

Riding Forward - Road Safety

Response

**Consultation on Preparing a
ROAD SAFETY STRATEGY**

for

Northern Ireland 2010-20

20/20 Vision: Driving Forward Road Safety

June 2010

Right To Ride Response

Consultation on Preparing a ROAD SAFETY STRATEGY for Northern Ireland 2010-20

20/20 Vision: Driving Forward Road Safety

15th June 2010

Right To Ride welcomes the opportunity to respond to the Department's consultation on preparing a Road Safety Strategy for Northern Ireland

This response is the representative views of Right To Ride Ltd which is a Non Government Organisation (NGO) registered as a non profit company limited by guarantee (Registered Number N1073799).

Right To Ride's objectives are: To carry on activities, in particular (without limitation) to promote awareness and understanding of training, environmental road safety and security issues relating to the use of those vehicles classed in law as motorcycles, scooters, mopeds, motorcycle combinations and tricycles and to research and investigate solutions to these topics. To do all such other lawful things as may be incidental or conducive to the attainment of the above objects.

Our response to the consultation mainly focuses on the motorcycling issues laid out in the consultation and we have responded in detail to these.

Right To Ride's response to the consultation is in part based on our previous experience and involvement in the GB Government Advisory Group Advisory on Motorcycling – the National Motorcycle Council – which lead to the publication of the The Government's Motorcycling Strategy in 2005 and views obtaining through communication, the views of other organisations, motorcycle clubs, individual motorcyclists.

We have also been involved as representatives of motorcycle organisations at European and Global level particularly at the United Nations Economic Commission for Europe (UNECE) Working Party on Road Traffic Safety and the World Forum for Harmonization of Vehicle Regulations and involvement in European Commission funded research projects focusing on motorcycle safety.

In 2009 Right To Ride published "Motorcycle Safety in Northern Ireland – The Rider's Perspective"¹. which was linked to the priorities for motorcycle safety identified during the International Transport Forum/OECD Workshop on Motorcycling, held in Lillehammer, Norway in June 2008.

The Riders Perspective deals with all aspects of motorcycling, providing a background to the motorcycle and motorcyclists while going in-depth into various motorcycling safety issues.

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.

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.

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¹ Motorcycle Safety in Northern Ireland – The Rider's Perspective – Revised Sept 2009 pdf 2.9mb
http://www.righttoride.co.uk/virtuallibrary/strategies/Motorcycle_Safety_in_Northern_Ireland_2009.pdf

About Our Response

We have responded to the issues pertaining to motorcycling in Northern Ireland as set out specifically in the consultation document.

We have also commented on the research project – “Motorcycle Casualties in Northern Ireland - Statistical Analysis, Causes and Influencing Factors” which was carried out as part of the preparation for a new road safety strategy and to develop the consultation.

The objectives of this research project were to identify the likely causes and influencing factors of motorcycle casualties and collisions through an in depth investigation of relevant statistics and rider and other drivers' behaviour and attitudes. The project also aimed to recommend appropriate action measures to reduce casualty numbers.

Throughout this response we will also reference the top twenty priorities contained in the ITF/OECD Workshop on Motorcycling Safety² which took place in June 2008 in Norway. Representatives of Motorcyclists Associations and Government Agencies in Europe actively participated in the workshop.

The response form to the consultation is contained in Annex 1 of this document which we have replied to in more general terms as regards to the consultation paper and Road Safety where appropriate.

Annex B – Summary of Proposed Measures

Annex B of the consultation document contains a list of action measures relevant to motorcyclists – Safer Roads and Safer Road User Groups.

Motorcyclists - Safer Roads

1 We will consider the needs and vulnerability of motorcyclists when designing new roads and implementing safety measures on existing roads.

Lead Dept or Agency - DRD (Department for Regional Development)

Right To Right welcomes this action measure as in our opinion road design, maintenance and construction are generally directed towards the needs of multi-track vehicles, with the needs of motorcycles often not taken into consideration.

A possible explanation could be a lack of experience or awareness by engineers and maintenance personnel.

The Institute of Highway Incorporated Engineers (IHIE) in the U.K. has, in consultation with motorcyclists, produced road infrastructure guidelines for motorcycle safety, for personnel working on road construction and maintenance.

Standards need to be revised and developed to reflect the needs of motorcyclists, by encouraging motorcycle-friendly design, construction and maintenance procedures.

Above all there is a need for quality audits to be undertaken on a regular basis, in which the needs of motorcyclists are included.

² Workshop on Motorcycling Safety – Final Report – June 2008 pdf 514kb
<http://www.righttoride.co.uk/virtuallibrary/motorcyclesafety/Lillehammer08FinalReport.pdf>
Workshop on Motorcycling Safety – Annexes to the Final Report – June 2008 pdf 6.14mb
<http://www.righttoride.co.uk/virtuallibrary/motorcyclesafety/Lillehammer08FinalReportAnnexes.pdf>
Top Priorities Identified by the Workshop – June 2008 pdf 155kb
http://www.righttoride.co.uk/virtuallibrary/motorcyclesafety/OECD_workshop_Top19_recommendations.pdf

OECD/ITF Workshop – Priorities as Regarding Roads

2. Transport and infrastructure policy

It is a fundamental motorcycle safety requirement that, by default, Powered Two Wheelers (PTWs)³ should have a place in overall transport policy and infrastructure policy/management.

8. Guidelines for the development of road infrastructure

Each level of government should include in their infrastructure guidelines, measures for accommodating PTWs, developed with input from relevant stakeholders. The guidelines should be relevant to the needs of the jurisdiction concerned and coordinated with other jurisdictions and levels of government. An international transfer of best practices is also recommended.

11. Training for road designers

The needs of PTWs should be included in the basic training for road designers, highway and traffic engineers.

14. Roadway design

Identification and resolution of roadway design problems (e.g. accident black spots & “corridor” analysis of a sequence in the road structure) should include input from rider organisations and relevant experts.

2 We will consider provision of specific route treatments for popular motorcycle ‘runs’ such as motorcycle ‘friendly’ barriers and additional signing.

Lead Dept or Agency - DRD (Department for Regional Development)

Right To Ride welcomes this action measure which reflects our answer above about taking the needs of motorcyclists into consideration.

However we have concerns particularly regarding that the text suggests that only popular motorcycle ‘runs’ will receive specific route treatment for motorcycle ‘friendly’ barriers.

Motorcycle friendly barriers that are added to barriers in place should be considered and fitted where ever there is a risk to motorcyclists hitting barriers and consideration to the placement of new barriers and a review/audit of barriers already in place.

There should be a reconsideration of the use and placement of Wire rope Barriers in Northern Ireland.

One engineering solution that has seen a proliferation in Northern Ireland is the fitting on new and the retrofitting of terminal ends to existing crash barrier systems.

There are variants in the design that seem to be more motorcycle friendly and protective “cushions” are available to lessen impacts.

There are also “crash cushions” available for roadside objects, such as “Biker–Mate” for lamp-post, road signs or telegraph poles.

Although if possible, any site identified should be considered for modification to remove any danger that the barrier is trying to protect the motorcycle from in the first place.

³ PTW (Powered Two Wheeler) – Motorcycle – Scooter - Moped

Regarding additional signage, we assume that this is signage to warn or advise motorcyclists or any other road user of possible dangers such as bends/intersections. These should be relevant so that the sign itself is not a hazard or overburdening the rider/driver with unnecessary information.

3 We will investigate development of additional signing systems to warn road users of the possible presence of motorcyclists ahead.

Lead Dept or Agency - DRD (Department for Regional Development)

Right To Ride welcomes this action measure especially on popular motorcycle 'runs'.

Such signage has been used in the rest of the UK and Right To Ride can see no disadvantage to this action measure if implemented correctly.

Motorcyclists - Safer Road User Groups

165 We will establish a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.

Lead Dept or Agency DRD / DOE

Right To Ride welcomes this action measure, which we recommended in our "Motorcycle Safety in Northern Ireland – The Rider's Perspective" document and at meetings with the DRD/DOE.

Northern Ireland has active and experienced individuals within the motorcycling community and beyond that could provide expert advice to the government in order to find solutions to reduce the number of motorcycle casualties. The concept of Stakeholder collaboration is perhaps one of the more positive messages from the European Union, but also a priority of the International Transport Forum/OECD Workshop on motorcycle safety.

In England and Wales, the Department for Transport initiated an Advisory Group on Motorcycling in 1997, the results of this was the publication in 2005 of "The Government's Motorcycle Strategy".

An Advisory Group or National Motorcycle Council could include the Department for the Environment road safety division, the Department for Regional Development, district policing partnerships, trainers, motorcycle clubs, road safety officers, police, road engineers, local authorities, dealers, insurance companies and any other relevant body that has an interest in the continuation of motorcycling as a important part of road transport and the reduction of motorcycle casualties.

By working together and identifying priorities within a framework of

- VEHICLE SAFETY AND SECURITY
- INTEGRATION AND TRAFFIC MANAGEMENT
- ENVIRONMENTAL AND FISCAL
- STATISTICS
- RESEARCH

Stakeholders would enable the government to have access at minimum cost to experts from a wide range of sectors for the benefit of the community at large.

Our vision would be that the forum would advise and collaborate in the preparation of the development of a motorcycling safety strategy for Northern Ireland as considered in the preceding action measure 167.

Any forum established must aim to have an outcome. It should not just be a "talking shop". Achieving a motorcycle strategy for Northern Ireland should be its first priority.

The forum must also be “politically” driven with the involvement of the respective ministers and respective committees at the Northern Ireland Assembly.

OECD/ITF Workshop – Priority as Regards Policy Dialogue

13. Policy dialogue

To enable communication and build mutual confidence, meetings between motorcycle stakeholders and policy makers/road authorities (e.g. forums, councils,) should be established, in order to exchange views, discuss needs and secure the necessary financing/resources for safety counter measures.

20. Cooperation

Working together to achieve common objectives.

166 We will work with and support GB to take forward research to improve motorcycle safety, including conspicuity, and support the European powered two wheeler integrated safety programme.

Lead Dept or Agency DOE

While in principle we support the objective of improving safety for motorcyclists through improved technology in order to create more reliable and functional motorcycles, we understand that the outcome of the European powered two wheeler integrated safety programme - PISa project - does not give guaranteed solutions.

In fact by visiting the front page of the PISA project website, there are two videos in which the representative of the consortium’s views about the motorcycles developed in the project is clear. He suggests that more road testing is required to ensure that the equipment developed in the project can offer the safety measures to ensure the safety of the motorcyclist.

*The aim of the PISa project is to develop and implement “reliable and fail-safe” integrated safety systems for a range of Powered Two Wheelers (PTWs), which will greatly improve the performance and primary safety (handling and stability) and can link to secondary safety devices.

<http://www.pisa-project.eu/>

Ultimately further research to ensure the safety of motorcyclists is welcomed however we believe that there has not been sufficient attention given to improved training and the attitude of the motorcyclist in general and specifically there is insufficient research focusing on hazards and hazard awareness for motorcyclists as well as inattentive blindness of car drivers.

167 We will consider the development of a motorcycling safety strategy for Northern Ireland in partnership with other key stakeholders.

Lead Dept or Agency DRD/DOE

Right To Ride welcomes the consideration given in this action measure for the development of a motorcycle safety strategy for Northern Ireland, especially as the considered development is inclusive of partnership with other key stakeholders.

Any motorcycle safety strategy should have deliverables to achieve improved motorcycle safety.

Right To Ride’s opinion is that any recommendations or best practice contained in any strategy should have action points a time frame for implementing actions and should be overseen by the stakeholders involved in any motorcycle forum.

Participants in any motorcycle forum must also be prepared to deliver any motorcycle strategy.

A motorcycle strategy would have the ability to join up motorcycle safety in Northern Ireland; at present motorcycle safety appears to be carried out in isolation by various agencies and initiatives.

- Bikesafe in Northern Ireland, an initiative that Right To Ride supports
- Ride It Right - initiative for biker routes www.rideitright.org
- There are motorcycle safety campaigns, stand-alone road safety campaigns that may wilt and fail to have any long lasting positive effect for motorcycle safety.
- Department of the Environment (DOE) launched its new road safety campaign focusing on biker vulnerability: the "Underneath" television advert initially ran from 14 May to 14 June 2009 and has been screened since. However subsequent requests to promote this campaign by Right To Ride has failed to materialized with those involved.
- There is a lack of publications for motorcycle safety campaigns.
- The DOE Road Safety website contains no relevant information regarding motorcycle safety.

The DOE in 2009 conducted a survey for motorcyclists to seek views from motorcyclists for the development of a new road safety strategy and published its report in 2010. We have commented to the recommendations in this response.

We have conducted our own near miss survey of motorcyclists to identify causes of accidents

A motorcycle safety strategy could identify the issues and consider new ways to tackle motorcycle safety in Northern Ireland.

168 We will assess the potential for introducing different speed limits for motorcycles.

Lead Dept or Agency DOE PSNI

Right To Ride opposes any introduction or even assessment of the potential for introducing different speed limits for motorcycles which we assume aims to be lower than other vehicles.

Considering the general positive aspects of the consultation to improve road safety this seems to have come completely from "left of field" restricting one form of transport over others is inherently dangerous and totally uncalled for, because it would inhibit the free flow of traffic and in the case of overtaking, it could actually create the potential for collisions, not to mention frustration for other drivers.

169 We will introduce an Approved Motorcycle Instructor Register (AMI) and Compulsory Basic Training (CBT) for motorcyclists and will ensure that all new motorcycle provisional licence holders undertake basic training.

Lead Dept or Agency DOE

Right To Ride is represented in the stakeholders group which is delivering this action measure and generally supports this.

However new riders must be offered cost beneficial training and instruction which should be the very best at this early stage in a rider's progress.

There should be assurance that the trainer they pick for whatever kind of training they have paid for is quality assured by the DOE through the Approved Motorcycle Instructor Register (AMI).

Right To Ride understands that it is proposed that CBT will be introduced early in 2011 and that current provisional licence holders will have a period in which to take CBT.

Therefore our opinion is that the publicity for the introduction CBT should be started at an early stage so that there is complete understanding.

170 We will consider measures to increase the visibility of motorcyclists e.g. through the use of fluorescent strips on jackets, helmets etc.

Lead Dept or Agency DOE

The examples given in this action measure are already undertaken by many riders with the availability of clothing and helmets that either have bright coloured or fluorescent strips or are wholly fluorescent.

Right To Ride has concerns that this action measure is actually considering measures that would mean mandatory fluorescent strips, these are also given as examples etc which would imply other measures would be considered. There is no reliable evidence available to demonstrate that high visibility jackets or fluorescent strips make any difference in reducing motorcycle crashes.

The majority of motorcycles produced since 2003 have AHO (Automatic Headlights On) systems fitted meaning the headlight is always switch on and still other drivers are failing to look and see motorcyclists.

We are aware and have replied to consultations from the RSA (Road Safety Authority) in Ireland regarding Daytime Running Lights (DRL)⁴ and National Motorcycle Safety Action Plan⁵

Regarding Day Time Running Lights – Dedicated Running Lights (Diode lights) both with the acronym (DRL) this part of a wider debate regarding motorcycling this issue and the issue of conspicuity is covered in-depth in our “Motorcycle Safety in Northern Ireland – The Rider’s Perspective” document.

However regarding fluorescent strips in our response to the RSA National Motorcycle Safety Action Plan we stated that, too much focus on brightly coloured clothing removes attention away from far more important factors that can prevent collisions between cars and motorcycles, namely:

- Better awareness: theoretical and practical hazard perception tests must identify motorcycle awareness as a fundamental part of the testing regime of car drivers;
- Better training: extend the testing and training of car drivers to look for vulnerable road users, including motorcyclists;
- training and awareness techniques for motorcycle riders;

OECD/ITF Workshop – Priority as Regards Other Vehicle Driver Awareness

10. Other Vehicle Driver awareness

To develop an awareness of PTWs and mutual respect between road users, education activities and campaigns should start from childhood, to emphasize that “road safety means road sharing”.

⁴ Right To Ride – Response – Public Consultation on Daytime Running Lights (DRL) (RSA) – January 2010 pdf 272kb
<http://www.righttoride.co.uk/virtuallibrary/daytimerunninglights/drlrespondersarighttoridejan2010.pdf>

⁵ Right To Ride – Response - Motorcycle Safety Action Plan (RSA) pdf 141kb
http://www.righttoride.co.uk/virtuallibrary/motorcyclesafety/Consultation_response_RSA_Write_To_Ride.pdf

171 We will promote the use of high standard motorcycle protective wear.

Lead Dept or Agency DOE

Right To Ride welcomes this action measure however the majority of riders in Northern Ireland recognise that personal protective equipment may help to reduce injuries and death.

The Northern Ireland motorcycling community is safety conscious and riders have purchased protective clothing worth hundreds of thousands of pounds.

In fact the response to a questionnaire by BikeSafe Northern Ireland, demonstrates that the overwhelming majority of motorcyclists use correct protective clothing.

Table three: Protective Clothing	
	% of respondents
Jacket with reinforced padding/armour on the elbow, shoulders or back	96.2%
Boots with reinforced padding/armour on the ankle, knee or shin	87.8%
Trousers with reinforced padding/armour on the knee, outer knee or hip	87.6%
Gloves with knuckle/palm guard	80.5%

OECD/ITF Workshop – Priority as Regards Protective equipment for riders

12. Protective equipment for riders

Where standards for protective equipment exist, they should be promoted; and where they do not, they should be developed, taking into account their safety performance, rider comfort, the ergonomics of their use, costs and the climate/regions where they will be used.

172 We will seek to work with partners in promoting work on technologies to improve motorcyclists' safety.

Lead Dept or Agency DOE

See our response to action point 166 with regards to technology. Right To Ride recognizes that the development of technology in order to improve the reliability and function of motorcycles is important within the context of commercial research and development strategies of motorcycle manufacturers. Voluntary development of technology enhances production and consumer choice.

However we question mandatory “safety” technology as this tends to stifle innovation and progress.

For example, while we recognize that ABS brakes have an important role in reducing skidding and the locking of brakes in critical situations, we also know that ABS brakes do not solve all problems in all circumstances and are not the only type of brakes that can assist riders to brake correctly. Combined braking systems are also effective. Imposing legislation on a specific type of braking system would stifle innovation.

173 We will consider amending the licensing system to prohibit provisional driving licence holders from riding motorcycles unaccompanied.

Lead Dept or Agency DOE

This action measure would appear to be redundant as we understand this will be implemented through action measure 169 above regarding the introduction of CBT.

Safer Vehicles

52 We will introduce a statutory requirement for vehicles over testable age to hold a valid test certificate at all times unless excused under limited exemptions.

Lead Dept or Agency DOE

Right To Ride disagrees with this action measure and the regulatory impact comments that this would have - Negative Impact: slight additional administrative burden.

If we understand this action measure it would be required for a vehicle to have a test certificate if not used on the road and SORN (Statutory Off Road Notification) is in force which requires the vehicle keeper to declare that the vehicle is not in use or being kept on a public road.

We assume this because, unless excused under limited exemptions is not explained in the action measure.

This would need explained.

Safer Road Users - Driving -

90 We will consult upon and implement the requirements of the 3rd EC Driving Licence Directive.

Lead Dept or Agency DOE

Right To Ride has responded to the DOE consultation.

We strongly disagreed with the consultation proposals, in our opinion the proposals are prescriptive and convoluted and badly thought through. The irony is that these proposals will effectively undermine the EU directive on all counts and encourage riders to become “permanent learners”.

In Great Britain a review of the motorcycle testing and training regime has been announced by Road Safety Minister Mike Penning

The DfT review will look at the manoeuvres carried out in both modules 1 (off-road) and 2 (on-road) that were implemented through the 2nd EC Driving Licence Directive and whether these manoeuvres could safely be conducted in the on-road test.

The review will also look at other related motorcycle testing and training issues, including the options for training and testing for progressive access under the third driving licence directive and how any changes relate to wider proposals to improve motorcycle training and testing.

The precise scope and terms of reference of the review will be determined following discussions with motorcycle groups and other interested parties, with the aim of concluding the review by the autumn.

Right To Ride is of the opinion that a similar review should take place in Northern Ireland.

Motorcycle Casualties in NI – Statistical Analysis , Causes and Influencing Factors

Right To Ride generally agrees with the published report that had as its objectives to identify the likely causes and influencing factors of motorcycle casualties and collisions through an in depth investigation of relevant statistics and rider and other drivers’ behaviour and attitudes, and the project aims to recommend appropriate action measures to reduce casualty numbers, generally the report is well balanced and in certain respects forward thinking.

However, there are flaws for example, the findings about consumption of alcohol in relation to accidents on page 70.

16% (n.151) of respondents indicated that they have ridden their motorcycle after having one alcoholic drink, 2% after having 2 drinks and less than 1% after having had three drinks. 20.5% (n.34) of those riders who have ridden after having one alcoholic drink have been involved in collisions in the past three years and 64.9% involved in near miss collisions”.

The units of alcohol consumed in “one drink” may vastly differ depending on the alcohol consumed, but the concern is the correlation between having one alcoholic drink and being involved in an accident over the last three years. This appears to be an attempt to extrapolate conclusions beyond a direct analysis of the data, although in the small print, the document carries a caveat “This cross tabulation is not intended to suggest that alcohol was a contributory factor to the collision or near miss in which the motorcyclist was involved”.

Indeed, there is no evidence of a correlation of the rider drinking any alcohol prior to having an accident. Furthermore if 64.9% of those having had one drink before riding and possibly being involved in near miss collisions – this suggests that they were alert enough to get out of a critical situation and thus in full control. This type of analysis is a distraction to far more important issues concerning the vulnerability of motorcyclists.

What the findings actually suggest is that the majority of riders are fully aware of the dangers of riding a motorcycle after consuming alcohol and this is also indicated in their responses on page 70 of the report.

“Of those who indicated that they had consumed one drink prior to riding their motorcycle, 94% said they would rarely do this”. If the author states that the cross tabulation is not intended to suggest that alcohol was a contributor factor to the collision or near miss, why then include it in the recommendations ?

“Point 7 – Motorcyclist road safety messages should raise awareness of the impact that alcohol can have as a causation factor given the percentage admitting to riding after one drink and the percentage of single vehicle collisions caused by alcohol impairment”.

Equally there were very positive recommendations in the report, including the following:

- There was an almost unanimous feeling among all stakeholders and some questionnaire respondents that this is an opportune time to look at the development of a multi-disciplinary Motorcycle Stakeholders Forum.
- Consultation with stakeholders also confirmed that the Forum should include a wide cross-section of the motorcycle community and industry and all sections of the emergency services should be involved the development and implementation of a motorcycle stakeholders forum.
- This would enable a more holistic picture of road traffic collisions from the initial influencing factors through to the, sequence of events during and immediately after the collision, and also the patient pathway taken in the months and years following motorcycle collisions.
- The Motorcycle Forum should have a role in advising on policy direction, strategy and dissemination of key road safety messages throughout the motorcycle community. The group should be instrumental in the creation of a ‘Motorcycle Safely Strategy’ for Northern Ireland.

Conclusion

Right To Ride considers that to deliver a road safety strategy for Northern Ireland regarding motorcycling that the action measures to “*establish a Motorcycling Forum, including a range of stakeholders, which will consider an inclusive and strategic approach to motorcycling.*” and the report “Motorcycle Casualties in NI – Statistical Analysis , Causes and Influencing Factors” recommendations from stakeholders and questionnaire respondents that this is an opportune time to look at the development of a multi-disciplinary Motorcycle Stakeholders Forum is the correct way forward.

And that this forum can deliver any consideration of the development of a motorcycling safety strategy for Northern Ireland, advising on policy direction, strategy and dissemination of key road safety messages throughout the motorcycle community in partnership with other key stakeholders.

“Engagement” with the motorcycle community, individual riders, clubs, groups and associations is fundamental to improve or promote safety measures.

Our further comments on general terms regarding the consultation are included in the consultation form in Annex1.

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:

Male Female

a) Responding as:

an individual

an organisation *please state name of organisation below*

Right To Ride Ltd

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

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

Yes No Don't know

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

Yes No Don't know

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

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?

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.

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?

See above

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?

See above.

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?

See Above

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"/>
Seatbelt wearing	✓	<input type="checkbox"/>	<input type="checkbox"/>
Drug Driving	✓	<input type="checkbox"/>	<input type="checkbox"/>
Careless Driving	✓	<input type="checkbox"/>	<input type="checkbox"/>
Speeding	✓	<input type="checkbox"/>	<input type="checkbox"/>
Dangerous Driving	✓	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian Carelessness	✓	<input type="checkbox"/>	<input type="checkbox"/>

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

Using mobile phones while driving

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** □

Driver Testing *See Action Measures 101*

- (a) 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** □

- (b) 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 Measures 100*

Yes ✓ **No** □ **Don't know** □

Post Driver Testing *See Action Measures 91, 100*

- (a) 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

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

Yes see detailed reply above.

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

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

Near miss technology at intersections.

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?

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?

4.6 Children & Young People action measures *See Action Measures 15-163*

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

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?

4.8 Safer Roads

- (a) Do you agree that we should develop a programme of 20mph zones to reduce pedestrian casualties in residential and urban areas? See Action Measure 4-6

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

If No or don't know, please explain

- (b) Do you agree that we should review speed limits on those rural roads with the highest incidence of death and serious injuries? See Action Measure 7-8

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

If No or don't know, please explain

Yes a review should take place but 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.

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

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

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 Measure 56, 62-63

Yes No Don't know

- (b) Are there any additional measures for vehicles that have not already appeared in the consultation paper that you believe we should consider?
- (c) Are there any areas of research relating to vehicles that you feel are particularly important?

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?

5.2 Driver & Vehicle Agency – DVA action measures See Action Measures 52, 54, 56, 59-6, 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?

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?

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?

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?

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?

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?

The Right To Ride website contains a virtual library of documents relating to all aspects of motorcycling http://www.righttoride.co.uk/?page_id=53

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?

Regarding motorcycling see our detailed response regarding a motorcycle forum and a motorcycle safety strategy.