

Northern Ireland Road Safety Strategy 2010 – 2020 Consultation Analysis Report – Annex F (2)

Record of responses received from organisations or individuals on proposed road safety vision together with general comments

Name	Vision "To make a journey on NI's roads as safe for all road users as anywhere in the world."	Alternative Vision	General
Northern Ireland Tourist Board			Nil return
Police Federation for Northern Ireland			No issues with content
Lord Chief Justice's Office, Royal Courts of Justice			Overall nil response but if any sentencing changes result they would want to be consulted again on those changes.
Lisburn City Council			Content of consultation document noted
Cookstown District Policing Partnership			Support for any proposal which positively promoted safer roads for everyone across NI
NI Judicial Appointments Commission			No comments to make on the proposals contained with the consultation document.
British Motorcyclists Federation			<p>There are many proposals here which we would strongly support and which would be considered best practice across Europe, such as motorcycle forums, route treatments and the like. However, there are also some strange proposals with no logic or evidence to support them such as preventing unaccompanied learning and differential speed limits. Naturally, the British Motorcyclists Federation wants the best policies for motorcycling and that includes improving road safety for motorcyclists. What we were disappointed not to see were policies which encourage other road users to look more actively for motorcyclists and to react appropriately. We would strongly recommend public education campaigns on these points as a large number of motorcycle accidents are shown to have involved an error by the other road user, something which motorcyclists can do nothing about.</p>

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NI Commissioner for Children and Young People (NICCY)			<p>NICCY recommends that the policy proposals give explicit commitment to upholding the values and relevant provisions of the UNCRC.</p> <p>NICCY recommends that the DoE's proposals give recognition to the UN Convention on the Rights of the Child. As a minimum, we would highlight the four General Principles of the UNCRC, which the policy drafters should find of benefit in understanding their core responsibilities to children's rights:</p> <ul style="list-style-type: none"> • Article 2: children shall not be discriminated against in exercising any of their rights under the UNCRC. • Article 3: all decisions taken which affect children's lives should be taken in the child's best interests. • Article 6: all children have the right to life and to the fullest level of development. • Article 12: children have the right to have their voices heard in all matters concerning them. <p>We note, for example, that DoE has given much thought within the draft strategy to how issues such as social deprivation, or living in a rural area, can put children at greater risk on our roads. These are key areas where the Department should benchmark its proposals against the UNCRC.</p>

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			<p>Following consultation, NICCY would recommend that the Department highlight how the views of children and young people will influence the further development of the policy proposals.</p> <p>NICCY warmly welcomes the Department's sign of commitment to its duties and responsibilities to engage with children and young people in the creation of the consultation document. We would, however, point out that a 'child' or 'young person', for the purposes of the Ten Year Strategy for Children and Young People and the UNCRC, refers to someone under the age of 18, since we note that the pre-consultation engagement took place with adults up to the age of 25. It is important that children and young people are identified clearly, and differentiated from over 18s.</p> <p>We would, however, restate our encouragement for the Department's sign of commitment towards its duties and responsibilities to consult with children and young people. We would welcome information from the Department as to how the informal engagement with children and young people influenced the drafting of the consultation document.</p> <p>We note that at page 29 of the consultation document DoE states that: "As many of the children and young people are in education or training and, having regard to curriculum delivery and examination periods, our engagement planned with some young people has necessarily had to take place outside this formal consultation period."</p> <p>NICCY appreciates that a flexible approach is required in engaging with children and young people. We would welcome further information on the DoE's consultation with children and young people during the consultation period.</p>

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			<p>Given the concerning trend for higher rates of child pedestrian casualties in deprived areas, NICCY would like more information as to what extent DoE consulted with children and young people from such areas.</p>
			<p>We welcome the commitment in the draft strategy to measure and understand performance each year. NICCY recommends that, if, during the lifetime of the new strategy, the Government finds that it meets or exceeds the set targets ahead of schedule, it should consider the scope for re-setting targets to achieve more ambitious results.</p> <p>We also note that the list of performance indicators contained in Annex A of the consultation document makes no reference to children and young people. NICCY recommends that DoE revise the indicators to explicitly include children and young people, for example, those from areas of high deprivation and rural areas.</p>
			<p>NICCY further recommends that the road safety proposals link-in, as appropriate, with NICCY's related recommendation to Government for a child poverty action plan.</p>
British Medical Association			<p>BMA(NI) supports the long term vision and road safety priorities as identified and agrees that any new road safety strategy should be a long term strategy with regular reviews.</p>
			<p>Road traffic casualties have been decreasing in the UK since the 1950s, and road traffic fatalities are among the lowest in Europe. Despite this, over 250,000 road traffic casualties and fatalities were recorded in 2007 and road traffic injuries are a major cause of death and serious injury in children in the UK. Common contributing factors to crashes are speeding, dangerous driving and drink/drug driving. Other factors, such as driver fatigue or distraction (for example from mobile phone use) are increasingly recognised as contributing factors to road</p>

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			traffic accidents.
British Red Cross	The Red Cross welcomes this long term vision and offers its assistance in making this long term vision a reality, by working in partnership with the DOE and other statutory agencies in Northern Ireland.		Over the last five years we have delivered road safety campaigns as part of a Europe-wide initiative by Red Cross national societies in partnership with Toyota. These campaigns have included road shows, first aid demonstrations, and workshops in schools. We focus on the key skills that make the greatest impact at the scene of an accident, including airway management and dealing with severe bleeding.
			We have also worked closely with the Driving Standards Agency to raise the importance of an understanding of basic first aid as part of the driving test.
			We believe the main road safety priorities have been identified in the proposed strategy documents. We welcome and support the strategy's main aim to reduce the number of deaths and serious injuries on Northern Ireland roads. We believe that this can be achieved through a widespread knowledge of first aid amongst road users.
			We agree that the consultation paper addresses the key road safety priorities. The Red Cross appreciates being asked to respond to this consultation. We also provided a written response at the pre consultation stage.
			The Red Cross welcomes a strategy that is ambitious, set over a ten-year period. We have noted the success of the previous strategy from 2002 – 2012 and welcome its achievements in helping make the roads in Northern Ireland safer for all users.
			This type of partnership approach [see original response] is crucial to enable the DOE to meet its proposed targets for the 2020 vision for road safety, and we are happy to offer our assistance in making safer roads and as a result saving lives in Northern Ireland.

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			<p>The Red Cross believes that the performance indicators in the consultation documents are a suitable measure to ensure that progress is being made to achieve the targets set out. The Red Cross believes that if the strategy is going to be effective at reducing the number of road deaths and serious injuries on the roads of Northern Ireland it will be important to monitor and report on actual progress against targets on a regular basis.</p>
			<p>The Red Cross in its auxiliary role to government and statutory services is happy to support the services whilst contributing to the road safety strategy in Northern Ireland.</p>
			<p>Delivering the measures proposed in the consultation paper: -</p> <p>The Red Cross believes that road safety and the responsibility for reducing road deaths and serious injury is a wider society responsibility and therefore agrees with the suggestion of a partnership approach.</p> <p>The Red Cross supports the idea of a multi-disciplinary approach including the addition of the department of education, NI Ambulance Service and NI Fire and Rescue Service.</p> <p>The Red Cross believes that the new road safety strategy can only be delivered through collaboration of the different government departments working together and with the support of statutory agencies as well as the voluntary and community sectors.</p> <p>Once again we would like to reiterate our support and welcome the measures being taken under the new proposed road safety strategy for 2010-2020.</p>

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Dungannon and South Tyrone Borough Council			Council would agree to the key challenges and actions that need to be addressed in the Strategy and would recommend adding the importance of road safety for children travelling to school as a key challenge.
NILGA			Overall, local government is content with the key challenges that have been identified by the DOE Road Safety Division.
			Local government strongly advocates that partnership working and co-ordination between all key stakeholders (in particular, DRD Roads Service) is essential to ensure the effective implementation of the Road Safety Strategy and in particular the four elements of engineering, enforcement, encouragement and education.
			Proposals to allow local councils to become more involved in the delivery of a Road Safety Strategy (including developing lower-level local road safety plans) are welcomed, provided that local authorities are adequately resourced to do so. It is further proposed that local councillors should be given greater ability to implement changes for road safety in partnership with DRD Road Service, for example, moving road traffic signs e.g. 30mph signs and pedestrian crossings where appropriate.
			It is stressed that the effectiveness of these proposals will rely heavily on a commitment by all stakeholders to enforce the proposed actions, within the framework of a fair process with an adequate appeals procedure.

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			<p>NILGA would strongly advocate that the delivery of the Road Safety Strategy is carried out through effective working partnerships of all key stakeholders to ensure a collaborative and joined-up approach.</p> <p>It is also important to recognise, and work with, local voluntary road safety committees, community groups and sporting organisations (for example, Ulster GAA road safety campaign 'Live to Play') who have taken a role in promoting road safety in their local areas. Concern was voiced in relation to the recent funding cuts for road safety committees, particularly as the work carried out by these committees is of such importance.</p>
			<p>The use of modern technology such as Bluetooth messages, social networking sites and 'You Tube' was recommended as a means to promote road safety messages (particularly to young people).</p>
			<p>It is further suggested that insurance companies and mobile phone companies should have a role and responsibility to support road safety.</p>

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			<p>Road Safety is often named as a top priority for local councils and a number of local councils have been developing innovative and effective programmes to promote road safety in Northern Ireland.</p> <p>Local government representatives highlighted the work District Policing Partnerships (DPPs) and Community Safety Partnerships (CSPs) working with the PSNI to identify particularly dangerous stretches of roads and other local road issues. One such example is an initiative originally instigated by the DPP manager for Dungannon and South Tyrone District Council. The four DPPs in the 'F' district police cluster (Dungannon, Cookstown, Omagh and Fermanagh) along with statutory representatives from the Fire Service, PSNI, Education and Roads Services formed a Road Safety Forum to co-ordinate efforts and resources – focusing and promoting key messages at the same time throughout the forum's area. An action plan has been developed and the Forum is currently working through the actions. Some of the initial items of work have included awareness raising such as themed DPP discussion forums and meeting with organisations such as the Vintners Association. Education programmes are also currently underway; such as 'Bike Safe' for motorcyclists, 'Roadsafe Roadshow' for sixth formers and a Christmas anti drink-driving campaign. It is important to note that the concept of the Forum is not to erode any work being carried out by the different organisations with a remit or interest in road safety but rather to co-ordinate and deliver a more focused message across the district. It is important that all stakeholders communicate and take a co-ordinated approach, in order to learn from best practice and to minimise duplication of effort.</p>

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			The Department of Justice (NI) is currently working through proposals to amalgamate DPPs and CSPs in May 2011 into one single partnership. It is suggested that the new partnerships could be used as a mechanism to deliver some aspects of the Road Safety Strategy, within local authority structures.
			Finally, NILGA would stress the importance of providing a statutory footing for local authorities if expected to play a role in delivering and implementing the Road Safety Strategy on a local level.
			It is suggested that good practice examples in road safety strategies from other jurisdictions e.g. Sweden's 'Vision Zero' are utilised when developing the final draft of the Road Safety Strategy for NI.
			Local government has also requested further information on actions that are proposed to be undertaken and would encourage that an action plan to deliver and implement the Strategy is developed as a starting point for delivery.
British Vehicle Rental and Leasing Association			Reporting: There are still a number of areas which we do not know enough about in terms of reporting and we would welcome a review of the reporting requirements for at work road accidents. There is some interesting work being conducted by the International Road Assessment Programme which looks at saving lives in developing countries by promoting safer road design and they have produced good templates for reporting requirements. We would recommend that as part of this strategy the Government considers again how to effectively report at work road accidents.
			We are happy to expand on any of the areas we have mentioned above.

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Motor Accident Solicitors Society			<p>MASS has a particular interest in engaging with the relevant statutory bodies and other organisations to take appropriate measures to try and alleviate the difficulties that young male drivers cause to society and over the years has worked with national groups such as Brake - the road safety charity and on a local Northern Ireland basis the PSNI. In the latter regard, MASS sponsored the CARS project (citizens and responsibility to society) devised by Neville Martin of the PSNI which involved stakeholders including Northern Ireland Fire & Rescue, Ambulance Service, DOE Road Safety Unit, Northern Ireland Courts Service, probation Board for Northern Ireland, Northern Ireland Prison Service and the PSNI. The project involved the pupils of St. Joseph's Boys School in Londonderry with the assistance of Principal Gerry Beattie in conjunction with the Foyle Community Forum Partnership Group. The outcome of the project is available in hard copy and DVD format released in June 2007.</p>
Right To Ride			<p>It looks to the future for safer motorcycling in Northern Ireland and seeks a coherent motorcycle strategy in Northern Ireland with all parties working together in partnership.</p>
			<p>Generally the Road Safety Strategy consultation proposals are very positive for motorcycling and show foresight as a good starting point for better motorcycling, with important exceptions, which we will highlight in our response.</p>
Disability Action			<p>Disability Action has welcomed the opportunity to make a submission. Disability Action looks forward to continued dialogue on this and other issues of major significance to people with disabilities throughout Northern Ireland.</p>

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Young Farmers' Clubs of Ulster	The YFCU agrees with the challenging vision of the strategy to make a journey on Northern Ireland's roads as safe for all road users as anywhere in the world, and we look forward to playing our part in realising this vision.		We particularly welcome the focus on rural roads and rural areas and the targets to reduce deaths and serious injury among children and young people. In our response we have sought to highlight the particular issues facing those living in rural areas and young people specifically.
			Poor public transport links in rural areas results in an increased reliance among the rural population on car ownership for travel to and from work, training, social activities and accessing services. We acknowledge the Rural Impact Assessment undertaken in the development of the strategy and the fact that more collisions occur on rural roads but we would urge all relevant Departments to ensure that any potential negative impacts on rural young people in particular are taken seriously and derogations put in place to mitigate these. Incentivizing and educating young drivers to be responsible road users will ultimately be more successful than any policy/legislation measures based on enforcement alone. Following this consultation any revised strategy must be fully rural proofed before it is implemented.
Guide Dogs for the Blind Association			Our policy and campaigning positions on such issues are informed by research and evidence. A recent example of such research is the report we published in March 2010 Guide Dogs published the: 'The impact of shared surface streets and shared use pedestrian/cycle paths on the mobility and independence of blind and partially sighted people'. This report, produced for Guide Dogs by TNS-BMRB, covers the results of a survey of 500 blind and partially sighted people across the UK in relation to shared surface streets and shared cycle/pedestrian pathways. [Note - Please refer to original response for additional key findings]

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			Guide Dogs concur with many of the key challenges identified in the pre-consultation, in particular 'to protect pedestrians and cyclists', as highlighted on page 20.
			We agree with the identification of pedestrians as vulnerable road users on page 24 and believe that blind and partially sighted are a specific group of vulnerable pedestrians.
			Guide Dogs welcomes the proposal on page 26 that key performance indicators will be developed to monitor the progress of the strategy and will include casualty and collision rates/numbers for vulnerable road users and older people.
			Guide Dogs welcomes the commitment in paragraph 6.21 on page 40 that the revised Regional Transportation Strategy will take a balanced approach to travel needs including public transport, and active travel such as walking and cycling, and that, the safety of all road users of the transportation network will continue to be an important part of the revised strategy.
			Guide Dogs welcomes the opportunity to respond to the Consultation on Preparing a Road Safety Strategy for Northern Ireland 2010-20 and believe that many of the measures contained within the proposals will improve the safety of blind and partially sighted people within their communities.
Road Safety Authority (ROI)			It is important that the decrease in road deaths and injuries is similar on both sides of the border. We are adamant that while the success here is to be very much welcomed our greatest enemy is complacency and I support your position that there is still a lot of work to be completed to make the island of Ireland as safe as the best performing countries anywhere in the world.

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			<p>I support you emphasis in the new strategy on; rural roads, the border regions, the 16-24 age cohort group of road users and the aged. I am also interested in your focus on social deprivation and its effect on road users especially children. This is area I would like to have further discussion with you on to explore the possibility of examining this factor and its impact upon road safety in the Republic of Ireland.</p>
			<p>I notice that quite a number of the actions are based on consideration by your Department, these begin, "We will consider...". I am not sure how these actions will be evaluated and what the output of these actions would be.</p>
Michael Haslett			<p>I hope I have illustrated by this journey description [Note: details provided in original letter] my belief that the laws and rules for traffic in this part of the world are being totally ignored and I would believe that this journey route is not unique, the whole of NI suffers from similar problems. If we have speed limits they should be adhered to and practices which constitute careless and even dangerous driving (lane jumping, tailgating, mobile phone using, etc., etc., should be checked.</p>
			<p>My last word - keep it simple and it works, make it complicated and we will never know.</p>
Road Safety Committee - North Down and Ards			<p>It is also heartening to see that a more holistic approach is being taken with the realisation that to err is human and that road design should be more forgiving of those that make a mistake. Modern car design has accepted that principle with significant and ongoing safety improvements which have saved many lives. The early and skilled intervention by Paramedic and Fire and Rescue Services following a collision has also saved many lives and we would urge that this should be further developed and resourced.</p>

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			Safety Committees have made a significant to the reduction of injuries in Industry and could have a similar role in Road Safety at local level if properly utilised and managed. Consideration should be given to establishing local Road Safety Committees at District Council level comprising road safety professionals and volunteers.
Ulster Farmers' Union	The UFU agree with the vision set out in the consultation.		We welcome the development of a new Road Safety Strategy for Northern Ireland 2010-2020; however we stress that it must not focus on enforcement but should seek to create a culture of compliance and understanding, through effective training and partnership working.
			The consultation highlights there are more collisions on rural roads than on urban roads but the UFU would question if this is relative to the amounts of rural roads pro rata to amount of urban roads in Northern Ireland. Our reliance on rural roads must also be considered, particularly with the absence of efficient public transport links in rural areas and the fact that such a large proportion on our population live in rural areas. Although we would like to see any measures implemented that would seek to improve road safety we would urge the Department to consider their implications on rural dwellers.
			The UFU commend the Department in seeking to further reduce the incidence of children and young people killed or seriously injured in road collision by 55% by 2020. However, in doing so, all measures must be properly rurally proofed to ensure that rural dwellers are not disproportionately disadvantaged.
Belfast City Council	Belfast City Council is fully supportive of the vision articulated in the strategy.		...the response awaits formal ratification by Council on Thursday 1 July 2010. In the unlikely event that amendments to the response be required following Council meeting, I will forward revisions to you. [Note: No revisions received as of 31 August 2010]

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			The key challenges identified in the document are realistic and are supported by detailed evidence presented in the introductory sections of the report.
			Para 5.3 of the report commits to working with any new local authorities when the structure has been finalised, to explore ways to build capacity to reduce casualties at local level, identify local road safety issues and objectives and determine how we can work together to address local needs and priorities. Irrespective of agreement on new structures, BCC would wish to progress discussion on how road safety may be improved at both a city and at community level within the city. Belfast has the highest number of fatal and serious collisions amongst the existing 26 authorities. The Council is intending to pursue the development of a community planning approach to collectively develop and address key issues for the city. The issue of road safety would fit within this framework.
			The Council welcomes the inclusion of performance indicators and targets within the draft report. It is understood that a supporting Action Plan will be developed to add detailed specification to the proposed action measures. It is critical that the resource consequences of each measure are clearly articulated and sources of funding are identified. It should be noted that without the power of "wellbeing" (to be given to councils as part of the RPA process) there is no legal vires for councils to incur expenditure on road safety. Additionally, local authorities are facing significant cost reductions.
Training for Women Network			Nil comment on proposals.
Institute of Public Health In Ireland			IPH welcomes targets to reduce road casualties in NI in line with the Investing for Health Strategy.

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			<p>IPH approves of the strong focus on cross-sectoral working throughout the strategy and recognition that a range of partners can contribute to reducing road traffic accidents and fatalities. There is also potential for effective North South cooperation.</p>
			<p>Recent research conducted by the DoE highlights traffic injuries follow a socio-economic gradient with those from lower socio-economic groups having poorer outcomes in relation to road traffic collisions. The proposed measures do not give sufficient emphasis to inequalities attributed to road traffic collisions. IPH calls for the Strategy to include measures to reduce inequity in health outcomes</p>
			<p>Contributing to a safer and healthier society - IPH welcomes the strong focus on cross-sectoral working throughout the strategy. This supports the Department of Health, Social Services and Public Safety (DHSSPS) Investing for Health targets to reduce the death and serious accident rate from accidents. The health sector should be, and is, identified as a key contributor to developing a comprehensive Road Safety strategy as it is recognised that the cost of road traffic collisions falls heavily on the health budget. Road traffic collisions cost the Northern Ireland economy on average £1,683,810 for a fatality, £189,200 for a serious injury and £14,590 for a slight injury. IPH welcomes the proposed emphasis on reducing fatalities and injuries and enhancing prevention measures.</p>
			<p>IPH acknowledges and welcomes the Health Impact Assessment (HIA) screening exercise conducted on the strategy as part of the Integrated Impact Assessment.</p>

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			<p>IPH appreciates the research undertaken to review deprivation and child pedestrian road casualties. [...] IPH supports a universal approach to increased road safety but believes that the scale and intensity of actions need to proportionate to the level of disadvantage. There are a number of action measures which could be adapted to place a greater emphasis on targeting disadvantaged groups such as prioritising road safety initiatives in areas of deprivation. There is also a need to ensure that monitoring and evaluation mechanisms are included to examine its impact on health inequalities.</p>
Daniel Mulholland			<p>Whilst it is good to note the reduction in death and serious injuries on our roads in the past decade I wish to state that I am seriously concerned with the lack of critical or imaginative thinking that this new strategy demonstrates.</p>
		<p>The vision should be - To eradicate all death and serious injuries on our roads by 2020</p>	<p>What is more important to the Minister that protecting life? If so how what resources have been allocated to the Road Safety – how many people work in Road Safety Branch and what is their budget – compare this to the number of traffic wardens in Northern Ireland. No one was ever killed by someone not paying their parking ticket.</p>
		<p>To prevent all death and serious injuries on our roads.</p> <p>To delivery a safe road environment for all by working in partnership with all stakeholders.</p>	<p>I would also note that it is concerning that there are over 170 actions measures? This clearly demonstrates either a lack of focus or a lack of understanding of the key issues,</p>

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		<p>This vision does not make sense. The Vision should be:</p> <p>To eradicate death and serious injuries on Northern Ireland's Roads by 2020.</p>	<p>Personal responsibility and decision making killed over a hundred people in Northern Ireland last year. It is the duty of a Government to protect its citizens. The basic right under the European Convention on Human Rights is the right to life!</p>
		<p>This should be no deaths or injuries on our roads. Do we currently have to get agreement on the number of people we think it is acceptable to kill on an annual basis?</p>	<p>the key challenges to be addressed [...] will include:</p> <ul style="list-style-type: none"> • eradicated road deaths and serious injuries; • focusing specifically on improving safety on all roads; • working particularly to protect all • eradicating speeding, drink and drug driving and careless and dangerous driving;
			<p>The Deprivation Disparity Ratio for all child casualties is 4.85. This means that a child living in a most deprived area is almost 5 times more likely to be injured in a collision than a child living in a least deprived area. This should fit into the Governments anti-poverty strategy!</p>
Freight Transport Association			<p>It is noted that future decisions will be impacted upon by a range of specific factors.</p> <p>The possibility of devolved powers to stronger local authorities should be restricted with overall policy responsibility remaining with the Department. In view of the size of the province and its population it does not make economic sense to devolve power and associated staff to local authorities.</p> <p>It would therefore seem unreasonable for the new super councils to have to bear the cost of recruiting additional staff with specific skill sets in these harsh economic times.</p>
			<p>In terms of the road structure, signage, speed limits and transport consultations FTA believes the control must remain</p>

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			central with the DRD.
			Whilst we appreciate the inference that many proposals contained within the Strategy may be delayed or even prohibited we support the need to procure the necessary funding to address areas of wilful non-compliance with basic road safety procedures. These include the current business plans and requests for additional administrative and enforcement staff along with associated procedural systems to effectively deal with the commercial vehicle sector.
Fermanagh District Council			The Council notes the key challenges to be addressed over the lifetime of the Strategy and supports these.
			The Council agrees that the measures suggested in the Strategy are appropriate.
David Barr			Something needs to be done to prevent car sales companies from offering free or reduced car insurance to young drivers. This encourages young inexperienced drivers to purchase high performance cars thus adding to potential speeding and unfortunately accidents. Good for the car industry, but deadly for the public.
The British Horse Society	Horse Riders must be included within the vision for road safety. The government should work more closely with the Equine Council for NI, which includes representation from the British Horse Society.		Rural Roads - Statistics involving horses and riders should be compiled.
			Proposed Key Performance Indicators should include:- • Rate of killed or seriously injured horse riders.
			We would also like to suggest that along with cars, pedestrians and cyclists you might have a section for horse riders on your website.

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Julian Black			I am aware that a similar situation exists in towns and cities throughout Northern Ireland. It is somewhat depressing for me to have to read over this consultation document. While it seems to have been produced in good faith, the government has yet again failed to address the issues facing cyclists in any but the most cursory fashion
John Doherty			Use of new technology to save lives Suffering and save millions of Pounds / Euro by using technology to create efficiencies and preventing things happening and subsequent investigations.
			<p>Electronics of the future Monitoring and storing speed and behaviour to stop little boy racers (Black boxes like aircraft We have the technology) by monthly downloads at MOT or police stations Where points can be given Making it that vehicles that are stolen can be stopped electronically off as sky does with viewing cards</p> <p>This technology could stop joy riding and could go as far as preventing untaxed or uninsured vehicles and scrapped vehicles from being on the roads The possibilities are endless</p> <p>By fitting black boxes to vehicles for monitoring driving behaviour We have the technology and the people with the know how to make this happen This could create lots of jobs and help our economy</p> <p>1 Speed (stopping little boy racers)</p> <p>2 Finger print or Iris identification This also would stop vehicle thefts</p> <p>3 Stop vehicle thefts by switching off engine when a vehicle is reported Stolen this would be done from police communications control headquarters (As we do with stolen mobile phones)</p>

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			4 It could monitor where a vehicle was so police could use this information when investigating crime (This would save police time and efficiency)
			I ask that Police road service hospitals coroners office health and safety Insurance companies and all interested parties should come together and have meetings with the firm target of saving lives, Suffering, and money for government Insurance companies and create a more efficient way of living
			<p>I believe that when builders farmers and even homes are looking insurance they should have to video all the machines and buildings they want insured and get a certificate from health and safety that all machinery electric fittings etc are safe and fit for the purpose.</p> <p>I believe that all sports clubs should have to insure against injuries and these policies should have to pay the health service for any injuries caused by their activities This would stop rough play and fights at these events I don't see this as normal health issues.</p>
			My approach is that there should be a getting together of all interested parties, Your Department, Police, Insurance companies should impose immediate fines in those that get speeding points, Motor trade, Fire & Rescue, ambulance Service, Department of health, Hospitals, Road service and design, Health and safety.
			Farming about trees and Farm gates that open on to roads
NI Assembly Environment Committee	RoSPA believes the strategy is achievable but the vision statement needs amended slightly to read 'for all road users'		Members were briefed by the Department's Road Safety Education Officers and were very appreciative of the work they do as they are bringing the road safety message to a very vulnerable audience. If road safety is to be improved it is vital that education and lifelong learning continues to be delivered.

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			<p>Representatives from the road haulage industry informed members that drivers from Northern Ireland were facing delays when driving in GB as they were being treated similarly to foreign drivers and that sharing of information between DVANI and the relevant authorities in GB would alleviate this problem. The representatives also stated that there should be no further delays to the legislative procedure for the introduction and application of powers contained in the Secondary legislation for the Goods Vehicle (Licensing of Operators) Transport Act as any further delays will mean non-compliance figures will remain high.</p> <p>The Committee recommends that information is shared between DVANI and the authorities in GB to alleviate the problems being faced by drivers from Northern Ireland in GB. The Committee further recommends that subordinate legislation from the Goods Vehicles (Licensing of Operators) Act is introduced as quickly as possible to tackle the growing problem of non compliance within the Northern Ireland road haulage industry.</p>
			<p>The Committee considered research on incentive schemes being run by insurance companies for people passing an advanced driving test. These types of schemes should ensure that standards of driving in Northern Ireland are raised and members recommend that more work is done with insurance companies to make this type of incentive for better driving behaviour more widely available and to ensure that it is more widely publicised.</p>

Name	Vision "To make a journey on NI's roads as safe for all road users as anywhere in the world."	Alternative Vision	General
			<p>Members are well aware of the situation in relation to the Road Safety Council but believe that there needs to be a mechanism of support to provide an overarching role to the local road safety committees to ensure that these groups do not fold. In the course of its evidence session members heard from RoSPA who stated that they are keen to provide road safety services in Northern Ireland. As an already established and well respected body the Committee recommends that the Department avails of this offer.</p>
			<p>In the course of taking evidence from rural representatives, the Committee was advised that changes to the driving licence have introduced disincentives to young/new drivers becoming fully qualified in all the sections they required. In particular reference was made to the need for a separate test for drawing a trailer and the Committee suggests that optional extra tests should be made available for those requiring them when taking the driving test. This would avoid separate arrangements having to be made at a later stage.</p>
			<p>The Committee attended the Balmoral Show on 12 May 2010 where the focus was on road safety in rural areas. As part of this engagement event the Committee conducted a survey on several of the proposed measures in the Road Safety Strategy Consultation which focused on rural areas. A copy of the analysis of the 40 responses is attached for your information. [Note: See original response for details]</p>
			<p>Attached at Annex A is a synopsis of the evidence taken from organisations on the Road Safety Strategy Consultation. [Note: details below]</p>

Name	Vision "To make a journey on NI's roads as safe for all road users as anywhere in the world."	Alternative Vision	General
			<p>Agreement with measures in the consultation document (NICCY)</p> <p>Government policy should not be blurred regarding the age of children as the pre consultation included adults up to 25 years old. (NICCY)</p> <p>More safe play areas needed (NICCY)</p>
			<p>Rural Transportation Strategy needed (RCN)</p>
			<p>Stronger sharing of information between NI and GB needed (FTA)</p>
			<p>FTA strongly supports the proposed Action Measures contained in Annex B</p>
			<p>RoSPA keen to provide road safety services in Northern Ireland</p>
			<p>Reduce fear of traffic both real and perceived and monitor reduction through NI Road Safety Monitor (CTC)</p>
			<p>Monitoring system should be put in place to measure effective implementation of proposals (RHA)</p>