friendly' local communities. They argued that it was essential that highways authorities and transport planners take account of road safety in all environments where children are, including around schools, residential areas and play spaces. The strategy should promote mixed use of roads with low traffic.

Culmore Area Forum had a number of suggestions: (Please note these were replicated by Foyle and District RSC)

- Establish 20mph speed limits at all schools.
- Establish pedestrian crossings at all roundabouts and at schools.
- Establish Safe to Schools procedures in all areas.
- Establish a 2nd public transport licence on cross border routes not served by modern bus services
- Establish cycle paths in all areas
- Establish cross border park and ride parks in border areas experiencing in excess of 15,000 vehicles per day
- Establish flashing warning lights control by schools
- Establish and fund voluntary road safety committees in urban and rural Communities.

- Engage young people on safe driving and road safety initiatives
- Establish signage that non English speakers can understand

Individual (Questionnaire Identification Number 30) suggested the consultation was weak on speed cameras and wanted much greater use of them across NI.

RoSPA said there were “many proposed measures in the consultation paper for which there are no specific questions on this form” They then went on to list them. I have summarised their comments below.

RoSPA support Drink and Drug Driving (Action measures 84 – 89)

They warmly welcome the DOE’s commitment in Action Measure 89 to reduce the drink drive limit and introduce random breath testing. They hope that both GB and NI introduce these measures, but believe that NI should introduce them even if they are not introduced in GB.

RoSPA support Seat Belts (Action Measure 76)

RoSPA support MORR

RoSPA strongly welcomes the inclusion of driving for work in the consultation paper. However, we do not feel it has been given sufficient emphasis – only three paragraphs. Millions of drivers use the road because their jobs require them to do so, and research has shown that these drivers face, and create, a higher accident risk.

The Management of Occupational Road Risk, and in particular the needs of young staff who drive for work, should be an important part of the strategy.

RoSPA believes that the HSE must be a key partner in the delivery of road safety and make work related road safety a greater priority.

RoSPA supports the idea of developing a specific qualification for those who drive for work.

RoSPA want lighter evenings - One of RoSPA’s long term road safety campaign is for the introduction of lighter evenings: changing to Single/Double British Summertime (SDST) so that during Winter, time would be GMT+ 1 hour and during summer, time would be GMT+ 2 hours. This would create lighter evenings all year round and result in fewer people being killed and injured in road accidents. We are disappointed to see that it is not included in the consultation paper.

RoSPA support Parents, Families and Carers - Parents and carers already deliver road safety education to their children. Encouraging them to set the right example as pedestrians, riders and drivers, and to provide effective help when their children are learning to drive, would pay dividends.

RoSPA support Post-Accident Care and Services - The chances of victims surviving the injuries they suffer are greatly increased by improved responses by the emergency services, by immediate paramedic care and by hospital and other health care services. Given the importance of the roles played by the emergency and health services, and the contribution they make, and will make, to the achievement of the casualty reduction targets, we feel this should be recognised and included in the strategy.

RoSPA support Horse Riders - Many horse riders ride on the road. Horse riders have a right to use the road, and both riders and motorists are responsible for each other's safety. Accurate statistics for road accidents involving horses are not available, but the British Horse Society estimates that there are 3,000 such accidents each year, about half of which occur on minor roads.

The Public Health Agency (Western region) suggested road safety should be part of the school curriculum. They also commented that there was little mention of tractors, caravans and trailers within the consultation document. PHA also suggested a review of speed limits on rural roads and blind spots.

WELB Pupil Road Safety Focus Group suggested more consideration of other vehicles such as Quads, Mopeds, Tractors, trailers and caravans, and particularly of stronger controls on their use.

They also suggested a review of speed limits particularly on rural roads and hazardous sections of roads.

Equine Council for NI suggested behaviour in relation to horse riders and drivers, and others with animals on the road, needed to be addressed.

**24. Are there any areas of research relating to road users that you feel are particularly important?**

Individual (Questionnaire Identification Number 1) suggested research into the use of overly large 4x4 vehicles within city centre locations and densely populated urban areas should be undertaken, with a view to determining if there is any evidence of these vehicles being involved in collisions more frequently than their numbers would suggest should be the case.

Driving Instructors Association NI suggested:

- Research on the number of scooter / motorcycle deaths where the rider's helmet was not fastened properly and where some type of body armour could have saved their life.
- Number of accidents where tyre pressures on vehicles was lower or higher than recommended for number of passengers.

The Joint Road Safety Forum suggested research on the use of high visibility clothing for school children and cyclists.

Lagan Valley Residents Association - Visibility - both to see and be seen.

Lagan Valley Residents Association suggested:

- Research on why people park badly on double yellow lines, on pavements, on corners, double parking, at T-junctions and what can be done about it.
- Parking is a problem with so many cars now using our roads; however, parking on the pavements can cause very serious and dangerous problems particularly for people in wheel chairs or young mothers with a pram and possibly 1 or 2 toddlers who are forced on to the busy road in order to pass the parked vehicle.
- Research into distraction caused by bus lane signs and by trying to read dirty or obscured road signs.

Individual (Questionnaire Identification Number 19) research into use of wire rope, steel Armco on dual carriageways and its impact on motorcycle casualties. Suggests we stop using wire rope and use concrete central barriers instead.

The Public Health Agency suggested evaluating impact of specific actions such as speed cameras, driver alertness scheme and reduced insurance for advanced drivers. Research should also quantify driver behaviour such as drug driving and look at driver attitudes.

Play Board - Research on the effects of 20mph zones needs to investigate whether or not this increases the numbers of children playing and actively moving around their local neighbourhoods.

Older Peoples Advocate suggested research into older people and their taking longer to read signs.

RoSPA - research into the proportion of road casualties caused by drivers affected by drugs. Research into at work road safety

Right to Ride suggested research on near miss technology at intersections

The Public Health Agency (Western Region) suggested:

- Research on how road users identify hazards and calculate risks.
- Research on drivers/riders/pedestrians and their respect for the road.
- Research on the value of training as a preventative approach.
- Research if lowering the speed limit in ROI worked.

WELB Pupil Road Safety Focus Group research on the use of high visibility clothing for pedestrians and cyclists.

Equine Council for NI research on accidents involving horses.

## **Section 4 – How We Propose To Achieve These Targets – Additional Measures - Pedestrians**

### **25. Other than the action measures already proposed are there any additional action measures for pedestrians that you believe we should consider?**

Newtownabbey RSC commented that Tufty was out of date but something similar was required to heighten awareness in young children.

Individual (Questionnaire Identification Number 3) suggested that pedestrians should be reminded that they should observe the green cross code when using a road way.

Driving Instructors Association NI suggested that lollypop persons should get proper road safety training.

Joint Road Safety Forum suggested a review of the cyclist and footpath network in rural areas.

Education and Library Board Transport Officers suggested improved education on pedestrian safety should be initiated from an early age in schools. They also suggested that “hazardous route” signs should be erected on sections of road that are deemed unsafe for pedestrian use.

Lagan Valley Residents Association argued that there were too many types of pedestrian crossing, and suggested one type be used.

NI Environment Link believes the Department should actively encourage and get more involved in projects such as the Comber Greenway that provide a safe, traffic-free environment.

Individual (Questionnaire Identification Number 19) suggested introducing more subways and footbridges, more use of white street lights and CCTV with sound to deter anti-social behaviour.

The Public Health Agency suggested there should be more focus on road engineering in urban areas to prevent deaths at junctions. PHA also suggested the use of reflective clothing (presumably by pedestrians and cyclists/motorcyclists should be reinforced.

Older Peoples advocate commented that pedestrian crossings often do not allow enough time for older people to get across the road.

Culmore Area Forum provided a list of actions they thought would be useful: (please Foyle and District RSC had the same list)

- Establish additional speed cameras on arterial roads, at Schools and Leisure Centres.

- Establish speed ramps in housing developments, including Private housing developments.
- Establish community partnership initiatives for sanding Of footpaths and roads during cold spells of weather

NI Cycling Initiative thought walking should be portrayed in a positive way, and when common sense is displayed, to be safe. They did not want to see pedestrians labelled as dangerous rather it was motorists that were the threat.

Sinn Fein suggested that where car free roads should be introduced in urban areas. It was also important to ensure that driver education contained a component on the rights of pedestrians.

SDLP commented on pedestrian safety of older and vulnerable pedestrians in particular drivers abandoning their cars on pavements which is creating problems of passage for the elderly, those with walking aids, wheelchairs and prams. Suggested more parking restrictions and more enforcement of parking.

RoSPA commented that in addition to the measures listed for walking, all of the measures designed to improve the standard of driving will benefit pedestrians. However measures designed to increase numbers walking might result in an increase in pedestrian casualties, which could deter people from walking. Therefore, it would be important to be able to measure casualty rates per distance travelled and not just overall casualty numbers. The availability of accurate and reliable data on the distances walked will be essential to measure progress towards this target and for its credibility.

RoSPA suggested that Action Measure 110, which refers to the dangers of walking whilst under the influence of alcohol, could be expanded to include the dangers of being distracted by using a mobile phone or listening to music while walking.

Sustrans – welcomed a number of action measures:

- Welcomes action measure 12 (pedestrian activated lights).
- Welcomed action measure 23 (remove guard rails on roads) but suggested that this be strengthened into a definite proposal to take forward a programme.
- Welcomed action measure 38 (technical innovations to increase driver awareness of pedestrians at zebra crossings) and encouraged the trialling of Zebra crossings that permit use by cyclists, as in a number of other European countries.
- Welcomed action measure 39 the proposal to trial count down timers at crossings.

WELB Pupil Road Safety Focus Group suggested cats-eyes on the outer edge of the road clearly indicating the perimeter.

## **Section 4 – How We Propose To Achieve These Targets – Additional Measures – Cyclists**

### **26. Other than the action measures already proposed are there any additional action measures for cyclists that you believe we should consider?**

Many of those who gave written comments to this question 23% referred to the need to make cycle helmets mandatory for all cyclists on public roads while 12% of those who responded to this question suggested there should be greater promotion of cycle helmets.

Individual (Questionnaire Identification Number 1) suggested that there should be more high quality cycle lanes and not pavements where cycles and pedestrians shared the same surface. Shared surfaces were dangerous for both cyclists and pedestrians and were not gritted in winter making them dangerous to cycle on. This respondent supported compulsory cycle helmets for cyclists on the public road and a theory test for aspiring cyclists.

Newtownabbey RSC suggested a great increase in cycling proficiency and on-road training for primary and secondary schools.

Driving Instructors Association NI suggested compulsory helmets, insurance and number plates for cyclists / bicycles.

The Joint Road Safety Forum suggested the “wearing of safety helmets for all cyclists to become a legal requirement of cycling on the road”.

Education and Library Board Transport Officers suggested that all cyclists on public roads should wear helmets.

Individual (Questionnaire Identification Number 10) commented that cyclists should be compelled to cycle in single file rather than block roads.

Individual (Questionnaire Identification Number 11) suggested that Cycling clubs should be encouraged to seek similar road closures/restrictions when organising time trials, etc. as motorcycle clubs. Also, when organised groups of cyclists are out on the road, there should be designated safety marshals in the group, charged with ensuring that they use the road safely.

Individual (Questionnaire Identification Number 13) wanted to see more safe cycle through routes particularly in Belfast.

Individual (Questionnaire Identification Number 14) suggested safety helmets and reflective bibs be made compulsory.

Individual (Questionnaire Identification Number 16) felt strongly that there should have been an action measure on helmet wearing by cyclists - if not

by the whole of the cycling population then at the very least for young (u-16) cyclists.

Lagan Valley Residents Association commented that cycle lanes often ended abruptly forcing cyclists to rejoin the main carriageway.

NI Cycle Touring Club commented that provision for cyclists to date have been incomplete and in some instances badly designed and unsafe. Cyclists have no option but to use existing road network for door to door journeys. NI road hierarchy must recognise vulnerable road users in practice rather than as at the moment in theory.

NI Environment Link want a network of cycle ways across Belfast and NI this will shift behaviour towards more active lifestyles. They also wanted research carried out to assess to what extent incidents involving cyclists go unreported. It is vital that dangerous driving towards cyclists results in prosecution so that driver behaviour changes making roads a safer place for cyclists.

Individual (Questionnaire Identification Number 19) wants cyclists to have to display flashing lights at front and rear of bicycle in dull weather. Also want cyclists to have to wear high visibility clothing. Stiff penalties for non-compliance.

The Public Health Agency suggested an increase in cycle lanes with a physical separation between cyclists and vehicles.

They argued that cycle lanes standards should be consistent and said that “some of the current cycle lanes undermine the credibility of cycle lanes, and the organisations which created those lanes.”

PHA also suggested increased funding for cycling proficiency and a message on safety helmet wearing.

NI Cycling Initiative suggested cycle training for adults particularly women who display who traditionally are less assertive on the road and “hug the curb” so would benefit most. They also suggested the production of a range of cycling maps for towns with routes graded by safety.

Sinn Fein suggested that we should be looking at best practice models in England, Scotland Wales and the South of Ireland and throughout Europe to ensure the best standard of training particularly in road safety awareness

SDLP commented that any cycle action measures must be created and progressed on a cross-departmental basis with investment by relevant Departments and with considerable input from DHSSPS, given the benefits which the promotion of cycling would have on public health.

The comments referred to Friends of the Earth Cycle 2020 vision for Belfast which seeks to encourage that 10% of all short journeys in the city are taken

by bike by 2020. Therefore cross departmental investment is required to affect real change in attitudes to active travel and cycling.

North Down Advanced Motorists suggested that segregating cyclists from other traffic was not the only answer and road users needed to interact with each other. Also suggested that local councils open up country parks and pathways to cyclists.

RoSPA commented that they supported the measures listed for cycling and went on to say that all action measures that make the roads safer will ultimately benefit cyclists. They did say that they were surprised that there was no mention of the promotion of cycle helmet wearing. ROSPA made a number of suggestions:

- Important to be able to measure casualty rates per distance travelled and not just overall casualty numbers. The availability of accurate and reliable data on the distances cycled will be essential to measure progress towards this target and for its credibility.
- In Britain, the Departments of Transport and Health have provided significant funding to create Cycling Demonstration Towns and Cities, and to expand the provision and quality of practical cyclist training. Hopefully, these schemes will produce measures or approaches that could be applied in Northern Ireland.

Sustrans commented on several action measures:

- Action measures 40 and 41. suggested that other measures should be considered:
  - cycle and pedestrian audit of existing streets
  - reallocation of road space to sustainable modes
  - ensure that town centres are permeable to cyclists
  - tackle threats posed by lorries, vans, taxis, buses, PTWs
  - junction improvement programme
  - make most one-way streets two-way for cycling
  - all schools to have Safe Routes programmes and to report results
  - have large-scale experiments with shared space (including home zones and measures such as Sustrans' DIY Streets) across a range of street types
  - ensure pedestrian and cycle facilities are continuous and of high design quality
  - NI Government to adopt the National Cycle Network as a strategic transport network and work in partnership with Sustrans on maintenance, planning and implementation of future growth, so as to provide a high quality and safe alternative route choice.
  - ensure bus lanes and cycle facilities are not opened to use by motor-cycles/mopeds

Action measures 107 suggested that this measure should clearly include the promotion of active travel as a road safety objective in recognition of the evidence that encouraging more cycling leads to improved safety:

Sustrans 107 should clearly include the promotion of active travel as a road safety objective in recognition of the evidence that encouraging more cycling leads to improved safety.

The Public Health Agency (Western Region) suggested increased funding for cycling proficiency and a message on safety helmet wearing.

WELB Pupil Road Safety Focus Group asked if “the wearing of safety helmets for all cyclists become a legal requirement of cycling on the road?”

Equine Council for NI suggested the use of high visibility clothing.

#### **Section 4 – How We Propose To Achieve These Targets – Additional Measures – Children and Young People (CYP)**

##### **27. Other than the action measures already proposed are there any additional measures for CYP that you believe we should consider?**

RSC Newtownabbey commented that something like Tufty is required to heighten awareness in young children and their parents is most essential.

Individual (Questionnaire Identification Number 3) suggested CYP needed to be taught in a stronger way the dangers of using the road, “children nowadays just ignore the fact that they could be struck by a vehicle.”

Driving Instructors Association NI suggested getting driving instructors to give road safety training in primary schools

Joint Road Safety Forum suggested high visibility clothing and using social networking sites to get the road safety message across.

NIFRS believe road should be included in the school curriculum. They commented that road safety education is effective in primary schools but is virtually non-existent in secondary schools. “NIFRS believe road safety messages should be delivered consistently through all stages of the education system.” Accordingly NIFRS supported action measures 151 and 152 and felt that they should be given priority.

Education and Library Board Transport Officers suggested young children should wear high visibility clothing.

Individual (Questionnaire Identification Number 14) suggested stiffer penalties for drivers.

The Cycle Touring Club commented that action measure 163 is driver absolving. Promoting tertiary safety features such as visibility and complicity as the responsibility of the victim rather than emphasising driver responsibility for the care and protection of vulnerable road users ignores modern concepts of road user hierarchy

Lagan Valley Residents Association - More emphasis on road safety training in primary schools when children are more receptive and will, in turn, train their parents.

NI Environment Link suggested more experienced drivers should also be targeted with appropriate messages about safe driving. They may have learned to drive when assessment was not as strict and safety, health and the environment were not such important issues. They also suggested that more experienced drivers may think they are excellent drivers because they have been driving for such a long period when quite often they have many bad habits. NIEL also suggested regular driving assessments for elderly drivers to ensure they have the capacity to drive.

Individual (Questionnaire Identification Number 19) suggested that children too young to appreciate traffic hazards while close to the edge of busy through carriageways should be accompanied by adults and kept on "reins" whilst those a little older should wear high visibility clothing.

The Public Health Agency suggested:

- More RoadSafe Roadshows;
- More high visibility clothing;
- Dangers of rallying / speeding should be messaged; and
- Provide safe play areas in deprived areas.

Play Board wanted DOE to incorporate the establishment of safe routes to play on the journey to school, thus increasing access to play and leisure opportunities within the wider community whilst enhancing road safety. They wanted to reduce the priority given to traffic over play within communities, improving road safety and enhancing access to play for children and young people. Finally they wanted to the creation of safe routes to play within communities, reducing the risk posed by road traffic and enhancing children's opportunities to expand their geography of play and leisure.

Culmore Area Forum suggested establishing training and funding to local road safety voluntary committees to engage young people and children in road safety projects and activities

Foyle and District Road Safety Committee suggested establishing training and funding to local road safety voluntary committees to engage young people and children in road safety projects and activities

NI Cycling Initiative said it was essential that school based cycle training included on-road training.

Sinn Fein suggested that all Local Authorities should be encouraged to appoint a full time Road Education Officer with a remit to engage with all schools from Primary through to Higher Education and to have a role in developing local road safety strategies and co-ordinating between relevant statutory bodies.

SDLP said that in accordance with Action Measures 151-163 they wished to see increased cycle training made available to children and young people to encourage safe and responsible cycling from a young age. They also suggested a “Bikeability” scheme and consider how to make bikes more accessible.

RoSPA recommended that the audit of road safety education resources and services as set out in paragraph 8.2 of the consultation document also assesses the need for specific resources for children in rural areas.

Sustrans - With reference to action measure 153 they said that the current provision of Cycle Proficiency training is out of date and does not do enough to educate the young people to cycle from home to school. They recommend building on cycle proficiency to introduce Bikeability ([www.dft.gov.uk/cyclingengland/bikeability](http://www.dft.gov.uk/cyclingengland/bikeability)) National Standard cycle training.

They also recommend a review into cycle training that:

- examines the outcomes from existing delivery mechanisms,
- reviews alternative models elsewhere in the UK
- costs different scenarios for the future delivery of cycle training in NI

The Public Health Agency (Western Region) suggested:

- More RoadSafer roadshows
- More high visibility clothing
- Dangers of rallying / speeding should be messaged.
- Provide safe play areas in deprived areas.

WELB Pupil Road Safety Focus Group said that high visibility clothing was essential. They also said that the road safety website should be highlighted to young people. Finally that CYP should be educated on the car and motorcycle rallying culture for participants and onlookers.

Equine Council for NI suggested the promotion of high visibility clothing for pedestrians and other road users.

## **Section 4 – How We Propose To Achieve These Targets – Additional Measures – Older Road Users**

### **28. Other than the action measures already proposed are there any additional measures for older road users that you believe we should consider?**

Individual (Questionnaire Identification Number 1) suggested increased use of flashing green men and flashing amber traffic lights at crossings could be considered.

Individual (Questionnaire Identification Number 3) said that compulsory testing after the age of 65 and every 5 years after that may be required as many older people are not fit to drive.

Driving Instructors Association NI suggested that driving instructors could give talks to old peoples in folds, OAP clubs and other venues.

Joint Road Safety Forum said that Rural Transport Community Schemes are welcome and should be considered for mainstream funding.

Education and Library Board Transport Officers said road users had to display more courtesy to older road users.

Lagan Valley Residents Association suggested learner/novice drivers are made aware that “older people may cause a problem and to be patient.”

Individual (Questionnaire Identification Number 19) suggested that walking-aids should have high visibility markings and roads regularly crossed by older people should be kept as clear as practicable of sight line obstructions.

The Public Health Agency suggested more regular retesting (this is all they said)

Culmore Area Forum commented that it was imperative that measures are put in place that allow older people to remain active as long as possible. Issues for older people are similar to other age groups – increasing number of vehicles on the roads, speed, lack of pedestrian crossings, lack of bus shelters, lack of sheltered seated areas, lack of easy access to all public transport including cross border and lack of common cross border speed limit signage.

Sinn Fein suggested that all pedestrian crossings are designed to accommodate use by elderly people by extending the length of crossing times

RoSPA said that the fact that there is only one paragraph and one Action Measure specifically devoted to older people is an indication of the need to place much more focus on this group. The key performance indicator for the

number of deaths and serious injuries for people over 70 years of age may help to ensure such a focus.

They made a number of points:

- Drivers need to understand how their abilities change as they grow older, and plan for the point at which to give up driving,
- when someone stops driving they are able to remain mobile and active and do not become housebound, with all of the devastating consequences that can have on a person's mental and physical health and well being.
- Assessment and training courses should be made available to older drivers, tailored to the needs of the individual.

Whilst RoSPA did not believe that there should be a maximum driving age beyond which drivers automatically lose their driving licence, they did however recommend that information, education and publicity are needed to help to raise awareness of the effects of ageing, and of the possible effects of medicines on driving performance.

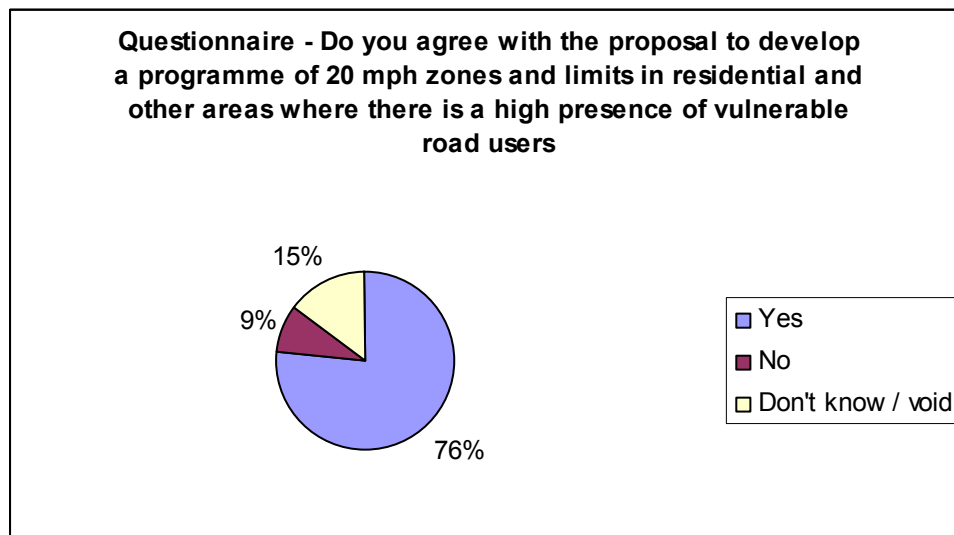
The Public Health Agency (Western Region) suggested more regular retesting.

WELB Pupil Road Safety Focus Group said that services such as the Rural Transport Community Scheme are welcome and should be considered for mainstream funding.

Equine Council for NI suggested the promotion of high visibility clothing for pedestrians and other road users.

## Section 4 – How We Propose To Achieve These Targets – Safer Roads

### 29. Do you agree with the proposal to develop a programme of 20 mph zones and limits in residential and other areas where there is a high presence of vulnerable road users?



#### 29.1 If No or Don't know please explain

Individual (Questionnaire Identification Number 1) said they could see the value but wondered how it could be enforced.

Individual (Questionnaire Identification Number 3) said that it was the pedestrians fault not drivers.

Joint Road Safety Forum said 20 mph should be restricted to residential streets. They also suggested that rumble strips would be welcome in more populated areas particularly on the approach to schools.

NIFRS fully supported 20mph limits or zones but warned that for them to be effective the need for a 20mph speed limit needs to be apparent to the driver. They also need to be enforced. They recommended that further research and guidance on where 20mph zones and limits are most effective should be conducted

Education and Library Board Transport Officers supported this proposal particularly outside schools.

Cycle Touring Club suggested that 20mph speed limits should be introduced in all urban areas not just in areas of high presence of vulnerable road users

NI Environment Link suggested that 20mph speed limits should be introduced in all residential areas.

Individual (Questionnaire Identification Number 19) did not support the proposal and wanted all other safety measures exhausted before lowering speeds.

The Public Health Agency suggested that 25mph might be a more realistic speed as it might have more public support.

NI Cycling Initiative said that 20 mph should become the normal speed for residential and town-centre locations.

SDLP strongly supported this issue but were concerned on how this speed limit would be enforced and expressed dissatisfaction with current speed limit enforcement in general.

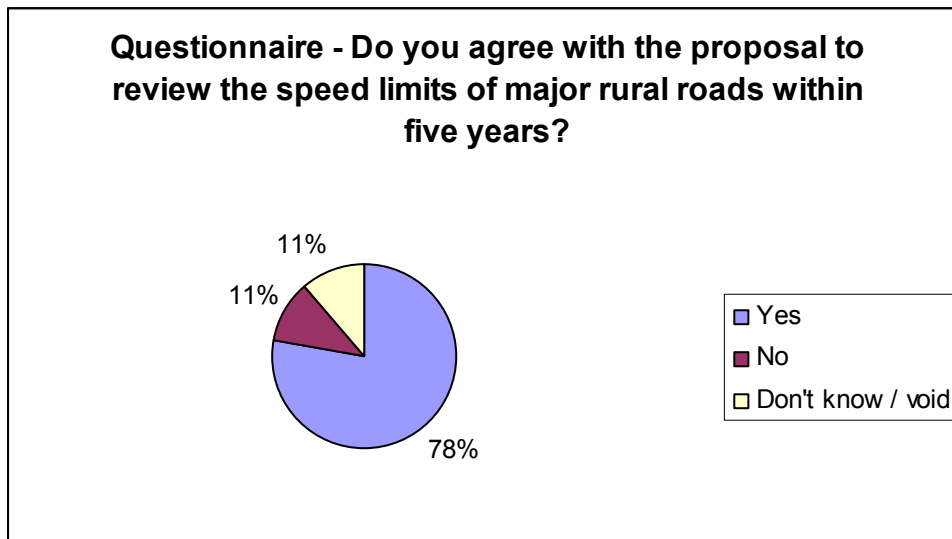
North Down Advanced Motorists were concerned with how 20mph limits / zones would be enforced and thought that 20mph was too slow for all times of the day. Instead they recommended driver education and more power to the Police to stop someone for driving without due care and attention.

ROSPA fully supported 20mph zones and to a lesser extent 20mph limits.

Sustrans fully supported 20mph zones and limits and said that now the results of the Portsmouth trial are out DRD should actually pledge to roll out the scheme in NI. They wanted area wide implementation of 20mph zones without extensive traffic calming subject to appropriate monitoring and further works as required and suggested mixed priority streets could also benefit from reduced speeds, encouraging greater use of local shops and service providers, with positive economic consequences.

WELB Pupil Road Safety Focus Group said that 20 mph should be restricted to residential streets. Rumble Strips would be welcome in more populated areas particularly on the approach to schools.

**30. Do you agree with the proposal to review the speed limits of major rural roads within five years?**



**30.1 If No or Don't know please explain**

Individual (Questionnaire Identification Number 3) disagreed with the proposal and said that if the quality of rural roads were better then they would be safer.

Driving Instructors Association NI disagreed with the proposal and said that currently some road speeds were too slow leading to bunching and frustration and lowering speeds is not the overall answer.

Individual (Questionnaire Identification Number 9) said a blanket 50mph limit might not be required by many rural roads do require lower speed limits and some would benefit from additional hazard warnings

Individual (Questionnaire Identification Number 13) said police should focus more enforcement on smaller roads where people speed and overtake rashly

NI Environment Link believed that all minor rural roads should have a maximum speed limit of 40mph. Research has shown that lower enforced speed limits reduce the number and severity of accidents, improve road safety and reduce CO2 emissions.

Individual (Questionnaire Identification Number 19) did not agree with the proposal and said that a range of other safety measures should be exhausted before reducing the speed limit. The focus should be on increasing skill, far observation and early reaction to hazard by motorists.

The Public Health Agency agreed with the proposal but said that it needs to be enforced through more speed cameras, including average speed cameras.

NI Cycling Initiative supported a 50mph limit on more important rural roads, and a 40mph limit on minor rural roads.

SDLP agreed to the proposal and suggested that cycle lanes be extended to rural areas and all roads should be risk assessed.

North Down Advanced Motorists do not support the proposal and suggested more research should be done into causes of collisions in rural areas before everyone is penalised for the mistakes of a few. "Surely this is better addressed with better driver training?"

RoSPA agreed with the proposal but went on to say that a blanket reduction of the national speed limit on all single carriageway roads from 60 mph to 50 mph is unnecessary. Many good quality single carriageway roads are suitable for a speed limit of 60 mph. However, many other single carriageway rural roads, that currently have a speed limit of 60 mph, are completely unsuitable for such high speeds. As the consultation paper notes some rural roads have a risk of death or serious injury comparable to motorways, whilst others are more than ten times as risky.

Sustrans supported the proposal but were concerned that limiting this largely to upper tier rural roads will neglect the minor road network and lead to anomalies whereby a B road may be subject to a speed limit lower than a comparable C road carrying fewer motor vehicles but considerably more walkers and cyclists.

They recommended that:

- the review prioritises minor roads that are either existing or proposed walking or cycling routes, particularly those on the National Cycle Network;
- for non-strategic rural roads we believe a 40mph maximum is required;
- 30mph limit should be the norm in villages;
- Quiet Lane designation with default speed limits of 20mph be established;
- clear support be included for the further development of average speed cameras.

Right to Ride agreed with the proposal but commented that simply reducing speed limits may not have any effect there are a whole raft of other aspects from engineering, to inappropriate speed for the conditions to consider

The Public Health Agency agreed with the proposals and suggested such roads should see 50 MPH or even 40 MPH limits imposed

**31. Are there any additional measures for roads that have not already appeared in the consultation paper that you believe we should consider?**

Individual (Questionnaire Identification Number 1) suggested more use of anti-slip tarmac and accident black spot signs.

RSC Newtownabbey suggested the number and type of road signs should be reviewed.

Driving Instructors Association suggested that the use of steel cable dividing dual carriageways should be stopped as they presented a danger to motorcyclists.

Education and Library Board Transport Officers wanted more park and ride schemes.

Individual (Questionnaire Identification Number 9) said that speed limits on some dual carriageways is unclear where these have street lights and it would be better to sign all speed limits.

Individual (Questionnaire Identification Number 11) suggested more “left in/left out” junctions should be considered.

Individual (Questionnaire Identification Number 16) believed the cycling network should be invested in and particular emphasis on cycle lanes from residential areas to/from schools which would reduce congestion at the school gate and improve the health of children through exercise.

NI Environment Link would like to see the national speed limit reduced to 60mph on motorways and 55mph everywhere else. More permanent cameras, preferably SPECS where appropriate, should be erected around the country, especially in high risk areas, as these ensure speeds are reduced around the clock. NIEL would also like to see more separate cycle lanes and pedestrian-only zones in urban areas.

Individual (Questionnaire Identification Number 19) suggested:

- Making stepped-concrete the barrier of choice for all new and replacement central reservations of dual-carriageways and motorways;
- Retrofit barriers to dual carriageways that currently lack them- when doing so create hard shoulders if none exist;
- Create left-turn deceleration lanes where space allows on roads with speed limit  $\geq 50$ mph; and
- Convert SC roads with hard shoulders on both sides to alternating 2+1 roads.

The Public Health Agency wanted an explicit commitment to maintaining roads to safe standards.

Culmore Area Forum suggested establishing 30mph speed limits in rural villages. Promote public transport and establish partnerships between Public transport companies to meet the needs of local communities

Foyle and District RSC suggested establishing 30mph speed limits in rural villages. Promote public transport and establish partnerships between Public transport companies to meet the needs of local communities

NI Cycling Initiative agreed with the Netherlands policy of a single driving strip on minor rural roads, with a narrow strip either side, would help pedestrians, cyclists and horse riders and suggested that its application to N. Ireland should be investigated.

SDLP does not believe the consultation document goes far enough in “in affecting real change in reconceptualising our streets to make them safer for all”.

The respondent suggested that Government looks to other countries for best practise and suggests urban planning be used to enforce speed limits.

RoSPA thought that improvements to roads can largely be addressed by following existing best practise. They suggested that there are lessons on rural road design that can learned from countries such as Sweden, especially the use of 2 + 1 roads and central barriers on single carriageway roads.

Equine Council for NI suggested using surface dressings that are safe for horses on rural roads and referred to the use of SMA over the last few years which has caused roads to become very slippery for shod horses. They also suggested that para 6.4 should have horse riders included.

“Urban roads, where small increases in speed, between 20 to 30 mph and 30 to 40 can significantly change the outcome of collisions involving motor vehicles and pedestrians, cyclists and horse riders.”

### **32. Are there any areas of research relating to roads that you feel are particularly important?**

RSC Newtownabbey suggested research into road surfaces, in terms of maintenance and prevention of skidding.

Individual (Questionnaire Identification Number 3) suggested research into why people can not use roundabouts properly.

Driving Instructors Association NI suggested research into the % KSI which could / would not have happened if the road had been a dual carriageway.

Individual (Questionnaire Identification Number 10) use of agricultural vehicles on roads and the problems they cause (tailback, and so on)

Individual (Questionnaire Identification Number 19) suggested:

- research into the economic and safety Benefits of raising motorway limit to 80mph
- Use of white street lights to improve colour visibility and cut energy use.

Play Board suggested research into Impact of road safety, traffic systems and lack of access to appropriate transport (particularly in rural areas) in limiting children and young people's ability to access play and leisure activities.

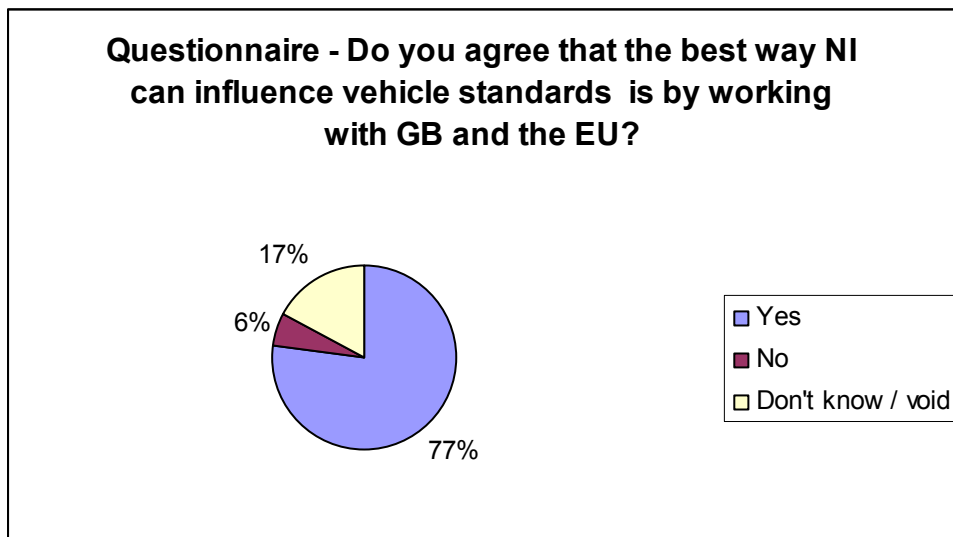
RSC NI Compliance with speed limits on motorways, dual carriageways and single lane roads should be assessed. A target level of compliance for each category of road should then be set as a performance indicator

SDLP referred to - Sweden – Vision Zero “Effect of 20mph traffic speed zones on road injuries in London, 1986-2006: controlled interrupted time series analysis” (BMJ 2009;339:B4469), Portsmouth “Total 20” initiative

RoSPA strongly supports Action Measure 11, to “develop options to address the lack of understanding about the relationship between street lighting and the default speed limit of 30 mph”. They suggest research into effects of using 30mph repeater signs. They also suggested further research into the effectiveness of 20 mph limits.

#### **Section 4 – How We Propose To Achieve These Targets - Safer Vehicles**

**33. Do you agree that the best way NI can influence vehicle standards is by working with GB and the EU?**



### **33.1 If No or Don't know please explain**

Individual (Questionnaire Identification Number 3) it is the person driving the vehicle not the vehicle that is the problem.

Cycle Touring Club did not know if the proposal was apt but did say that resources in NI should be channelled towards speed management and driver attitude.

NIEL did not know if the proposal was apt but did say that efforts would be better off channelled into local campaigns to increase road safety by changing attitudes and improving skills at a local level.

Sinn Fein had no problem with the proposal but wanted an all island approach.

North Down Advanced Motorists want direct tyre pressure monitoring systems fitted as standard, NI should push for this in GB and EU.

Sustrans want NI to work towards EU setting a target date for all new vehicles to have speed limiters

WELB Pupil Road Safety Focus Group welcomed the proposal to amend the mirror structures extending the required field of view for HGV's

### **34. Are there any additional measures for vehicles that have not already appeared in the consultation paper that you believe we should consider?**

Individual (Questionnaire Identification Number 3) suggested fog lights that only come on when it is foggy or bigger penalties for drivers who use them without good reason.

Driving Instructors Association NI suggested automatic hazard lights when an emergency stop is carried out. The also suggested that all cars be fitted with digital warning display of tyre pressure and need for inflation

Individual (Questionnaire Identification Number 10) was concerned that agricultural vehicles did not seem to conform to requirements for lights, indicators, etc.

Cycle Touring Club suggested vehicle control systems which respect speed limits and over ride anti social driving such as black box data recorders and ISA systems.

Lagan Valley Residents Association commented that certain car headlights seemed very bright even on dipped beam. They also suggested that there should be a reversing light on both sides of the car.

Individual (Questionnaire Identification Number 19) had a range of wishes:

- Challenge designers and EU regulators to produce LGV/PCVs capable of both safe and rapid (car speed) movement.
- Speed limits should be set on collision risk criteria only, and not usually below the 85th percentile.
- Make brake light test switches compulsory, to enable 1-person brakelight testing

The Public Health Agency suggested we lobby car manufacturers to include cruise control in all new cars. This would make it easier for drivers to stay within speed limits and concentrate on road conditions rather than having to also watch their speed.

Culmore Area Forum suggested the setting of targets to reduce the number of vehicles, this to be achieved by actively promoting and establishing car pooling and the use of public transport

Foyle and District RSC suggested the setting of targets to reduce the number of vehicles, this to be achieved by actively promoting and establishing car pooling and the use of public transport

Sustrans suggested publication of official graphs showing vehicle types and their respective relationship to all forms of road casualties.

**35. Are there any areas of research relating to vehicles that you feel are particularly important? (free text)**

Driving Instructors Association NI suggested research into the percentage of KSI where stereo was playing at time of accident, loudness and type of music.

Cycle Touring Club suggested research into:

- Reduction of Green house gas emissions
- Psychology of vehicle marketing utility v status (Veblen effect)
- Responsibility of drivers to ensure safety of vulnerable road users

NI Environment Link suggested research into reducing greenhouse gas emissions through a reduced reliance on private vehicles and also more efficient vehicles run on alternative fuel sources, e.g. hydrogen.

Sinn Fein research into fitting speed limiters in vehicles, especially for newly licensed drivers.

RoSPA said that DOE should seek to identify, through research and evaluation, the most appropriate types of technology, and promote their adoption and ensuring that advice is provided on their use. Other stakeholders also need to take a proactive approach to the inclusion of

vehicle technology in road safety, and indeed health and safety, policies. They referred to:

- Intelligent Speed Adaptation
- Digital map of road/speed for NI
- While developments in vehicle technology take place on a global level, the Northern Ireland Road Safety Strategy should consider how its adoption can be integrated into road safety in Northern Ireland.

Sustrans suggested large scale trialling of in-vehicle speed limiters/ISA, and provide a commitment to offer financial incentives to roll these out

WELB Pupil Road Safety Focus Group suggested research into vehicles such as Quads, Mopeds and Tractors.

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Department of the Environment**

**34. DOE am 32, 52-56, 59-66, 68-76, 82-83, 85, 87-106, 108-115, 117-120, 122-134, 138-139, 142-144, 146-149, 151-159, 164-174, Other than these action measures are there any additional measures that have not already appeared in the consultation paper that you believe the DOE should consider?**

RSC Newtownabbey commented that many people with a vast amount of experience and local knowledge are prepared to continue working on a voluntary basis to promote road safety locally. Their contribution should be recognised and included in the new strategy.

Driving Instructors Association NI suggested a night sight check for all novice drivers before issue of provisional licence. Psychoanalyse all candidates for a provisional licence.

Joint Road Safety Forum suggested the incorporation of road safety into the School Curriculum at both primary and post primary schools and Further Education Colleges.

Education and Library Board Transport Officers - Road safety could be introduced as part of schools curriculum from primary to post-primary level.

The Public Health Agency suggested more joined up governance and engagement with the community and local authorities.

Older People's advocate thought the sign for "beware of the elderly" was outdated.

Culmore Area Forum suggested establishing funding and training for voluntary road safety committees.

Foyle and District RSC suggested establishing funding and training for voluntary road safety committees.

SDLP said too much reliance on enforcement and not enough on root causes. Respondent wants to see the Department seriously consider proposals on urban planning to make the streets a safer and more pedestrian/cycle friendly place and to realise the concept of a truly “shared space”.

North Down Advanced Motorists are concerned that the DOE may not be able to undertake so many action measures.

Sustrans referred to action measure 153 and suggested that it needs to be much stronger and commit to the introduction of National Standards (or equivalent) cycle training in all schools.

The Public Health Agency (Western Region) suggested more joined up governance and engagement with the community and local authorities.

WELB Pupil Road Safety Focus Group suggested Road Safety in the curriculum and FE Colleges.

Equine Council for NI suggested that it should be made compulsory that all horse riders must wear riding hats to an approved standard whilst riding on the roads and that they must also wear appropriate reflective and fluorescent clothing in all weathers.

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Driver and Vehicle Agency (DVA)**

**35. DVA am 52, 54, 56, 59-60, 64 - Other than these action measures are there any additional measures that have not already appeared in the consultation paper that you believe DVA should consider?**

Driving Instructors Association NI want authorities to actively pursue illegal driving instructors and abolish trainee licence scheme which allows unqualified and untested persons to teach the public for money

Individual (Questionnaire Identification Number 11) wants the introduction of intensive driving instruction/examination (as in the case of motorcycles in GB).

Individual (Questionnaire Identification Number 19) want more enforcement / heavier penalties for vehicles driving at night with only one head lamp.

Culmore Area Forum suggested that NI and ROI should set up DVA relationships and partnerships to further working together.

Foyle and District RSC suggest that NI and ROI should set up DVA relationships and partnerships to further working together.

Equine Council for NI want DVA to highlight driver behaviour in relation to riders etc during training and at test

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Department for Regional Development**

**36. DRD Roads Service am 1-31, 34-42, 44-51, 107, 134, 165&167 - Other than these measures are there any additional measures that have not already appeared in the consultation paper that you believe DRD Roads Service should consider?**

Newtownabbey RSC referred to signage and road surfaces.

Driving Instructor Association NI suggested the introduction of a count down system to all traffic lights. The respondent also suggested converting pelican crossings to puffin crossings was a waste of money. Few people in NI even know that we have toucan crossings due to no public awareness campaign

Individual (Questionnaire Identification Number 9) suggested closer regulation of roadside distractions including advertising and banners hung from bridges and lampposts and advanced warning of such things as low-flying aircraft

Individual (Questionnaire Identification Number 16) suggested more investment in cycle lanes/routes to/from residential areas to schools

Play Board suggested a revision of planning legislation to look not just at safer, better-performing roads but also safer, 'child-friendly' local communities.

Culmore Area Forum suggested getting more people out of cars into public transport and decreasing the number of vehicles on the roads.

Foyle and District RSC suggested getting more people out of cars into public transport and decreasing the number of vehicles on the roads.

SDLP suggested serious consideration of urban planning and the creation of shared space. Also suggested more funding for cyclists should be considered, with cross-departmental investment from DRD, DOE and DHSSPS.

Also suggested consideration of cost efficiency of introduction of a 20mph speed limit and suggested wholesale legal change by reducing the speed limit on all urban residential roads rather than creating zones.

Sustrans welcomed the proposal to investigate the removal of centre lines; however, many of the schemes in the Netherlands include the provision of cycle lanes along with the removal of the centre lines. We would encourage DRD to include this.

On action measure 34, Sustrans said that in updating guidance on Road Safety Audits they would encourage DRD to require auditors to undertake specific training in relation to provision for cyclists.

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Department of Education**

### **37. DE am 134&159-163 - Other than these action measures are there any additional measures that have not already appeared in this consultation paper that you believe DENI should consider?**

Newtownabbey RSC suggested an increased number of RSEO and able to work flexible hours so that they can cover requests from youth organisations and their local road safety committees.

Individual (Questionnaire Identification Number 3) wanted children educated on road safety in primary school to a much higher standard.

Driving Instructors Association NI wanted to see the scheme where groups of subsidised lessons are offered to the underprivileged scrapped. Often these pupils do not take any further lessons (they can't afford them) so the exercise is a waste of money and the instructors time.

They also suggested instructors should give road safety lessons in primary schools.

Joint Road Safety Forum suggested a compulsory requirement to have some reflective element in Primary and Post-Primary Uniforms.

Education and Library Board Transport Officers - For curriculum based road safety measures then DE must be involved, but road safety is still the remit of the DOE and the DOE must do everything within its power to make our roads safer.

Individual (Questionnaire Identification Number 16) suggested using the education inspectorate to carry out their inspections to include road safety education.

Lagan Valley Residents Association - For Pre-school children a simple road safety programme (what happened to the Tufty Club?) with games and colouring in etc, to prepare them for when they can understand the importance of road safety better.

A Road Safety awareness programme for Primary Schools, perhaps once a term, geared appropriately to the age group. A good basic and thorough grounding at this age will stand them in good stead when they reach the vulnerable 16 – 24 year old age group.

The Public Health Agency suggested identifying education programmes that are most effective in at least increasing knowledge, improving attitudes and changing behaviour. Also increased high visibility element in uniforms welcomed.

The Public Health Agency (Western Region) suggested identifying education programmes that are most effective in at least increasing knowledge, improving attitudes and changing behaviour. Also increased high visibility element in uniforms welcomed.

Older Peoples Advocate suggested that road safety be continued in primary schools especially relating to zebra crossings.

RSC NI - include road safety education as a statutory requirement in secondary school syllabus.

Culmore Area Forum - Funding and training local voluntary road safety committees to provide education and awareness training in schools and communities

Foyle and District RSC - Funding and training local voluntary road safety committees to provide education and awareness training in schools and communities

SDLP Promotion of cycling within schools, such as the scheme Sustrans has been active in promoting, "Safer Routes to School". Need also to promote cycling amongst females. Statistics show that there are far less women cycling on the roads than men, many stating safety on the road as a principle concern.

WELB Pupil Road Safety Focus Group suggested a compulsory requirement to have a reflective element in Primary and Post-Primary Uniforms.

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Department of Health, Social Service and Public Safety**

**38. DHSSPS am 43, 116, 121, 134 & 150 - Other than these measures are there any additional measures that have not already appeared in the consultation paper that you believe DHSSPS should consider?**

Individual (Questionnaire Identification Number 13) would like to see research on the impact of promoting active lifestyles and encouraging walking and cycling.

The Public Health Agency suggest ring fencing money from speed cameras to support implementation of the Road Safety Strategy.

Play Board research on the wider beneficial impact that more child-friendly built environments and transport can have on public health, residents' satisfaction with their local area as a place to live, social capital and cohesion, and sustainable community development.

Older Persons Advocate to research availability of older persons pedestrian access at hospitals and GPs.

SDLP - The benefits to public health of active travel should be communicated by DHSSPS. Slowing down the streets has proven in studies to have the affect of increasing the number of cyclists on the roads, particularly amongst females. Therefore the benefits to public health must be further promoted by DHSSPS in regards to active travel.

Equine Council for NI - develop resource and competence within rescue services to deal with accidents involving large animals.

## **Section 5 – Road Safety Partner Responsibilities – Additional Measures – Police Service of Northern Ireland**

**39. PSNI am 57-58, 67, 76-82, 84, 86, 88, 116, 126, 134-137, 140-141 & 145 Other than these action measures are there any additional measures that have not already appeared in the consultation paper that you believe PSNI should consider?**

RSC Newtownabbey suggested bringing back PSNI involvement with road safety education in schools

Individual (Questionnaire Identification Number 3) suggested PSNI should attend all accidents not just the ones with injuries. This would help drivers who have collisions with uninsured drivers to make a speedier claim.

Driving Instructors Association NI suggested the authorities take proactive role in investigating illegal instructors and taking cases to court.

Individual (Questionnaire Identification Number 9) suggested a clamp-down on mobile phone use and distracting illegal roadside advertising

Individual (Questionnaire Identification Number 14) suggested more police presence on road.

Cycle Touring Club suggested a victims surcharge to be paid by all speeding drivers see Road Peace,

Individual (Questionnaire Identification Number 16) said there was already enough legislation in place but it seems not to be enforced.

Lagan Valley Residents Association suggest a driving simulator for speed offenders.

RSC NI suggested enforcing the legislation relating to the lighting and guarding of road works.

North Down Advanced Motorists welcome the adoption of further vehicle mounted ANPR systems as we feel roadside ANPR camera systems are only there to target the people who actually bother to register their vehicles. The respondent commented that the real menace on the roads are people who do not licence their vehicles and often do not hold a licence, MOT or insurance.

Individual (Questionnaire Identification Number 30) suggested greater use of cameras to penalise careless, dangerous and speeding drivers.

Sustrans strongly support the wider use of average speed cameras, including in 20mph areas.

## **Section 5 - Road Safety Partner Responsibilities – All Road Safety Partners**

### **40. All Road Safety Partners are there example of good practice that you feel are particularly relevant to NI and from which you think we can learn?**

RSC Newtownabbey comments that the voluntary road safety movement in NI has contributed to education covering all aspects of road safety issues at local level.

Joint Road Safety Committee pointed out:

- Western education and Library Board established an Inter Agency Group working group to consider the wider implications of school children and young people using our roads. This resulted in wide ranging recommendations in respect of Reflective Uniforms, Curriculum Revisions, school transport etc.
- District Policing Partnerships in Dungannon, Cookstown, Fermanagh and Omagh have established a Road safety Forum bringing together statutory and voluntary groups who have a remit or interest in road safety to address road safety concerns in their catchment areas.

The respondent also had one suggestion for DRD: Road Services should consider the criteria for the treatment of roads during winter conditions. The Forum would suggest that all roads within the school bus schedule should be treated.

Education and Library Board Transport Officers noted that the Education Boards are very proactive in delivering a high quality of annual driver training and review training on an annual basis to ensure that drivers are kept up to date with changing trends within the transport service. Drivers are also undertaking Driver CPC License training. One Board provides Advanced Driving Licence training.

The respondent suggested that all other private/public passenger transport services should deliver similar training to employed drivers in order to maintain good driving standards.

Cycle Touring Club suggested Road Peace. This is the national charity for road crash victims and is an independently funded, membership organisation. Members include those who have been bereaved or injured in road crashes and also those who are concerned about road danger. Road Peace have published investigation guides for families bereaved by road death

The respondent also referred to Practical Child Pedestrian Training Scheme (PCPST) run by DOE RSEO service in schools. They said it was “excellent but time and resource intensive which is restrictive in terms of rolling it out to more schools at any one time”.

Play Board referred to Copenhagen-traffic playground where children can walk, cycle, scoot, push toy cars or skate around a scaled down street scape complete with traffic signals and signals. They also referred to London Play's Home Zones project (Can I play out...? Lessons from London Play's Home Zones project Report by Tim Gill (2007).

Culmore Area Forum referred to the Lincoln Road Safety Partnership

Foyle and District RSC referred to the Lincoln Road Safety Partnership

Sinn Fein and SDLP both referred to Sweden's 'Vision Zero' as an area of good practice which should be studied to ensure better road safety policies.

Individual (Questionnaire Identification Number 30) referred to the use of camera technology in villages in southern rural England for speed limit enforcement

Sustrans referred to the example where Sustrans and DOE Roads Safety branch have worked in schools together. Here teachers deliver basic playground cycle training under the DOE scheme and Sustrans build on this to deliver the on road element. They suggest that this could be a model for the way forward.

Right To Ride refer to the virtual library on their website.

WELB Pupil Road Safety Focus Group referred to the Inter Agency Group established by WELB which has been pro active in considering the needs of

school pupils when using our roads. Actions have included the development of a one stop website for adults and young people.

Equine Council for NI referred to the British Horse Society which is happy to advise in relation to what it does to train riders and drivers in relation to road safety.

## **Section 6 – How we deliver the measures proposed in the consultation Paper**

### **40. How can road safety programmes best be delivered in NI and by whom?**

RSC Newtownabbey - Road safety needs to be delivered by multi agency groups. Government agencies need to deliver messages on broader issues, however, local voluntary groups also have an important place in the education of local groups through fun and informative activities which encourage people to keep safe on our roads.

Individual (Questionnaire Identification Number 3) suggested that Primary schools could utilise the Police, Fire Service and Ambulance drivers to help educate. Also suggested adverts for children on TV which are more basic to show correct manners on the road. Also road shows at fire stations etc to invite the public in for a days training.

Driving Instructors Association NI suggest they have a role to play.

Joint Road Safety Forum suggested that road safety messages can best be delivered by raising awareness of road safety considerations, education and enforcement and in a medium which best suits the targeted group i.e. children through schools and the family, young people through their own social network and communications [facebook, etc] and the older generation through the media.

Statutory agencies such as education, police, District Policing Partnerships, DRD, etc can all contribute to the overall road safety programme but similarly the voluntary and business sectors can all contribute.

Education and Library Transport Officers suggested the following:

- The Schools network.
- The Education Boards
- The Health Authorities
- Youth Clubs and other Societies.
- Libraries.
- Transport providers.
- DOE websites-MUST be user friendly and attractive to young people.
- Media coverage.

In fact anywhere groups meet on a regular basis e.g. Scouts, BB, GB, Cadets.

NIFRS said that a comprehensive partnership as described above would be the best delivery mechanism for NI.

Individual (Questionnaire Identification Number 16) responded that the multi-agency approach is an effective way of dealing with the road safety problems/issues but key to this partnership approach is clear lines of responsibility and all partners concentrating on their role without encroaching on others.

The Public Health Agency said that District Councils should have effective community planning / crime and disorder legislation. They also said that the PHA itself could contribute as could schools, youth clubs, universities and colleges of further education. Also target work places especially those where staff drive a lot.

Play Board responded saying they would support the delivery of the new strategy and the expansion of the partners to include the Dept of Education, NI Ambulance Service and NI Fire & Rescue Service. Cross-departmental working to achieve targets is the most effective way to ensure joint planning.

In addition to the partners referenced, it was Play Board's belief that the delivery of road safety programmes would be greatly enhanced by the involvement of local communities.

RSC NI suggested setting up an Executive level Committee on Road Safety to include the Ministers for the Departments that have statutory responsibilities for all aspects of safety on our roads. They noted that such committees existed in other best practice countries/states. They also suggested a new Department for Transport should be set up and have responsibility for road safety and the setting of speed limits. Accountability within all Departments that have statutory responsibility should be very clearly set out with details on reporting on the effectiveness, value for money and measurements of outcome for all proposed measures

SDLP suggested that the road safety programme can best be delivered using a long term strategy which seeks to force a cultural change in driving and the way in which motorists treat urban residential roads. It also must be delivered on a cross-departmental basis.

RoSPA said a key issue will be how the DOE funds and resources the delivery of the road safety strategy given the economic climate and the reductions in public spending that is inevitable over the next few years.

Sustrans supported the partnership approach but there should be recognition of the role of the Voluntary and Community sector.

Equine Council for NI agree with partnership approach – particularly in relation to DENI involvement

## 20/20 Vision: Driving Forward Road Safety Consultation Response Form (Word Version)

This response form comprises a series of questions requiring a combination of tick answer and comments. Please note that it may take one hour to complete all of the questions.

To complete and return the form it will be necessary to either e-mail it or post it to the addresses provided at the end of the questionnaire.

### 1. About You

Are you:

a) Male  Female

b) Responding as:

an individual

an organisation  *please state name of organisation below*

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-

c) Please indicate your age

0-15

16-24

25-34

35-44

45-54

55-64

65+

N/A

d) Do you use NI roads mainly as a (*tick all that apply*):

Driver  Pedestrian  Motorcyclist

Cyclist  Passenger  Other

**2. About the Consultation Paper**

a) Have the main road safety priorities been identified?

**Yes**  **No**  **Don't know**

*If No or Don't know, please state what priorities have not been identified?*

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b) Do you agree that the consultation paper addresses the key road safety priorities?

**Yes**  **No**  **Don't know**

*If No or Don't know, what additional issues do you believe need to be addressed?*

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c) Do you agree that any new road safety strategy should be for 10 years with regular reviews?

**Yes**  **No**  **Don't know**

*If No or Don't know, what period do you believe it should cover?*

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d) We have proposed a long-term vision of **“A journey on Northern Ireland’s roads being as safe as anywhere in the world”**. Do you agree with our vision?

**Yes**       **No**       **Don’t know**

*If No or Don’t know, what ‘vision’ do you suggest?*

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### **3. About the proposed targets and performance indicators**

3.1 Our first two proposed targets are to:

- reduce deaths on our roads by at least 40%, and
- reduce serious injuries on our roads by at least 45% by 2020 compared with the 2004-2008 average.

(a) Do you agree?

**Yes**       **No**       **Don’t know**

*If No or Don’t know, what do you believe our target should be and why?*

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3.2 Our third proposed target is to reduce the number of road deaths and serious injuries to children and young people (aged 0-15) by at least 55% by 2020, compared with the 2004-2008 average.

(a) Do you agree?

**Yes**       **No**       **Don't know**

*If No or Don't know, what do you believe our target should be and why?*

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3.3 Our final proposed target is to reduce the number of road deaths and serious injuries to young people (aged 16-24) by at least 55% by 2020, compared with the 2004-08 average.

(a) Do you agree?

**Yes**       **No**       **Don't know**

*If No or Don't know, what do you believe our target should be?*

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3.4 Do you agree that the performance indicators proposed in the consultation paper are appropriate?

**Yes**       **No**       **Don't know**

*If No or Don't know, what are your proposals?*

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#### **4. How we propose to achieve these targets**

##### **4.1 Road User Behaviours**

a) Research shows that the following poor road user behaviours need to be addressed. Do you agree?

	Yes	No	Don't know
Drink Driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Seatbelt wearing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drug Driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Careless Driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous Driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Carelessness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Are there other behaviours you believe we should consider?

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## 4.2 Drivers

Driver Preparation *See Action Measures 90, 100, 101, 102, 105, 122, 158*

(a) Do you agree that we need to examine and revise the way drivers are trained to ensure that they are better equipped to drive safely on NI roads?

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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Driver Testing *See Action Measure 101*

(b) Do you agree that we need to examine and revise the way drivers are tested to ensure that they have the requisite skills for driving safely on NI roads?

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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- (c) Do you agree with the proposals that we should examine the possibility of awarding driver licences in stages i.e. Graduated Driver licensing? See Action Measure 100

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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Post Driver Testing See Action Measures 91, 100

- (d) Do you agree that we need to examine the effectiveness of the 'R' driver scheme which is still in use in NI?

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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**4.3 Motorcyclists** *See Action Measures 165*

- (a) Do you agree that establishing a multi-disciplinary motorcycling forum which will include a range of stakeholders will help protect motorcyclists and contribute to reducing biker deaths and serious injuries?

**Yes**       **No**       **Don't know**

*If No, please explain*

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- (b) Are there any additional measures for road users that have not already appeared in the consultation paper that you believe we should consider?

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- (c) Are there any areas of research relating to road users that you feel are particularly important?

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**4.4 Pedestrians action measures** *See Action Measures 37-39, 107-111, 112*

- (a) Other than the measures detailed above are there any additional measures for pedestrians that you believe we should consider?

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**4.5 Cyclists action measures** *See Action Measures 40-41, 107, 112*

- (a) Other than the measures detailed above are there any additional measures for cyclists that you believe we should consider?

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**4.6 Children & Young People action measures** *See Action Measures 151-163*

- (a) Other than the measures detailed above are there any additional measures for children & young people that you believe we should consider?

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**4.7 Older Road Users action measure** *See Action Measure 164*

- (a) Other than the measures detailed above are there any additional measures for older road users that you believe we should consider?

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**4.8 Safer Roads**

- (a) Do you agree with the proposal to develop a programme of 20 mph zones and limits in residential and other areas where there is a high presence of vulnerable road users such as pedestrians, children and cyclists? *See Action Measures 4-6*

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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- (b) Do you agree with the proposal to review the speed limits of major rural roads within five years, with priority placed on those with a known history of collisions? *See Action Measures 7-8*

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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- (c) Are there any additional measures for roads that have not already appeared in the consultation paper that you believe we should consider?

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- (d) Are there any areas of research relating to roads that you feel are particularly important?

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#### 4.9 Safer Vehicles

- (a) NI has little direct control of vehicle standards but can influence vehicle standards most effectively by working with GB and the EU. Do you agree that this means of influencing vehicle standards is a good way to improve road safety? See *Action Measures 56, 62-63*

**Yes**       **No**       **Don't know**

*If No or Don't know, please explain*

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- (b) Are there any additional measures for vehicles that have not already appeared in the consultation paper that you believe we should consider?

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- (c) Are there any areas of research relating to vehicles that you feel are particularly important?

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**5. Road Safety Partner responsibilities**

**5.1 Department of the Environment for (NI) – DOE** *See Action Measures 32, 52-56, 59-66, 68-76, 82-83, 85, 87-106, 108-115, 117-120, 122-134, 138-139, 142-144, 146-149, 151-159, 164-174*

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the DOE should consider?

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**5.2 Driver & Vehicle Agency – DVA action measures** *See Action Measures 52, 54, 56, 59, 64*

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the DVA should consider?

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**5.3 Department for Regional Development – (DRD) Road Service** *See Action Measures 1-31, 34-42, 44-51, 107, 134, 165 & 167*

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the DRD Road Service should consider?

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**5.4 Department of Education - (DE)** *See Action Measures 134 & 159-163*

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the DE should consider?

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**5.5 Department of Health, Social Services & Public Safety (DHSS&PS) which includes the NI Ambulance Service (NIAS) & NI Fire and Rescue Service (NIFRS) See Action Measures 43, 116, 121, 134 & 150**

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the DHSS&PS including NIAS and NIFRS should consider?

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**5.6 Police Service of NI – (PSNI) See Action Measures 57-58, 67, 76-82, 84, 86, 88, 116, 126, 134-137, 140-141 & 145**

- (a) Other than the measures detailed above are there any additional measures that have not already appeared in the consultation paper that you believe the PSNI should consider?

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## 5.7 All Road Safety Partners

- (a) Are there examples of good practice that you feel are particularly relevant to Northern Ireland and from which you think we can learn?

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## 6. How we deliver the measures proposed in the Consultation paper

At present Road Safety is the responsibility of the Dept of the Environment (NI). The current Road Safety Strategy is delivered through a partnership approach which includes DOE, DRD, & PSNI. Progress towards achievement of targets and associated action measures is monitored by DOE.

In delivering the new strategy we hope to expand the partners to include the Dept of Education, NI Ambulance Service and NI Fire & Rescue Service.

How can road safety programmes best be delivered in Northern Ireland and by whom?

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Once you have completed the response form please return it:

By post to: Maura Magee or Richard Jordan  
Road Safety Strategy and Research Branch  
Road Safety Division  
Department of the Environment  
Clarence Court  
10-18 Adelaide Street  
Belfast  
BT2 8GB

**Or**

E-mail: [roadsafety.strategy2010@doeni.gov.uk](mailto:roadsafety.strategy2010@doeni.gov.uk)