

Northern Ireland Road Safety Strategy 2010-2020 Consultation Analysis Report Annex F (1)

Record of responses received from organisation or individuals on proposed road casualty reduction targets

Name	To reduce the number of people killed in road collisions by at least 40% by 2020. Comments	To reduce the number of people seriously injured in road collisions by at least 45% by 2020. Comments	To reduce the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 55% by 2020. Comments	To reduce the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 55% by 2020. Comments
NI Commissioner for Children and Young People (NICCY)			NICCY will not comment directly on the proposed figure of a 55% reduction. However, in light of DoE exceeding its previous target considerably ahead of schedule, NICCY will recommend that, with the new strategy, the Department carefully consider whether it has set an ambitious enough target from the outset.	An important point that NICCY would like to highlight for preliminary purposes is our uneasiness with the Department's grouping of 16 and 17 year old young people in the same category as adults.
				NICCY does not agree that 16 and 17 year olds be subsumed into the 'under 24' age bracket. We acknowledge that the Department may wish to gather comparative data on these set age brackets, or it may wish to collate information under the 16-24 age bracket, for other purposes, in light of the fact that young people tend to be overrepresented in road deaths and in terms of responsibility

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				<p>for collisions. However, it is also crucial that Government policy documents and strategies recognise 16 and 17 year olds as young people, distinct from adults. DoE should be able to break down its figures so that 16 and 17 year olds are considered distinct from adults. In the past, NICCY has criticised Government strategies which exclude 16/17 year olds from the 'children and young people' category. The opportunities for 16 and 17 year olds are much more restrictive than over 18s and this can have a huge impact on their day-to-day lives – they cannot vote, they are subject to a lower minimum wage – these are just two examples. Most importantly, for the purposes of the Government's obligations under the UNCRC, 16 and 17 year olds should be classed as 'children'. It is crucial that Government strategies acknowledge its responsibilities to 16 and 17 year olds, and thus NICCY recommends that DoE publish and compare data for all children and young people, ensuring that it is able to break down the figures for 16 and 17 year old young people, as distinct from adults.</p>

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British Red Cross	The Red Cross is a humanitarian organisation and a reduction in death on our roads by 40% and a reduction of serious injuries by at least 45% would be hugely welcomed. As mentioned earlier the Red Cross believes that it can assist in helping the DOE to reach these targets through the expansion and promotion of the use of first aid amongst road users.	See comments for Target 1		The Red Cross supports targets that aim to save lives and reduce serious injury. We welcome the particular focus on young people.
Dungannon and South Tyrone Borough Council	Whilst it is understood that targets should be based on seeking to reduce the number of people killed or injured on our roads it is important that action is not solely focused on this. It is imperative that when road safety concerns are raised that these are given serious consideration and action taken to avoid any deaths or serious injuries.			
British Vehicle Rental and Leasing Association (BVRLA)	In principle, we agree with the concept of the targets and vision that the department has set out in the consultation.			

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	However, if accident casualties are to reduce it will need continued investment in awareness campaigns and training. We would welcome clarity from the department on this area as the consultation seems to be lacking in terms of where the funding will come from to help achieve the tough targets which have been set.			
Young Farmers' Clubs of Ulster	The YFCU commend the Department on the success of the Road Safety Strategy 2002/2012. We welcome and acknowledge the challenging targets in this strategy to further reduce the incidence of children and young people killed or seriously injured in road collisions by 55% by 2020.			
Road Safety Authority (RSA, ROI)	I note that you have established very ambitious targets for 2020 and this should focus the energies of all your stakeholders in the achievement of these targets.			

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Daniel Mulholland	<p>Whilst it is encouraging to see a downward trend in the number of deaths and fatal injuries this strategy falls far short of what is required to change the system sufficiently to prevent death and injury on our roads. If this current strategy is implemented and all the targets delivered then in the next 10 years we will have killed 905 people and seriously injured 7,964. Killing or seriously injuring 812 children. The cost to the economy of this success will be in excess of £3 Billion. But what about the human cost. If you are one of the 900 families who will lose a loved one, or one of the almost 8000 who are seriously injured I don't think you will consider this strategy as a success.</p>			
	<p>I am surprised to note that given this tragic loss of life, trauma and loss to the Northern Ireland economy that these recommendations have not been costed!</p>			

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	The new strategy must now seek to prevent road deaths and injuries of any type. Will it be a success if we manage to kill a representative number of each type of road user? People are not categories they are people.			
	[You say] " I believe that every death and serious injury is one too many and that the only acceptable level is none." Then why is this not the target?			
	[The paper also proposes a number of measures to] deliver the outcome of no loss of life on our roads.			
	These targets are useless!			
	Why set targets that research suggest you can achieve. Why not go for zero tolerance!			
Fermanagh District Council	The key targets are challenging as they should be and the Council supports these also,			
NI Assembly Environment Committee	It is clear that more challenging targets are needed to try to reduce death and serious injuries on our roads.		Target for young people is the most challenging in the strategy (PSNI)	

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	<p>The Committee heard from the PSNI that the target for young people is the most challenging in the strategy and also heard from NICCY that the 2 most vulnerable areas for children are in rural and deprived areas. NICCY also stated that they were disappointed that there were no indicators in the strategy that specifically relate to young people.</p> <p>The Committee recommends that an indicator is built into the strategy in relation to the safety of children in rural and deprived areas.</p>		<p>No indicators relate specifically to young people, one could relate to children in rural areas (NICCY)</p>	
	<p>Adopt rate based targets based on exposure to risk instead of simple reduction in casualty numbers. Relying on casualty reduction only has the perverse effect of making roads more dangerous for vulnerable road users (CTC)</p>			