



Department
for Transport

Road Safety Statement Progress Report

Moving Britain Ahead



June 2018

The Department for Transport has actively considered the needs of blind and partially sighted people in accessing this document. The text will be made available in full on the Department's website. The text may be freely downloaded and translated by individuals or organisations for conversion into other accessible formats. If you have other needs in this regard please contact the Department.

Department for Transport
Great Minster House
33 Horseferry Road
London SW1P 4DR
Telephone 0300 330 3000
Website www.gov.uk/dft
General enquiries: <https://forms.dft.gov.uk>



© Crown copyright 2017

Copyright in the typographical arrangement rests with the Crown.

You may re-use this information (not including logos or third-party material) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit <http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/> or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: psi@nationalarchives.gsi.gov.uk

Where we have identified any third-party copyright information you will need to obtain permission from the copyright holders concerned.

Contents

Executive summary	4
Annex A: SHORT TERM ACTIONS AT MAY 2018	5

Executive summary

Introduction

In December 2015, the Government published its Road Safety Statement, setting out its vision, values and priorities to bring down the numbers of people killed and injured on our roads. The attached table summarises the progress made on the short term actions.

By global standards British roads are very safe, but every death and injury is a tragedy for the families involved. The Department will continue delivering the programme of activity set out two years ago and more.

Annex A: SHORT TERM ACTIONS AT MAY 2018

23 Actions - 15 Delivered (including 3 exceeded), 8 underway and due to deliver in coming months.

UN Safe System Pillar	ACTION	Status	COMMENTARY
Road Safety Management	Provide £750,000 funding to police forces in England and Wales to build drug-driving enforcement capability.	Exceeded	<p>We provided £1m funding to police forces in 2015/16 which was used towards equipment, enforcement and training of officers in drug recognition and impairment testing skills.</p> <p>We commissioned and published research in August 2017 on the effectiveness of the drug driving legislation introduced in 2015.</p> <p>The evaluation found that the 2015 drug driving legislation has led to additional police activity against drug drivers, and higher prosecution and conviction rates.</p>
	Commission a road safety management capacity review to identify areas for improved joint working, local innovation and efficiency.	Delivered	We commissioned Road Safety Management Capacity Review in May 2017. The report was received on 17 May 2018.

	Develop our drug-driving and evidential breath testing equipment.	In progress	<p>Drug Drive: We commissioned and published research into additional drug screening methods in August 2017. The research was undertaken by an expert scientific panel, and provides recommendations for alternative drug screening methods and for strengthening current processes.</p> <p>Breath test equipment: Currently, drink drive suspects are breath tested by police on an evidential standard device as a cost effective way of verifying whether someone is over the legal limit. Prosecutions for drink driving have a 97-98% conviction rate in part due to the reliability of the evidence. A Grant has been approved to the Parliamentary Advisory Council on Transport Safety (PACTS). This grant will be used to incentivise manufacturers to develop a Mobile Evidential Breath Testing Instrument (MEBTI) that meets the Type Approval Standards. It is anticipated that PACTS will run an applications and sifting process in summer this year.</p>
	Respond to the Transport Select Committee's inquiry into road traffic law enforcement.	Delivered	The Department responded in May 2016, and there were no further actions arising.
Safer Roads and Mobility	Continue with £6.1bn investment to local highway authorities in England (outside London) between 2015/16 and 2020/21.	Exceeded	In addition to the £6.1bn investment to local highway authorities we are providing an additional £350million from the National Productivity Investment Fund (NPIF).
	Publish a Cycling and Walking Investment Strategy setting out our plans for investment in safer cycling and walking infrastructure as	Delivered	The Department's CWIS was published in April 2017 and an Implementation Action Plan has now been developed.

	well as behaviour change programmes.		
	Help Highways England to develop an effective star rating system for the safety of its network	Delivered	Star Rating system developed (using iRAP model) and used to create baseline May 2017.
	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.	Delivered	Published in April 2016.
	Undertake research and the development of tools / guidance to help local authorities make investment decisions to improve the safety of rural roads.	Delivered	We published a guidance report from the Road Safety Foundation.
	Continue to empower local authorities to set appropriate local speed limits.	In progress	DfT has been researching the effectiveness of 20mph speed limits. This work is ongoing and a report is due to be published later in 2018.
Safer Vehicles	Consult on legislative changes on HGV sideguards.	In progress	This item has now been moved into the Cycling and Walking Investment Strategy Safety Review Call for Evidence which was launched on 9 March 2018. It was stated that the Government is also considering ways to improve the requirements for sideguards on heavy

			goods vehicles being used on UK roads. Stakeholders are encouraged to comment on that section which invites suggestions for Government policy on vehicles and equipment.
	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.	In progress	DfT and Euro NCAP now follow each other on Twitter and the DfT Digital. Euro NCAP presentations at STOPTHECRASH, and safety technology events organised by RoadSafe, Highways England and Thatcham Research, with further events aimed at commercial sector planned. We are continuing to explore further options to raise consumer awareness.
	Improve the safety of the public sector fleet, including by updating the Government Buying Standards.	In progress	DfT discussions with central government fleet managers, CCS and external stakeholders including PACTS show broad support for the inclusion of new safety standards, but a need for further informal consultation and analysis to determine specific minimum thresholds. At the end of 2017 GBS signalled Government's intention to require all new cars to have a Euro NCAP safety rating together with a specific minimum Pedestrian Protection (PP) score - both to be determined following further analysis.
	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	Delivered	A new 3 year contract was awarded to TRL in Aug 16.

Safer Road Users	Consult on dangerous in-car mobile phone use with a view to increasing penalties for offenders.	Exceeded	<p>We consulted on dangerous in-car mobile phone use between Jan and March 2016 and published our response in November 2016.</p> <p>As a result we increased penalties for the use of hand held mobile phone while driving. To make drivers and others aware of the dangers we have developed and run new THINK! Campaigns on mobile phone use.</p>
	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.	Delivered	<p>Consulted on allowing Learners on Motorways Dec 2016- Feb 2017 and published response in August 2017. New legislation has been laid and entered into force on 4 June 2018.</p> <p>Trials of messaging to candidates with tests booked has been concluded; results showed some successes in encouraging learners to consider whether they were fully prepared for test. Further work with the Behavioural Insights Team has been commissioned to trial messages to newly qualified drivers.</p>
	Strengthen the compulsory basic training regime for motorcyclists and consult on a range of further proposals to support safer motorcycling.	In progress	<p>Consultation on Powered 2Wheeler CBT ran from Dec 2016 to Feb 2017</p> <p>Government response to consultation published December 2017. https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668960/improving-moped-motorcycle-training-response-to-consultation.pdf</p>
	Introduce a new performance indicator for DVSA to encourage the heavier targeting of enforcement against serious and serial non-compliance of transport operators	Delivered	<p>Performance indicator published in DVSA business plans 2016/17 and 2017/18.</p>

	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.	Delivered	Funding administered to LAs and school networks for the period Sept 2016 to March 2020 - June 2016.
	Provide targeted safety communication materials to young drivers and their parents.	In progress	<p>Under its Lifetime of Safe Driving Programme DVSA are developing and testing messaging provided to young drivers through social media channels, using behavioural insight methodologies, including messages highlighting the scale of the risks faced in the immediate post-test period of unsupervised driving.</p> <p>DfT and DVSA have conducted a pilot project to evaluate the effectiveness that behavioural insights interventions have on encouraging learner drivers to delay their test if they don't feel ready, encouraging them to practice more before they take their test (thereby improving road safety). A report is being prepared for publication.</p>
	Continue to run our THINK! campaigns, including an additional £2.2 million of funding for 2015/16 to promote behavioural change.	Delivered	The 15/16 THINK! programme focused on promoting road safety messages around drink driving, speed on country roads, motorcycling and drug driving. The scope of activity widened in 16/17 to include messages around cycle safety, and broadened out further in 17/18 to include mobiles phone and child & teen road safety. The 17/18 budget for THINK! is £5.25m which includes investment in strategic development and audience research to inform plans for 18/19 that will focus activity on the most at risk and riskiest drivers.
Post-crash response	Help to ensure that the new CRASH system for recording collisions is	Delivered	24 forces adopted CRASH by Jun 2017. Further DfT has funded a rebuilding and re-hosting of CRASH. This will make the system easier and quicker to use whilst improving the quality of the data it collects. This new version also has a device agnostic front end that police

	effectively rolled out to police forces.		officers can use at the road side. It is hoped these improvements will encourage more police forces to take the system. This system will be rolled out in 2018.
	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.	In progress	Worked together with DH & NHS and first estimates of MAIS3+ casualty data for UK produced using new methods - May 2016. DfT have been working on a data matching exercise with HES required in order to produce updated analyses. It is expected that the data matching will take place during 2018 and if successful publication of relevant statistical series will take place.

Page left intentionally blank