



Department  
for Transport

# Working Together to Build a Safer Road System

## British Road Safety Statement

**Moving Britain Ahead**



December 2015





# Working Together to Build a Safer Road System British Road Safety Statement

Presented to Parliament  
by the Secretary of State for Transport  
by Command of Her Majesty

December 2015



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This publication is available at [www.gov.uk/government/publications](http://www.gov.uk/government/publications)

Print ISBN 9781474126335

Web ISBN 9781474126342

ID 2775052 12/15

Printed on paper containing 75% recycled fibre content minimum

Printed in the UK by the Williams Lea Group on behalf of the Controller of Her Majesty's Stationery Office

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# Foreword



Road safety is a matter of national importance, affecting those who drive and those who don't. I want everyone to enjoy the confidence and freedom to travel by whatever mode of transport they choose, in a manner that is considerate of other road users.

The government is committed to investing in national road safety. This is both because of the devastating human consequences of road casualties and also the cost of road collisions to the economy. That is why we have a Manifesto commitment to reduce the number of cyclists and other road users killed or injured on our roads every year.

The good news is that Britain's roads are very safe by all international comparisons. We remain second only to Sweden in terms of global road safety, with 2014 witnessing the third lowest number of road deaths since records began.

I am delighted to have the opportunity to build on our excellent national road safety record and to go even further in creating a safe system that supports both road users and the economy. This is a system where everyone is encouraged to make safer choices.

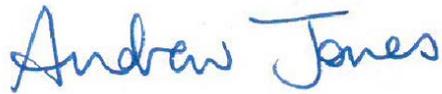
Vehicles are increasingly able to undertake more of the driving task and this will undoubtedly improve safety. However, the time when "driverless cars" are widespread is a little way off. A new plan is needed to improve road safety now, whilst we prepare for that technological revolution.

The following road safety statement therefore sets out the Department for Transport's vision, values and priorities in relation to British road safety. This includes a clear recognition of the challenges and opportunities we face in bringing safety improvements to all road user groups.

This statement covers road safety policy within Britain as governed by the Department for Transport. The governments and administrations of Scotland, Wales and Northern Ireland will seek to produce separate strategic documents where

matters are devolved, which together will contribute to enhancing road safety across the UK.<sup>1</sup>

I look forward to working with a wide range of partner organisations to turn this vision into a tangible reduction in road casualties, via more detailed and practical plans and action in the months and years to come.



Andrew Jones,  
Road Safety Minister

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<sup>1</sup> Clarification on which aspects of transport policy and legislation are governed by England, Scotland, Wales and Northern Ireland can be found at [www.gov.uk/](http://www.gov.uk/)

# Executive summary

## Introduction

The government is committed to investing in national road safety; this is not solely because of the tragic human consequences of road deaths and injuries. Safer roads and safer road users save lives, but they also help to reduce pressure on the NHS and emergency services, keep traffic moving and, as a result, keep our economy growing. We estimate that road traffic collisions cost the UK economy in excess of £16.3 billion per year.<sup>2</sup>

This statement sets out the context of road safety in Britain today and the overarching scope of road safety activity for the government. It will be followed by consultations on specific issues as options are developed. The statement covers road safety policy within Britain as governed by the Department for Transport (DfT). The governments and administrations of Scotland, Wales and Northern Ireland will seek to produce their own policies and strategic documents on devolved matters.

Our key priorities for road safety include:

- Adopting the Safe Systems approach. This is clear in the framework we have set with Highways England and which it is now implementing. It is also a theme that runs throughout this Statement;
- Protecting vulnerable road users, including pedestrians, cyclists, motor cyclists and horse riders, through infrastructure and vehicle improvements, promotion of safer behaviour and equipment and ensuring other road users are aware of the risks posed to these groups and adapt accordingly;
- Taking tough action against those who speed, exceed the drink-drive limit, take drugs or use their mobile phone while on the road;
- Ensuring that the driver testing and training regime prepares new drivers for a wide range of real life driving conditions and situations;
- Working with the insurance industry to incentivise safer behaviours and to reward the uptake of those new technologies and opportunities to improve skills that are proven to reduce collisions;
- Helping employers to reduce road related collisions at work, including through improved heavy goods vehicle (HGV) safety;
- Encouraging the faster uptake of safer vehicles via the promotion of clear consumer information and the procurement of safer vehicles;
- Promoting the development and adoption of connected and autonomous vehicle technologies in a way that maximises safety benefits;

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<sup>2</sup> In 2014 prices [Reported Road Casualties Great Britain: 2014 Annual Report](#), published September 2015

- Continuing our THINK! campaign to provide road user education and influence behaviour in a targeted and engaging way;
- Enabling the police to use modern enforcement technologies, while protecting the privacy of law-abiding people;
- Supporting Highways England and local authorities in improving the safety standards of our roads;
- Reviewing the nation's road safety management capacity, to identify opportunities for strengthening joint working, local innovation and efficiency;
- Supporting further devolution of road safety policy, in a way that meets the needs of our nation as a whole;
- Underpinning our policy decisions with robust evidence, research and evaluation; and
- Working in partnership with public and private sector bodies and civil society organisations to save lives.

In the short and medium term, the main specific actions that we will take include:

- Outlining our proposals on dangerous in-car mobile phone use, reported by the RAC<sup>3</sup> as being one of motorists' top concerns, with a view to increasing penalties for drivers using a hand-held mobile phone. This Road Safety Statement will be followed shortly by a more detailed consultation and impact assessment on this topic. The increases proposed are:
  - that the vast majority of first time offenders will not incur a fixed penalty notice or penalty points but will instead be offered an educational course. Whether to invite a motorist to a course is at the discretion of the police;
  - for the majority of vehicles (cars, vans, motorbikes), an increase from the current 3 penalty points to 4;
  - an increase in the level of the fixed penalty notice from the current £100 to £150;
  - more significant penalties for larger vehicles, such as HGVs, where the consequences of a collision can be much more severe, so that the penalty points increase from the current 3 to 6.
- A £750,000 grant in 2015/16 for police forces in England and Wales to build drug-driving enforcement capability, consulting on options for a drug-drive rehabilitation scheme course and a High Risk Offenders regime for drug-drivers;
- Consulting on legislative changes to improve urban cycle safety by ensuring that sideguards and rear under-run devices are not removed from HGVs but remain permanently fitted;
- Consulting on proposals to support safety for motorcyclists, who account for 19% of all road deaths, including better training and improved safety equipment;
- Consulting on ways to incentivise and reward the uptake of more pre-test practice, as announced in our Motoring Services Strategy consultation<sup>4</sup> on 13th November, and a broader range of real-world driving experiences, including

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<sup>3</sup> [RAC Report on Motoring: The Speed of Change 2015](#), published September 2015

<sup>4</sup> [Motoring Services Strategy consultation](#), Department for Transport, published November 2015

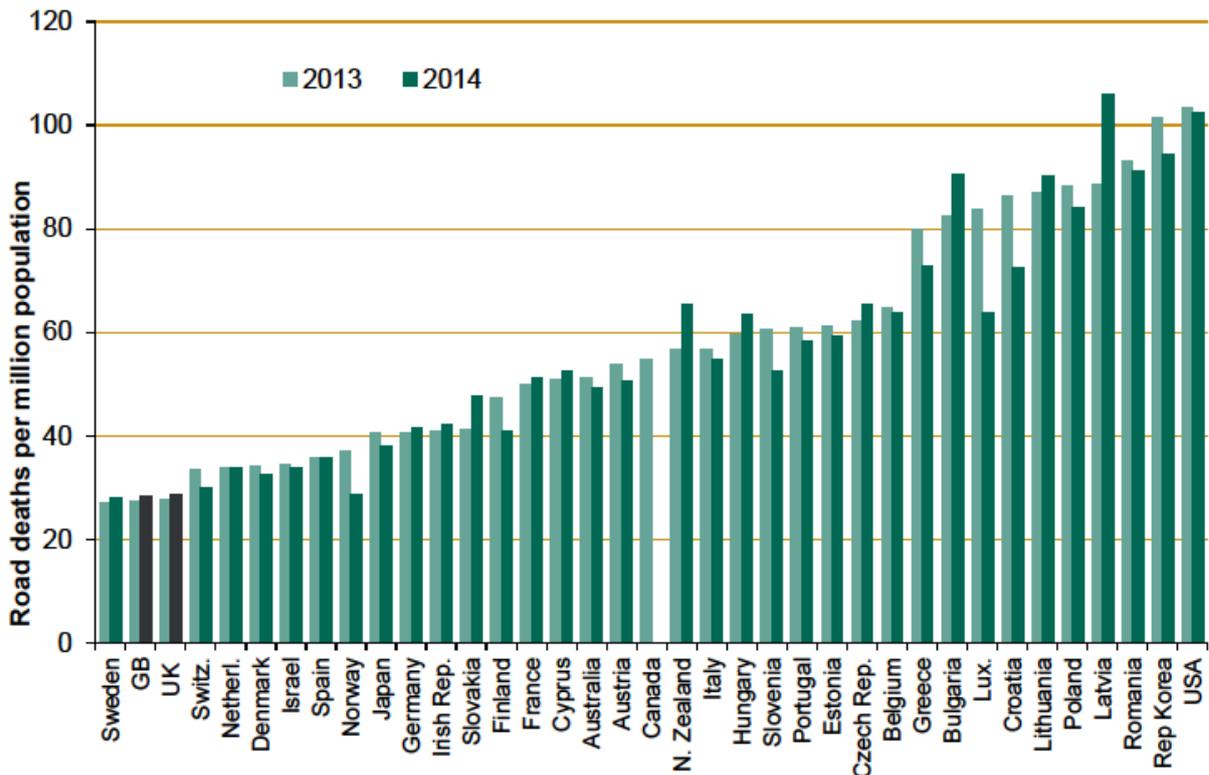
deregulating to allow Approved Driving Instructors with dual-controlled cars to offer lessons on motorways to learner drivers;

- Undertaking a £2 million research programme to identify the best possible interventions for learner and novice drivers; and
- Undertaking a road safety management capacity review, to identify areas for improved joint working, local innovation and efficiency.

# 1. British Road Safety in Context

## Our road safety record

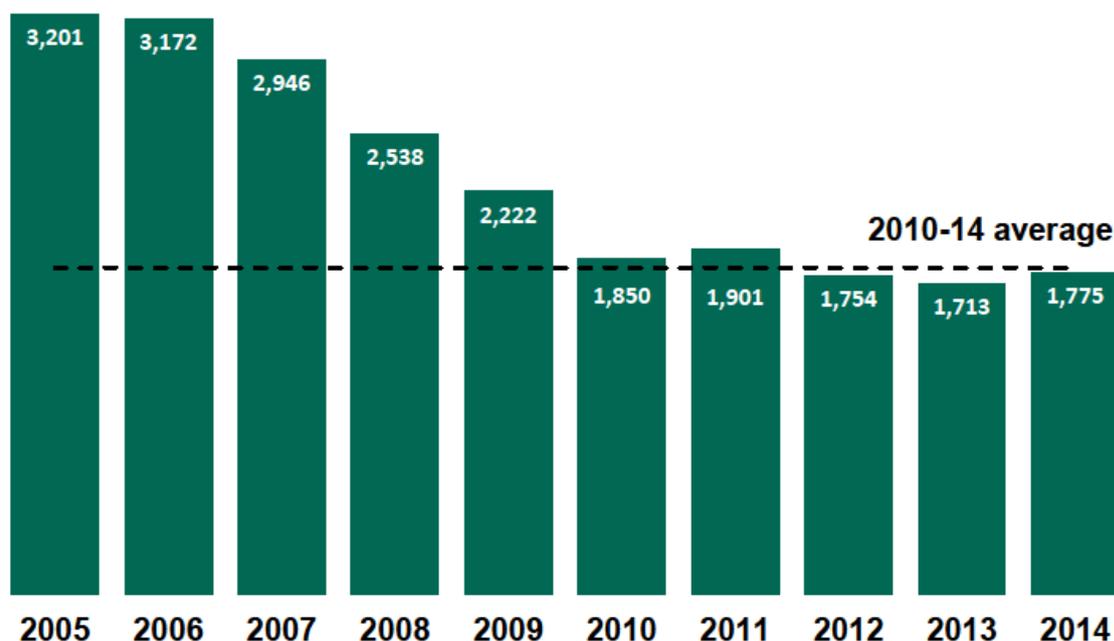
- 1.1 Britain has some of the lowest road casualty rates in the world, with only Sweden being a safer place to travel by road. The number of road deaths fell by 45% between 2005 and 2014, with fewer people killed on British roads in 2013 than at any time since records began in 1927. There are over three times the number of road deaths per person in the United States and twice the number in Italy compared with Britain.<sup>5</sup>



**Figure 1 Road deaths per million population in selected countries: 2013 & 2014 (provisional)**

- 1.2 Road deaths in Britain have been reducing over the past thirty years because of a range of factors, including: safer infrastructure; new vehicle technologies; hazard perception testing; tougher enforcement; shifting social attitudes and better trauma care.

<sup>5</sup> [International Comparisons of Road Accidents](#), Department for Transport, published September 2015



**Figure 2 Reduction in British road deaths (2005-2014)<sup>6</sup>**

- 1.3 Britain’s already strong record, together with our strong economy resulting in more traffic, results in a challenging context for reducing casualties further while preserving the individual freedoms of road users. Since many obvious road safety improvements, such as reengineering collision black spots, have already been implemented, we need to look to fresh, alternative, approaches to road safety management to keep the number of road deaths falling.
- 1.4 Despite our enviable safety record, it remains a sobering fact that road deaths rose slightly in Britain from 1,713 in 2013 to 1,775 in 2014.<sup>7</sup> While this was still the third lowest figure on record, every road death and serious injury is a tragedy that leaves a life ruined and a family shattered.
- 1.5 That is why the government is dedicated to do more to make British roads even safer in the future in line with our Manifesto commitment to: “reduce the number of cyclists and other road users killed or injured on our roads every year”.

## Road user groups

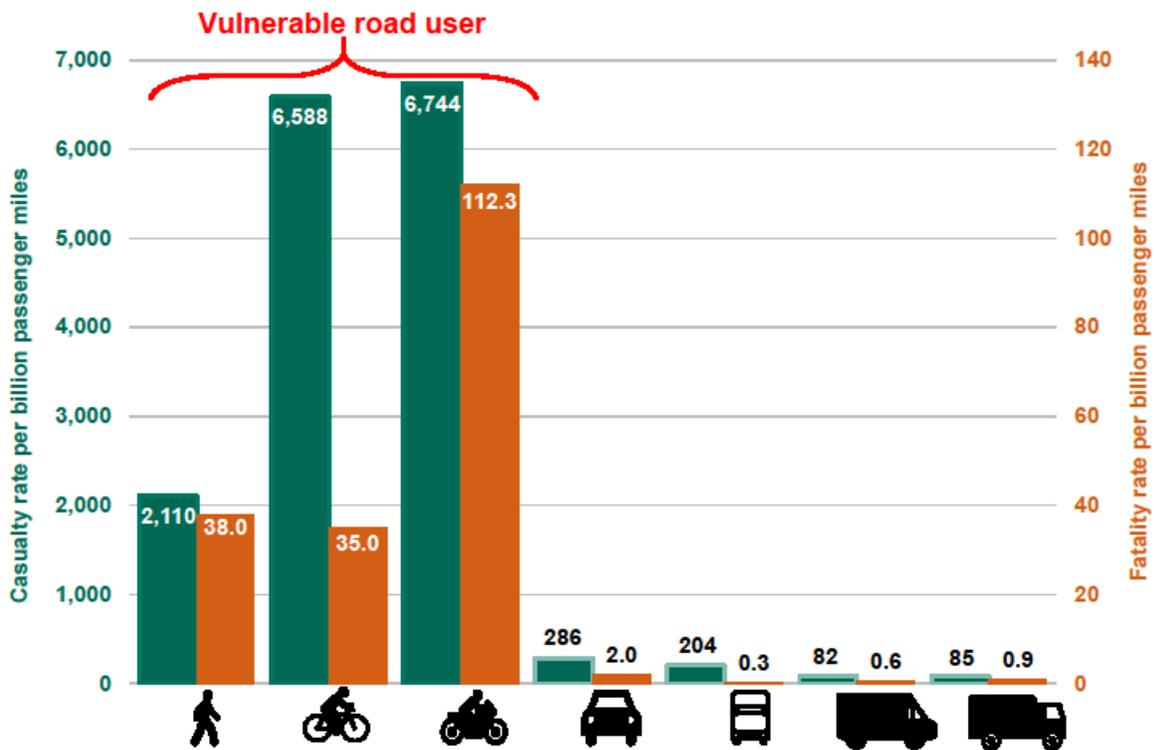
- 1.6 Behind each and every collision statistic there is an individual story. Certain groups of road user, such as pedestrians, motorcyclists, cyclists and horse riders, are clearly more vulnerable to the physical impact of a collision than those in an enclosed vehicle. Motorcyclists have the highest casualty risk of all road user groups on account of both their physical vulnerability and the elevated speed at which they can travel compared with other vulnerable road user groups. They are 57 times more likely to be killed than a car occupant per passenger mile travelled.<sup>8</sup>

<sup>6</sup> [Reported road casualties Great Britain: annual report 2014](#), Department for Transport, published September 2015

<sup>7</sup> [Reported road casualties Great Britain: annual report 2014](#), Department for Transport, published September 2015

<sup>8</sup> [Facts on Motorcyclist Casualties](#), Department for Transport, published June 2015

1.7 Despite the elevated risks for vulnerable road user groups, it is important that we recognise the benefits of these modes of travel. Walking and cycling have clear health benefits, assisting obesity reduction and increased life expectancy, and environmental benefits. Motorcycling provides an efficient means of transport and can support affordable social and economic inclusivity.



**Figure 3 Comparative vulnerability of different road user groups (per billion passenger miles)**

### Embracing devolution: moving beyond top-down targets

- 1.8 Devolution remains central to the government’s agenda. We support local decision making and think that local authorities are best placed to decide what safety measures are needed in their local areas, rather than having centralised national targets for the whole of the UK. However, local authorities and the police are free to set their own targets if they find this useful. The government empowers local authorities and Police and Crime Commissioners to make choices on spending priorities to benefit the communities they serve, based on their own assessment of needs.
- 1.9 Different drink-drive limits already exist between Scotland and England and national speed limit legislation is being devolved further in both Scotland and Wales. The government believes that this move towards greater devolution can only be good for local democracy and accountability. Variations in road safety laws need to be communicated clearly to road users in order to prevent confusion and inadvertent law breaking.

## Reducing casualties by supporting positive choices

- 1.10 While there will always be a need for tough road safety laws that penalise negligent and dangerous drivers, innovations in technology, marketing strategies and better understanding of driver psychology have continued to provide and increase the number of non-legislative options for reducing road casualties.
- 1.11 Ten years ago, there were fewer options for reducing the elevated collision risk within the young driver population. Many foreign governments placed legislative 'graduated driver licencing' restrictions on their young people. These options include restricting driving to the hours of daylight or not allowing the carriage of passengers, for months or even years after passing tests.
- 1.12 Technology is one of the ways that we can help young drivers be safer. Technology is now emerging that can manage novice driver risk in a more bespoke way without restricting the freedoms of all of our young people. In short, there are modern and sophisticated non-legislative alternatives that treat each young driver as an individual with their own distinct risk profile.
- 1.13 Telematics-related insurance policies that monitor and financially reward safe driving behaviour through lower premiums have broken new ground in this area. They offer a potential blueprint for new targeted casualty reduction initiatives. In the future, there is the opportunity for individual drivers to be rewarded for a whole range of positive actions, such as safer vehicle choices and undertaking additional training. Further discussion on young driver safety is outlined in the later section entitled Better testing and licensing.

## Harnessing technological innovation: future proofing our safer road system

- 1.14 The past decade has witnessed major technological breakthroughs in vehicle safety. For example, autonomous emergency breaking systems can substantially mitigate vehicle collisions and a much wider range of pedestrian and cycle avoidance technologies are being introduced to our vehicle markets.
- 1.15 Crash avoidance technologies are often relatively inexpensive to buy but currently only tend to be fitted as a standard at the top end of the vehicle market. Our challenge as a government is to promote increased consumer awareness of these life-saving innovations, encourage motorists to purchase the technologies and promote their adoption within car fleets and commercial organisations.
- 1.16 Some of the new technologies emerging into the market today have the capability to improve significantly how motorists use our road network. Many of these new, more connected and automated, technologies have the potential to improve safety for all road users, not just motorists, as well as making better use of our existing road infrastructure and bringing independent mobility to people who have so far been excluded.
- 1.17 Many of these technologies will rely on signals from the road infrastructure, such as the white lines painted on the road enabling autonomous navigation and lane-keep assist technologies, or wireless information about road and traffic conditions ahead. This will require early planning to understand the implications of these vehicles for the safety and efficiency of our roads, and to ensure that traffic regulations and

infrastructure are ready and equipped to maximise the benefits from their introduction.

- 1.18 In a study for the Society of Motor Manufacturers and Traders (SMMT), KPMG estimate that increased connection and autonomy have the potential to prevent up to 2,500 fatalities and 25,000 injuries between 2014 and 2030.<sup>9</sup> The emergence of ever more connected and automated vehicles, including ultimately those that will be able to drive from the start to finish of a journey without human intervention, will open up great opportunities for safer roads and more flexible individual transport. It will, over time, fundamentally change many of the concepts and regulations that have been commonly accepted and enshrined in road traffic law for many years: the way we own and use cars, the concept of a skilled and fit driver, where liability rests in the case of a collision or malfunction.
- 1.19 We want to be at the forefront of this motoring revolution and ensure it happens safely, both for the users of increasingly automated and connected vehicles but also for all other road users. That is why the government has established the Centre for Connected and Autonomous Vehicles, set out its ambitions in the Pathways to Driverless Cars report<sup>10</sup> and laid down criteria for the safe testing of such vehicles in the Code of Practice for Testing.<sup>11</sup>
- 1.20 The increasing range of connected in-car information and entertainment systems has the potential to provide the driver with improved information about traffic, weather conditions and routing options. These developments will improve journeys for drivers. But we also know the risk of distraction from communication technology and will need to carefully balance this against the benefits from relevant information being available to drivers at a time when it is safe for them to access it.

## Responding to shifting demographics

- 1.21 When thinking of the challenges that face us, it is important to understand and plan for demographic changes. Our population has grown by approximately 0.8% a year in the last decade.<sup>12</sup> This means that more people are using the British transport system than ever before.
- 1.22 There are variations in casualty risk within different demographic groups. Research suggests that the areas of the brain that inhibit impulsivity and risk-taking do not fully mature until the mid-20s.<sup>13</sup> Because of this, and a range of other factors associated with youth and inexperience, younger drivers are currently four times more likely to be killed or seriously injured compared with car drivers aged 25 or over.<sup>14</sup>
- 1.23 People are living longer, healthier lives and rightly want to maintain their mobility and independence as they get older. Age alone is not a reliable indicator of driving ability. Although there is an increase in the casualty rate for older drivers compared with drivers generally (except for new, young drivers), older drivers, and older

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<sup>9</sup> [Connected and Autonomous Vehicles – the UK Economic Opportunity](#), SMMT, published March 2015

<sup>10</sup> [The Pathway to Driverless Cars: Summary report and action plan](#), published February 2015

<sup>11</sup> [Automated vehicle technologies testing: code of practice](#), published July 2015.

<sup>12</sup> [Office for National Statistics Mid-Year Population estimates](#), published June 2015

<sup>13</sup> As reported in [Novice drivers – evidence review and evaluation](#), Transport Research Laboratory, published October 2013

<sup>14</sup> Derived from analysis based on Department for Transport, STATS19 data, [Road accidents and safety statistics](#) and Department for Transport [National Travel Survey statistics](#)

passengers, are generally more vulnerable and so are more likely to die or sustain a severe injury than a younger adult in an accident of the same impact.

- 1.24 For these reasons, the government wants to support older drivers and help them to remain safe. We welcome the work of the Older Drivers Task Force, established by the Road Safety Foundation and supported by the insurer Ageas, to provide practical support for older drivers, their families and medical professionals. The Task Force is due to issue a report on how to improve the support and self-help available for older drivers during 2016. The government will want to consider carefully any recommendations made.
- 1.25 Increased globalisation of world trade and migration has seen an increase in foreign vehicles entering Britain. As the world's population and flow of goods becomes increasingly mobile we must ensure that our laws can be enforced against all drivers regardless of whether they hold a UK or a foreign licence. This will require increased international collaboration to preserve the excellent safety record of our road network.

## Safe systems approach

- 1.26 Globally, road traffic collisions are among the top ten causes of death, killing an estimated 1.25 million people in 2013.<sup>15</sup> Because of this, there is a specific United Nations international target to halve the number of global deaths and injuries from road traffic accidents by 2020.<sup>16</sup> This is also why the World Bank has been advocating that all countries adopt what is known as a 'safe systems' approach to reducing national road casualties.
- 1.27 In short, a safe systems approach recognises that:
- We can never entirely eradicate road collisions because there will always be some degree of human error;
  - When collisions do occur the human body is inherently vulnerable to death or injury; and
  - Because of this, we should manage our infrastructure, vehicles and speeds to reduce crash energies to levels that can be tolerated by the human body.
- 1.28 The United Nations' 2010 Global Plan for Road Safety promotes a 'five pillar' strategic approach for managing road safety and creating a truly safe system:<sup>17</sup>
- **Pillar 1: Road Safety Management**
  - **Pillar 2: Safer Roads and Mobility**
  - **Pillar 3: Safer Vehicles**
  - **Pillar 4: Safer Road Users**
  - **Pillar 5: Post Crash Response**

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<sup>15</sup> [Global Status Report on Road Safety 2015](#), World Health Organisation, published October 2015

<sup>16</sup> From a 2010 baseline

<sup>17</sup> [Global Plan for the Decade of Action for Road Safety 2011-2020](#), World Health Organisation, 2010

- 1.29 The creation of a holistic safe road system can generate casualty reductions for all road users, including higher risk groups, such as motorcyclists and younger drivers.
- 1.30 Britain already has some excellent practice in these areas, much of which has resulted from innovation at a local level. In addition, a number of significant national initiatives were delivered under the Coalition Government’s Strategic Framework for Road Safety.<sup>18</sup> Highways England has already adopted this approach for the Strategic Road Network and has embedded it within its Health and Safety 5 Year Plan.<sup>19</sup>
- 1.31 This document has highlighted some of the many challenges and opportunities that exist in relation to road safety in Britain. The most significant of these are summarised below in relation to the five pillars of the UN’s Road Safety Plan.

<b>Pillar of Action</b>	<b>Major Challenges and Opportunities</b>
Road Safety Management	Maintaining investment in local road safety activity and management in a way that supports devolved local decision making (including the important contribution safer and more sustainable environments can make to improving health outcomes) and ensuring Highways England continues to improve road safety.
Safer Roads and Mobility	Maximising safety improvements to road infrastructure within given budgets and preparing roads and signage for increasingly connected and autonomous vehicles.
Safer Vehicles	Improving the road worthiness of the current vehicle fleet, accelerating safer vehicle adoption, legislating for connected and autonomous vehicles and tackling dangerous technological distractions.
Safer Road Users	Evaluating the most effective driver education interventions that can be incentivised by both the state and industry, improving compliance with current rules, and promoting safer driving behaviours and equipment choices.
Post Crash Response	Working with the emergency services and NHS to ensure that collisions are effectively responded to and investigated.

<sup>18</sup> [Strategic framework for road safety](#), Department for Transport, published May 2011  
<sup>19</sup> [Highways England Health and Safety Plan](#), published November 2015

## 2. Our Priorities for Improving Road User Safety

- 2.1 Our road network is a common asset shared by all in our society. National travel patterns evolve, but most people still follow a common journey of learning to cross the road, ride a bike and then mastering a powered form of personal transport in addition to public transport use.
- 2.2 The government is committed to continuing to enable safe travel choices. The remainder of this document sets out the overarching scope and scale of our ambitions. It begins by showing how we will support road users' experience of using our road network, before outlining how we plan to support our delivery partners to achieve these goals over the next five years.
- 2.3 It describes how we plan to build on the major road safety achievements that occurred under the Coalition Government, which included:
- Committing to invest £28 billion to improve Britain's roads;
  - Issuing guidance to local authorities to help them to set appropriate speed limits for their area;
  - Supporting the development of new connected and autonomous vehicle technologies;
  - Taking a zero tolerance approach to driving with any of 8 illicit drugs in the body to tackle the menace of drug-drivers;
  - Introducing tougher drink-drive laws and raising fixed penalty notices for various driving offences, including speeding, using a mobile phone while driving and failure to wear a seatbelt;
  - Measures to support the victims of road traffic crime, including the government's Victims Code and the Police and Crown Prosecution Service's Right to Review scheme; and
  - Providing funding to the Ministry of Justice for support services for victims of crime, including a national helpline and information packs for victims of road traffic crime.



**A possible drug-driver is screened at the roadside, following the introduction of the new drug-driving law in March 2015**

## Safer learning and road behaviours

- 2.4 We will review and develop our road safety educational materials for school aged children that can be used in schools at various stages of development and at key risk points, such as the transition from primary to secondary school.
- 2.5 The government remains firmly committed to providing cycle training to school children in order to give the next generation of cyclists the skills and confidence to cycle safely on local roads. In recognition of the importance of this, we will provide £50 million over the next four years to support Bikeability cycle training in schools. This funding will help to increase children's road awareness, encourage active travel and improve future motorists' empathy for more vulnerable road users. Recent research shows significant improvements in children's ability to perceive road hazards after Bikeability training.<sup>20</sup> Since its inception, more than 1.5 million school children have received training through the Bikeability programme, and we expect to train a further 275,000 children during 2015/16.
- 2.6 We are also piloting Bikeability Plus - a suite of additional modules designed to address specific barriers to cycling, drawn from best practice around England. This programme aims to ensure that children and families are given the opportunities, skills, support and guidance they need to make cycling part of their everyday life.
- 2.7 This is in addition to supporting Living Streets' 'Walk to School' programme through the Local Sustainable Transport Fund which encouraged more than 400,000 children to walk to and from school. School Route Audits enable pupils, their families and teachers to identify the barriers to walking to school that most concern them, which may include vehicle speeds or street lighting. Living Streets then works with the school, local authority and other stakeholders to start the process of finding solutions together.
- 2.8 Wider pedestrian safety will also be promoted including interventions targeted at older and vulnerable pedestrian groups. For instance, as part of the revision of the Traffic Signs Regulations and General Directions, due to come into force in 2016, we have made changes which should lead to more widespread introduction of more modern, safer pedestrian crossings.
- 2.9 There is currently a lack of evidence on the comparative effectiveness of driver education and training programmes. In recognising that young drivers face elevated collision risks, we will fund in-depth new research to identify the best driver education, training and behaviour-change interventions for learner and novice drivers. This study will consider new technological interventions in addition to traditional learning methods. We will also do more to understand young drivers' attitudes and to support increasingly targeted communications to high-risk groups, parents and peers.
- 2.10 We will work with the Driver and Vehicle Standards Agency (DVSA) to support driving instructors and rider trainers to keep their approach attuned to the needs of today's and tomorrow's learners, encouraging them to learn a broader range of skills and be better prepared for safe road use in an increased range of real life situations.

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<sup>20</sup> [Research into the impact of Bikeability training on children's ability to perceive and appropriately respond to hazards when cycling on the road](#), National Foundation for Educational Research, published February 2015

- 2.11 We will also work with the DVSA on the development of a drug-drive rehabilitation scheme course and a High Risk Offenders regime for drug-drivers and aim to consult on proposals in 2016.
- 2.12 Our motoring services agencies have an important role to play in ensuring that road users are appropriately trained and their vehicles conform to required standards. On 13th November 2015, we published a Motoring Services Strategy consultation<sup>21</sup>, seeking views on a range of reforms to the agencies and their services, including improving the customer experience. The strategy sets out in detail our proposals for improving driver learning and development.
- 2.13 Motorcycle training will be given the priority it deserves. We have recently set out our plans for strengthening compulsory basic training in the response to a public consultation that was published in July 2015.<sup>22</sup> We will also work with the motorcycle industry to explore how to improve and increase the take up of post-test rider training and development.
- 2.14 We intend to develop and consult on a range of further proposals to support safer motorcycling during 2016 and we welcome “Realising the Motorcycling Opportunity: A motorcycle safety and transport policy framework”<sup>23</sup> developed by the Motorcycle Industry Association and the National Police Chiefs’ Council.

## Better testing and licensing

- 2.15 Setting an appropriate driving test is potentially the simplest way to encourage learner drivers to acquire and hone certain skills. We will undertake new driver education research and the findings will help inform how the test can remain most relevant to future driver needs.
- 2.16 In considering test reform, we will appraise the use of new technologies to test driving in certain conditions, including in severe weather. For example, we will continue to develop the award-winning hazard perception test to improve learner drivers’ awareness of developing hazards in different weather, lighting and road conditions.
- 2.17 Currently, fewer than half of candidates pass the practical driving test first time. Evidence shows that the more practice that learners do prior to taking a test, the safer they are post-test.<sup>24</sup> We will encourage a higher percentage of learner drivers to aim to pass their driving test the first time around, when they are truly ready for independent driving. In doing so, we will consider whether more should be done to support and reward a broader range of driving experiences, such as night driving and motorways, ahead of candidates obtaining their driving licence and whether restructuring the costs of the driving test would incentivise learners to undertake more pre-test practice. As part of this, we will consult on proposed legislative changes to allow Approved Driving Instructors with dual-controlled cars to offer lessons on motorways to learner drivers if they wish to do so.
- 2.18 Restructuring the costs of the driving test could be done through a reduced test fee, in the form of a deposit when the test is booked, refundable if the candidate passes.

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<sup>21</sup> [Motoring Services Strategy consultation](#), Department for Transport, published November 2015

<sup>22</sup> [Response to the modernising compulsory basic training courses for motorcyclists](#), Department for Transport, published July 2015

<sup>23</sup> [Realising the Motorcycling Opportunity: A motorcycle safety and transport policy framework](#), Motorcycle Industry Association and the National Police Chiefs’ Council

<sup>24</sup> [Novice drivers – evidence review and evaluation](#), Transport Research Laboratory, published October 2013

The proposal would not lead to a revenue increase to the DVSA as retained deposits would be used to fund a reduction in the basic practical test fee.

- 2.19 We have asked, through the Motoring Services Strategy consultation, for views on whether a financial incentive would encourage learners to sit the test when they have a better chance of passing and at what level should such an incentive be set. Responses to that consultation will inform the development of this proposal.
- 2.20 We will ensure that the driving theory test is sufficiently tailored to respond to local variations while fostering wider knowledge of British laws.
- 2.21 Every driver knows that learning to drive or ride is an experience that does not end when they pass their test, so we will look at ways of encouraging people to review and enhance their skills at various points in time. For example, we will carry out further analysis of motorcycling accidents to understand better when in their riding life motorcyclists are at greater risk.
- 2.22 Ultimately, the driving licence will remain a document that has to be earned and treated with respect. We will continue to work with the DVSA, the Driver and Vehicle Licensing Agency (DVLA) and the Ministry of Justice to help ensure that it remains available to people who are fit to use it.
- 2.23 DVLA has worked closely with the General Medical Council to raise awareness of the medical profession's position regarding notifying DVLA of a patient's fitness to drive. The message has been reinforced that this is a justifiable breach of patient confidentiality if a patient has ignored advice and continues to drive.
- 2.24 We will also ensure that appropriate legislation and testing is in place to respond to the increasing automation of the nation's vehicle fleet.

## Increased road user awareness

- 2.25 We will continue to run the award-winning THINK! road safety campaign to educate people about changes in motoring laws and safer behaviours, including an additional £2.2 million of funding this financial year. The THINK! marketing plan sets out the calendar of THINK! campaign activity for 2015/16 and 2016/17. During this financial year, we will run major road safety campaigns covering country roads, drink-driving, drug-driving and cycling. Other campaigns will cover child and teen road safety, young drivers and motorcyclists.<sup>25</sup>
- 2.26 We will also use THINK! to engage with motorists on emerging issues. This will include coinciding the next THINK! drug-driving campaign with police enforcement campaigns to strengthen the overall impact of both. The campaign will be targeted to those with the highest propensity to drug-drive and will communicate that they now have a strong chance of being tested at the roadside and convicted, with all the personal consequences that this will bring.
- 2.27 Our national campaigns will continue to segment and target our key audiences who are using an increasingly diverse and fragmented range of media. We will ensure that public money is well spent on these campaigns and action is targeted on issues with the potential to save the most lives.

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<sup>25</sup> [THINK! campaign marketing plan 2015 to 2016 and 2016 to 2017](#), Department for Transport, published September 2015

2.28 Finally, the Highway Code remains the government's bestselling publication. We will continue to ensure that it remains relevant to today's reader, using modern media techniques, and that it adequately reflects the variances brought about by devolution.

## Safer vehicles and equipment

2.29 Supporting and promoting the use of safer vehicles and equipment can play a major role in reducing road deaths. That is why we will explore further options for accelerating consumer demand for safer vehicles.

2.30 The European New Car Assessment Programme (Euro NCAP) continues to take a leading role across Europe in promoting safer vehicles and the government is committed to maximising the value of this for motorists. We will seek to increase consumer awareness of the Euro NCAP star rating system for vehicle safety so that more motorists appreciate the benefits and affordability of life saving technologies, such as autonomous emergency braking systems, when buying cars. From 1 November 2015, most newly registered HGVs are required to have autonomous emergency braking fitted as standard.

2.31 We will encourage safer vehicle procurement, starting with improving the safety of the public sector fleet through work on the Government Buying Standards. DfT will show early leadership in this area in relation to its own vehicle procurement and leasing. Highways England is already working with DfT to change the hire car policy to ensure that all journeys on Highways England business are completed using 5\* NCAP rated vehicles.

2.32 We will also encourage the uptake of other safety equipment across other road transport modes. This will be from looking at ways to develop the well-respected SHARP (Safety Helmet Assessment and Ratings Programme) motorcycle helmet scheme and promoting it to a wider range of riders, to researching the efficacy of newer innovations such as inflatable rider clothing and sobriety bands for repeat drink-drive offenders.

2.33 To underpin the development of safer vehicles and infrastructure we have an ongoing programme of in depth road collision investigation known as Road Accident In Depth Studies (RAIDS). Injuries are correlated with detailed vehicle damage to understand the performance of vehicle safety systems and the influence of vehicle design and road infrastructure on injury outcomes. The aims of the investigations differ from those of the police as the intention is not to apportion blame but to improve knowledge of real world collision dynamics. The strictly anonymous data collected by the programme is stored in a single secure database and is made available to both government and the wider road safety community over the internet.

2.34 Our efforts to improve occupational road safety will maintain a strong focus on how to reduce deaths, including cyclist deaths, caused by HGVs. That is why we are working at EU level on new laws to improve HGV design to get safer and more aerodynamic lorries on our roads. This includes consideration of both the driver's field of view for new vehicle designs, permitting camera monitor systems as an alternative to mirrors, and improving the front structure of vehicles to provide better protection for pedestrians and cyclists. We will also consult on legislative changes to ensure that sideguards and rear under-run devices, which are required for new vehicle approval, remain fitted to HGVs throughout their life and are not removed.

- 2.35 We have a regulatory environment that supports the safe, legal testing of autonomous vehicles, and we have recently issued a code of practice<sup>26</sup> to facilitate this. The government is committed to creating the right environment for connected and autonomous vehicles to be available on our roads in a way that is safe, legal and maximises benefits for all.
- 2.36 Our Centre for Connected and Autonomous Vehicles is coordinating government activity on connected and autonomous car technology. Government is working with vehicle manufacturers, technology and communications companies and others with an interest in this area, such as the insurance industry, to understand the potential and implications of forthcoming innovations and to ensure that we remove any unnecessary obstacles to their introduction, while ensuring high standards of safety.
- 2.37 We are, in conjunction with industry, funding research and development into connected and autonomous vehicle technology, including providing £19 million of government funding for the 'driverless car' trials in Bristol, Milton Keynes, Coventry and Greenwich. These will test autonomous vehicle technology in real-world environments, providing us with valuable insights into how autonomous vehicles operate and how they interact with other road users. At the same time we are already seeing increasing levels of technology, aimed at assisting the driver but increasingly capable of carrying out parts of the driving function, in new vehicles sold over time.
- 2.38 In addition, we are planning trials of HGV platoons to investigate their potential use on the UK infrastructure and their effects on UK traffic. We expect that these trials, which will be conducted in conjunction with Highways England, vehicle manufacturers and the haulage industry, will commence in 2016.
- 2.39 Human error is reported to be a factor in 94% of road collisions<sup>27</sup>, so driverless cars have huge potential to improve road safety. In recognising the massive life-saving, and mobility enhancing, potential of these and other new technologies, we will need to consider to what extent we need to revise our existing road safety regulations to ensure the full benefits from the technology can be reaped without unforeseen risks.
- 2.40 While we are still in the early stages of the trajectory to full autonomy we appreciate the need to reduce the risks of certain in-car distractions. So we will continue to take a tough approach to technological distraction, including reviewing dangerous in-car mobile phone usage and consulting on increasing the penalties for drivers using a hand-held mobile phone, with more significant penalties for larger vehicles such as HGVs, where the consequences of a collision can be much more severe. The increased penalties being proposed are set out in the Executive Summary. We will also undertake work to understand the behavioural and human factors associated with these technologies in greater depth.
- 2.41 Evolving multi-functional technologies, for example tablets or smart watches, pose new complications which we will need to keep abreast of. Drivers must give their full attention to the road, which is why it has been illegal since the 1980s to view a screen whilst driving a motor vehicle, unless that screen is displaying driving information.
- 2.42 We will also work with bus and taxi operators to ensure appropriate but proportionate legislation and good practice is in place for safe passenger transport.

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<sup>26</sup> [Automated vehicle technologies testing: code of practice](#), Department for Transport, published July 2015

<sup>27</sup> Derived from analysis based on [Contributory factors for report road accidents \(RAS50\)](#), Department for Transport, published September 2015

## Fairer and more responsive insurance

- 2.43 Fraud increases the costs of motor insurance. We will continue to work closely with other government departments and insurance industry stakeholders to help reduce motor insurance fraud, bring premiums down and protect the interests of honest motorists.
- 2.44 According to the Motor Insurers Bureau (MIB), uninsured driving has fallen by 50% in the past decade to around one million out of a total number of 36 million vehicles on the road. The rising trend reversed following the introduction of police powers to seize vehicles for driving without insurance, which was introduced in 2005 and Continuous Insurance Enforcement (CIE), which was introduced in 2011. The MIB is responsible for investigating and paying claims to victims of uninsured and untraced drivers. As a result of the fall in uninsured claims, untraced claims, which have remained steady in recent years, now make up the majority of the claims received by the MIB. We will continue to work with the insurance industry and MIB to tackle uninsured and untraced driving.
- 2.45 We will support innovation in the motoring insurance market so premiums become more responsive to safer driver behaviour and vehicle choice. This could include extending the 'reward based' insurance approach pioneered through young driver telematics products to the wider motoring community and fleets.

## More intelligent and effective enforcement

- 2.46 We will continue to target people who wilfully choose to break the law and endanger the lives of others. We will collaborate with the Ministry of Justice on future reviews of motoring offences to ensure appropriate penalties are in place for dangerous drivers, including those who continue to use excessive speed, exceed the drink-drive limit, take drugs or use their hand-held mobile phone while on the road.
- 2.47 We are targeting high risk drink-drive offenders using a range of tools, including technological and educational solutions, such as offering drink-drive rehabilitation courses and requiring medical checks before they can resume driving. To tackle other forms of inappropriate driving behaviour, we are evaluating the effectiveness of speed awareness courses as an alternative to traditional penalty points and fines and are evaluating the impact of fixed penalty notices for careless driving.
- 2.48 We are also working with the Home Office on type approval processes for new generation drink-drive breath testing devices which should give the police more tools for tackling drink-drivers.
- 2.49 We will further develop our drug-driving screening, following the introduction of new, tougher, drug-driving laws in spring 2015. A zero tolerance approach to driving with any of 8 illicit drugs in the body was taken in the last Parliament, with enforcement increasing fourfold since its introduction. We will continue to work closely with the National Police Chiefs' Council to further increase enforcement against drug-drivers. As part of this, we will provide £750,000 funding to police forces in England and Wales to help them build their drug-driving enforcement capability. This includes training more officers with drug recognition and impairment testing skills to enable more effective and targeted enforcement.
- 2.50 Road traffic policing is evolving at a local level. New technologies can help detect dangerous criminal behaviour and free up police time to respond to other public emergencies. That is why we will support the use of new and remote criminal

detection technologies and data sharing in a responsible way that appropriately safeguards motorists' privacy. An example of this is Automatic Number Plate Recognition (ANPR) technology which the police use to detect and disrupt criminality. As a vehicle passes an ANPR camera, its registration number is read and checked against database records of vehicles of interest. This helps the police to intercept and stop such vehicles and, where necessary, make arrests. This has been important in the detection of many offences including locating stolen vehicles and tackling uninsured vehicle use.

- 2.51 We will explore, with the DVSA, better ways of targeting enforcement against transport operators who are serially, and seriously, non-compliant with existing legislation in areas including drivers' hours and vehicle standards.
- 2.52 The UK is in the process of transposing the Cross Border Enforcement Directive on Motoring Offences into national law by May 2017. This Directive requires Member States to share the identity of registered keepers of vehicles involved in certain motoring offences while driving in another Member State. This will allow Member States to issue appropriate penalties to non-resident keepers of vehicles when they commit a specific road traffic offence and to encourage compliance of national traffic laws.
- 2.53 Finally, the government welcomes the Transport Select Committee's inquiry into road traffic law enforcement and will consider any recommendations resulting from the Committee's work.

## 3. Incentivising and Supporting Others

- 3.1 The previous section of this document focused on how the government plans to interact directly with road users in relation to road safety. However, there is a tremendous amount of activity being undertaken nationally to keep our roads safe. We want to provide effective leadership and support to the excellent array of delivery partners and other bodies who collectively work to ensure that we have a truly safe road system.

### Investment in safe infrastructure

- 3.2 The government will continue to actively invest in safer road infrastructure to ensure that all road users are supported by their road environment.
- 3.3 98% of the road network in England is local roads, which local highway authorities have a legal duty to maintain. Road condition statistics for 2013/14 show a minor improvement to the local road network with fewer main roads requiring maintenance than in 2007/08<sup>28</sup>. DfT provides capital funding to these local highway authorities for their road maintenance work. Between 2010 and 2015, DfT allocated £4.7 billion to local highway authorities in England (outside London) to help repair the local roads for which they are responsible and make them safe for all road users. This funding was £1 billion more than provided in the previous Parliament. In addition, in November 2015, the government announced that it was allocating £6.1 billion between 2015/16 to 2020/21. As part of this funding, from 2016/17, we are introducing an incentive element (totalling £578 million between 2016/17 to 2020/21) which will reward those authorities who can demonstrate that they are operating efficiently and effectively.
- 3.4 It is for each individual local highway authority to manage its network, based upon its local knowledge and circumstances. DfT plays a key role in the UK Roads Liaison Group's project to review its Codes of Practices for highways, structures and lighting. This project aims to provide practical guidance to help local authorities deliver an efficient and effective highway service that meets today's challenges.
- 3.5 DfT also provides the Greater London Authority (GLA) with a substantial transport grant for Transport for London (TfL), although it is for TfL and ultimately the Mayor of London to decide how best to prioritise spending. For 2015/16, £1.516 billion from DfT will contribute to TfL's capital programme, which includes a £4 billion Road Modernisation Plan<sup>29</sup> to improve junctions, bridges, tunnels and public spaces in the capital and implement innovative designs to transform cycling in London.
- 3.6 Highways England is responsible for delivering £11 billion of improvements to England's motorways and major A roads by 2020. We will continue to work with

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<sup>28</sup> [Road Conditions in England: 2014 Report](#), Department for Transport, published March 2015

<sup>29</sup> [TfL Road Modernisation Plan](#), Transport for London, published October 2014

Highways England and monitor its delivery against the Road Investment Strategy,<sup>30</sup> which includes a ring-fenced fund of £250 million for Cycling, Safety and Integration. Of this around £105 million will be spent on additional measures to boost safety that extend beyond the high safety measures already in place.

- 3.7 We will work with Highways England to help it develop an effective star rating system for the safety of its network, based on the International Road Assessment Programme (iRAP), and ensure that Highways England improves its least safe roads in a timely manner. We will also collaborate with Highways England on keeping 'smart motorways' (without hard shoulders) both safe and decongested.
- 3.8 Highways England is working with the National Police Chiefs' Council and DfT to raise driver awareness of the need to comply with mandatory signs to ensure the safe and efficient operation of smart motorways. A new National Driver Offender Retraining Scheme (NDORS) course is being developed specifically for motorway driving. This would give the police the ability to offer an educational alternative to issuing a fixed penalty notice and penalty points for offences only found on the motorway network, such as speeding when a variable speed limit is set and Red X offences.<sup>31</sup> Highways England's strategy for improving Red X compliance focuses on increasing drivers' understanding, including warning letters to non-compliant drivers containing information on how to use smart motorways safely.
- 3.9 These, and other activities that form part of their Health and Safety 5 Year Plan, should help Highways England to move towards its target of reducing the number of people killed or seriously injured on the strategic road network by 40% by the end of 2020,<sup>32</sup> and their aim of bringing that figure as close as possible to zero by 2040.
- 3.10 In the last five years from 2011/12 to 2015/16, DfT has increased its spend on cycling in England from £1 per head to £3 per head. Local authorities also spend significant amounts on cycling and, over the same period, total spend on cycling in England has increased from £2 per head to £6 per head. Spend is over £10 per head in the eight Cycle Ambition Cities<sup>33</sup> and in London. DfT will publish a Cycling and Walking Investment Strategy in 2016 which will set out our plans for investment in safer cycling and walking infrastructure.

## Supporting local innovation and efficiency

- 3.11 We are conducting research into the most cost effective ways to reduce road casualties via road infrastructure improvements. We plan to use the findings from this work to create new guidance or tools to help local highway authorities target interventions to reduce collisions and make the environment more forgiving for those who do crash. We will also work with those local authorities whose roads feature in the British EuroRAP results 2015 as one of England's persistently higher risk roads<sup>34</sup> and we have contacted these local authorities to explore how DfT might assist them.
- 3.12 Making changes to the design and operation of junctions, where many collisions involving vulnerable road users and vehicles occur, is the responsibility of local authorities. The government supports them through the provision of legislation and

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<sup>30</sup> [Road Investment Strategy](#), Department for Transport, published March 2015

<sup>31</sup> A Red X sign is used to identify when a motorway lane is closed and indicates that drivers should move into an open lane to continue their journeys.

<sup>32</sup> Against the 2005–09 average baseline

<sup>33</sup> Bristol, Birmingham, Cambridge, Leeds, Manchester, Newcastle, Norwich, Oxford

<sup>34</sup> [British EuroRAP results 2015](#), Road Safety Foundation, published September 2015

guidance. DfT intends to publish new Traffic Signs Regulations and General Directions (TSRGD) in 2016, which will provide local authorities with new measures to improve the safety of their road environment. DfT is also working with those local authorities that are keen to make use of those new measures, such as early start signals to provide better and safer facilities for cyclists, in advance of the new legislation.

- 3.13 We are empowering local authorities to deliver road safety measures that are responsive to local priorities. We will undertake a road safety management capacity review, to help them and the wider national road safety community including DfT, to identify areas for improved joint working, local innovation and efficiency.
- 3.14 We will also continue to support both national research and local good practice. This will include the promotion of the national Road Safety Observatory website, which synthesises existing road safety research and evidence.
- 3.15 Local authorities will continue to be empowered to set appropriate speed restrictions for their local areas, including 20 mile per hour zones and limits.
- 3.16 We understand that in the quest to improve and innovate, England, Scotland and Wales may wish to pilot new approaches to road safety. We will help to enable this when it does not unduly burden national taxpayers to do so. Similarly, we will continue to work collaboratively with TfL and other urban transport centres to foster local road safety innovation.

## Emergency services

- 3.17 The emergency services play a vital role in preventing and minimising road deaths and the government will continue to provide these vital services.
- 3.18 Ongoing police enforcement is essential for catching drivers who are likely to cause collisions and the Fire and Rescue Service plays a major role in delivering preventative road safety education throughout the country.
- 3.19 Our emergency service personnel play an equally vital role in dealing with the aftermath of collisions in terms of our post-crash response. They help safely divert traffic away from the scene, rescue people who are trapped in vehicles, provide life-saving first aid and trauma care and investigate the collision cause.
- 3.20 This collision investigation role is not only crucial for the court and criminal justice system, it is also essential for recording and understanding national road safety trends so that policy can be adapted to respond to the causes of collisions that are happening on the ground. At the local level, investigation and reporting is critical for identifying which interventions are needed at specific locations to reduce the likelihood of further incidents and injuries.
- 3.21 That is why we will be working with the Home Office to ensure that the new Collisions Reporting and Sharing (CRASH) system for recording collisions is effectively rolled out to police forces. We will work with the National College of Policing to ensure that today's law enforcement officers have the appropriate skills and training to accurately record the causes of collisions.
- 3.22 In tandem, we are looking at ways to make it quicker and simpler for members of the public to tell the police that they have been involved in a collision. This could involve providing a web-based tool for reporting less serious collisions as an alternative to visiting or phoning a police station.

- 3.23 We will work closely with the Department for Health, Public Health England and NHS England to ensure that we are sharing the lessons learned from hospital data on road traffic collisions and that we are supporting both lifesaving trauma care improvements and cost effective health promotional activities at a local level, such as those indicated in the TfL Transport for Health Plan.<sup>35</sup>

## Encouraging better occupational road safety, fleet management and procurement

- 3.24 Road safety is not just a matter for government and the public sector. The safe movement of goods and services is vital for the national economy and industry as a whole. As around a third of road traffic collisions involve a person at work, there is more that we can do working with industry and the rest of government to support and promote good practice in safer fleet management and occupational road safety.
- 3.25 We will start this process by evaluating existing safer driving for work schemes to understand what works, with a view to promoting existing good practice to employer networks and other occupational drivers. This could include, but need not be restricted to, the use of telematics products, company reporting on collision rates, effective employee intoxication policies, procurement of safer vehicles and consideration of good practice relating to vehicle design and driver training. It could also include consideration of driving techniques and behaviours which are not only safer but also more fuel efficient.
- 3.26 Procuring vehicles with modern safety features not only benefits the safety of the people who drive them for work. It also accelerates the rate at which these safer vehicles enter the second hand car market and makes them available to British families sooner than they might otherwise acquire them.
- 3.27 As part of this work, we see great potential for collaborating with the vehicle leasing sector as it accounts for one tenth of cars and up to one quarter of HGVs on our roads. We will also work with fleet buyers to encourage faster take-up of the latest safer designs.

## Working in partnership

- 3.28 We want to work in an open way to refine and execute our vision in partnership with local authorities and the road safety community. We will use this statement to set the framework for consultation on more detailed proposals and a targeted programme of research over the coming months and years.
- 3.29 We have already established a multi-agency road safety delivery group that we hope will be instrumental in shaping the delivery of our goals. However, we also continue to champion wider non-governmental action based initiatives, such as the Ageas sponsored Older Driver Task Force, to strengthen our collective evidence base.
- 3.30 We look forward to working with you to maintain Britain's outstanding record in this area and to create the safest road system possible.

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<sup>35</sup> [Improving the health of Londoners: Transport action plan](#), Transport for London, published February 2014

## Annex A: Our High Level Delivery Timetable

Exact delivery dates will be subject to Parliamentary and research requirements and delivery partner capacity. However, we expect some of our main goals to be implemented, under the five pillars of the United Nations, as follows:

	<b>Road Safety Management</b>	<b>Safer Roads and Mobility</b>	<b>Safer Vehicles</b>	<b>Safer Road Users</b>	<b>Post-Crash Response</b>
<b>Short Term</b>	Provide £750,000 funding to police forces in England and Wales to build drug-driving enforcement capability.	Continue with £6.1bn investment to local highway authorities in England (outside London) between 2015/16 and 2020/21.	Consult on legislative changes on HGV sideguards.	Consult on dangerous in-car mobile phone use with a view to increasing penalties for offenders.	Help to ensure that the new CRASH system for recording collisions is effectively rolled out to police forces.
	Commission a road safety management capacity review to identify areas for improved joint working, local innovation and efficiency.	Publish a Cycling and Walking Investment Strategy setting out our plans for investment in safer cycling and walking infrastructure as well as behaviour change programmes.	Increase consumer awareness of the Euro NCAP star rating system for vehicle safety and explore additional options for incentivising the consumer uptake of safer vehicles.	Consult on ways to incentivise and reward the uptake of more pre-test practice and inclusion of a broader range of real-world driving experience.	Work with the Department for Health, and NHS England to ensure that we are sharing the lessons learnt from hospital data on road traffic collisions.
	Develop our drug-driving and evidential breath testing equipment.	Help Highways England to develop an effective star rating system for the safety of its network.	Improve the safety of the public sector fleet, including by updating the Government Buying Standards.	Strengthen the compulsory basic training regime for motorcyclists and consult on a range of further proposals to support safer motorcycling.	

	Road Safety Management	Safer Roads and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Response
Short term cont.	Respond to the Transport Select Committee's inquiry into road traffic law enforcement.	Issue revised legislation on Traffic Signs and General Directions and support local authorities in the uptake of safer traffic signalling and signage measures in advance of the new legislation.	Retender DfT's programme of in depth collision investigation to improve understanding of injuries caused by collisions and determine the potential of vehicle technology to make a difference based on real world evidence.	Introduce a new performance indicator for DVSA to encourage the heavier targeting of enforcement against serious and serial non-compliance of transport operators.	
		Undertake research and the development of tools / guidance to help local authorities make investment decisions to improve the safety of rural roads.		Continue with £50 million investment to deliver Bikeability training in schools, providing the next generation of cyclists with the skills and confidence to cycle safely on local roads.	
		Continue to empower local authorities to set appropriate local speed limits.		Provide targeted safety communication materials to young drivers and their parents.	
				Continue to run our THINK! campaigns, including an additional £2.2 million of funding for 2015/16 to promote behavioural change.	
<b>Medium Term</b>	Work with bus and taxi operators to ensure appropriate but proportionate legislation and good practice is in place for safe passenger transport.	Monitor Highways England's delivery against the Road Investment Strategy, which includes a ring-fenced fund of £250m for Cycling, Safety and Integration.	Encourage development and implementation of improved HGV design.	Undertake a major research programme to identify the best technological and behavioural interventions for learner and novice drivers.	Research, and where relevant promote, new protective equipment for vulnerable road users that can reduce post-crash collision severity.

	<b>Road Safety Management</b>	<b>Safer Roads and Mobility</b>	<b>Safer Vehicles</b>	<b>Safer Road Users</b>	<b>Post-Crash Response</b>
Med term cont.	Work with commercial fleets, employers' organisations and drivers to identify and promote good practice in work related road safety.	Promote national research and good practice in road safety, including the development and promotion of the national road safety observatory.	Engage with fleet buyers and leasing agencies to encourage safer private sector vehicle procurement.	Engage with insurers to help support innovation within the motor insurance market so that premiums become more responsive to safer driver behaviour and vehicle choice.	Work with the National College of Policing to ensure that law enforcement officers have appropriate skills and training to accurately record the causes of collisions.
	Continue to develop, influence and implement a wide range of European road safety directives, including the Cross Border Enforcement Directive.	Review and, where necessary, amend the regulatory framework to support the safe testing and introduction of connected and autonomous vehicles.	Conduct research into the behavioural and human factors associated with increased vehicle automation; develop and consult on policy accordingly.	Collaborate with the Ministry of Justice on future reviews of motoring offences to ensure that appropriate penalties are in place for dangerous driving.	Make it quicker and simpler for members of the public to tell the police that they have been involved in a collision, including removing any legislative obstacles for reporting accidents online.
				Review and develop our road safety educational materials for school aged children.	
				Work with the motorcycle industry to explore how to improve and increase the take up of post-test rider training and development.	
				Drug-drivers: consult on options for a rehabilitation scheme course and a High Risk Offenders regime.	
				Complete evaluation of the current pilot of more realistic driving experience in the practical test, and determine whether to incorporate as standard.	

	Road Safety Management	Safer Roads and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Response
Med term cont.				Develop and test new Hazard Perception Test materials to improve learner drivers' awareness of developing hazards in varying weather and lighting conditions, and broaden the scope of scenarios providing experience of real life situations such as encountering vulnerable road users.	
<b>Long Term</b>	Ensure that the medical assessment and licensing regime for older drivers keeps apace of current life expectancy and health trends.	On-going activity to support the safe testing, sale, and use of connected and autonomous vehicles.		Reform the driving test and pre-test learning to encourage more real life driving experience and ensure that it takes account of local variations and increasing vehicle automation.	Seek to ensure that road safety continues to be a delivery priority and consideration in wider government activity.

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ISBN 978-1-4741-2633-5



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