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**DECADE OF ACTION FOR
ROAD SAFETY 2011-2020**



Pillar 4: Safer Road Users

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Safer Road Users - Summary

Develop comprehensive programmes to improve road user behaviour which include sustained or increased enforcement of laws, combined with education to maintain and enhance safe road user actions.



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Activities

- Increase awareness of risks and implement preventative measures
- Seek compliance with speed limits
- Seek compliance with drink-driving laws
- Maintain and increase the use of safety devices
- Ensure the safe operation of freight, passenger and fleet services
- Develop comprehensive work-related policies and practices to support safety management systems
- Establish graduated driver licensing for novice drivers



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Focus: Young Road Users



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'Londoners raise alarm over youth knife crime'

It would barely constitute news in Bogotá or downtown Johannesburg, but in London there is little else politicians, pundits or parents can talk about.

Twenty teenagers have been stabbed to death in the British capital so far this year, a toll that is rapidly approaching the 27 killed during the whole of 2007.



Mail & Guardianonline

August 2008



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Gun and Knife Victims

Gun and knife violence has claimed the lives of 14 young people in London since January 2007.

guardian.co.uk

January 2008

The total number of firearm offences in England and Wales has increased from 5,209 in 1998/99 to 9,865 last year (2008) - a rise of 89 per cent.

MailOnline

October 2009



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Road Deaths in London

- 16-24 year olds accounted for 22% of all road death in London (49)
- 5,401 YRU casualties (accounting 19% of all London road casualties)
- Of the 534 single vehicle car fatalities in 2007, nearly half involved a 17-24 year old car driver (DfT Fatalities in road accidents 2007, Factsheet)



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Young Road Users Stats

- Road crashes are the no.1 killer of young people throughout the world (WHO 2011)
- Road traffic injuries cause an estimated 1000 young people to die every day worldwide (WHO 2010)
- Road deaths involving young car drivers accounted for 25 per cent of all road deaths in the UK in 2009 (Road Casualties Great Britain 2009)



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Firearm Offences by Level of Injury

Comparison of Recorded Firearm and Road Traffic Deaths, Injuries and Offences 2009

	Firearm	Road Traffic
Fatal	39	2,222
Serious	336	24,690
Slight	1,526	195,234
Total	1,901	222,146
Firearm threats	5,029	
Motoring offences		1,112,600

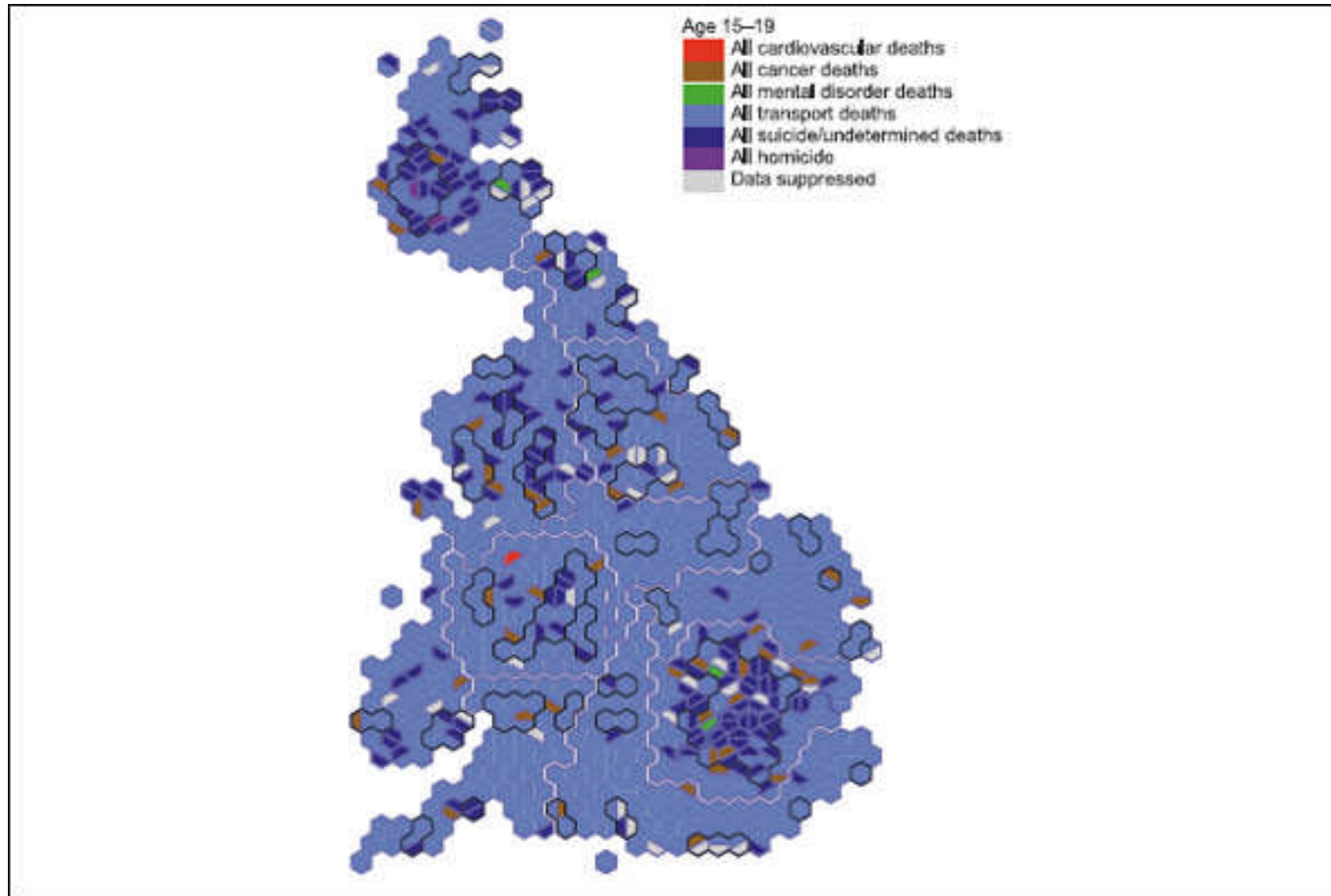
Home Office Statistical Bulletin: Crime in England and Wales 2009/2010



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Death amongst 15 to 19 year olds



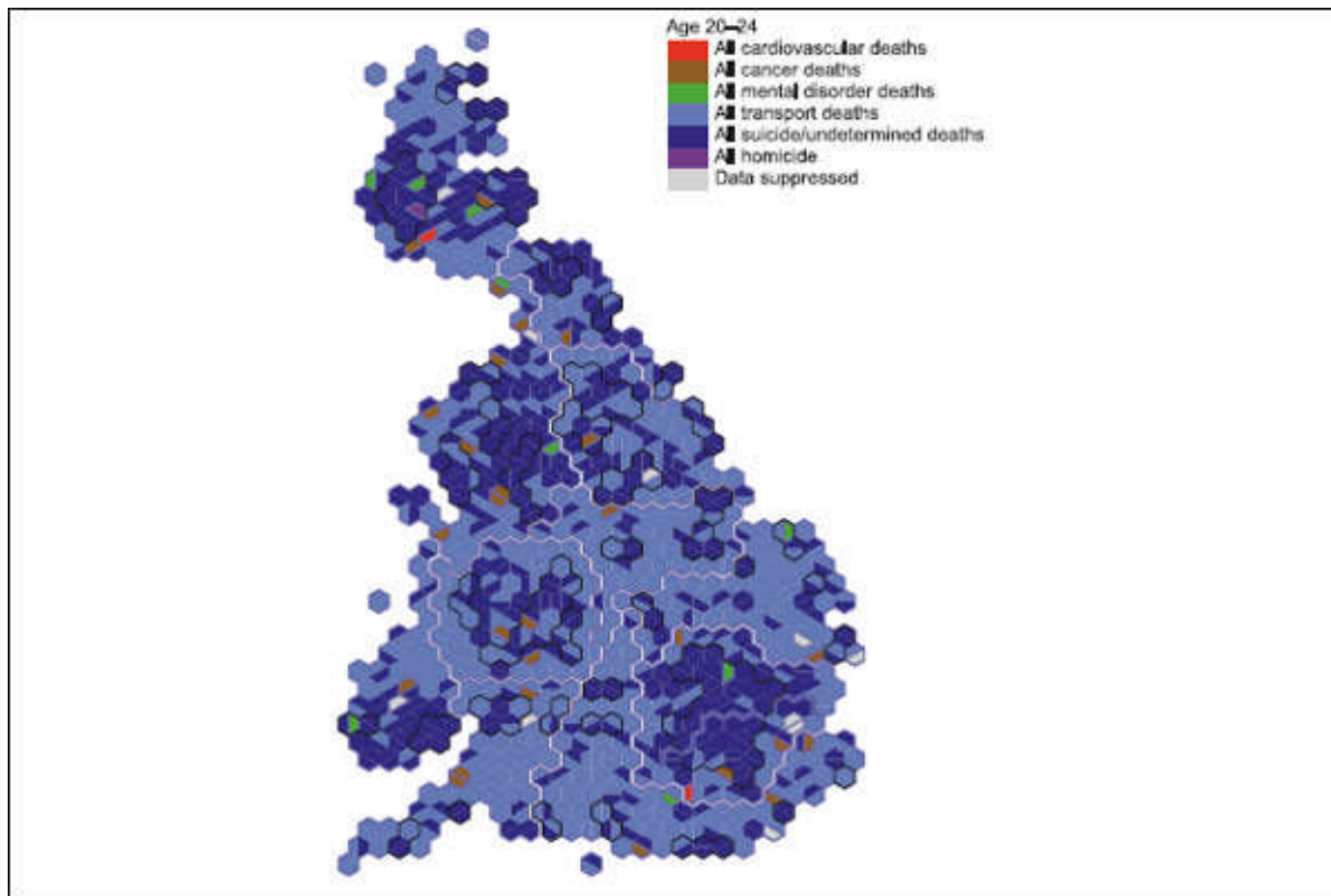
www.bbc.co.uk - Map of the Week – How will you die? October 2008



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Death amongst 20-24 year olds



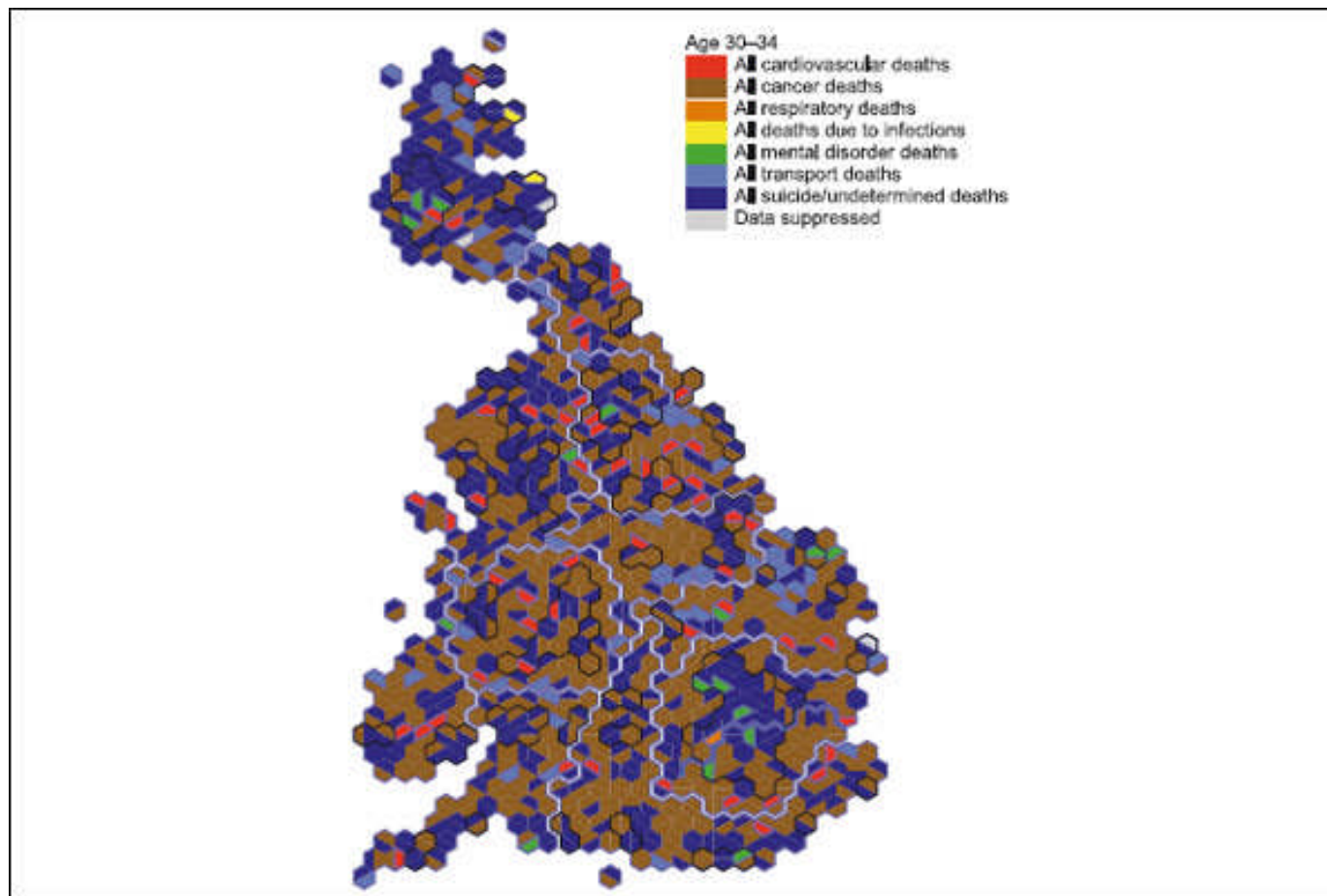
www.bbc.co.uk - Map of the Week – How will you die? October 2008



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Death amongst 30-34 year olds



www.bbc.co.uk - Map of the Week – How will you die? October 2008



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Is Regulation the Answer?

- Most young drivers, male or female, are not deliberately unsafe, but:
 - Young drivers need to gain experience to make them safer
 - the process of gaining that experience on the road after licensing for solo driving that exposes them

Source: International Road Traffic Accident Database (IRTAD).



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Option for Regulation

- Graduated licences
 - Time curfew
 - Passenger restrictions
 - Based on experience



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Graduated Licensing

- SA = time based
- Alabama = age based
- British Columbia = driving experience
- Hong Kong = all drivers



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Option: Post Test Training

Pass Plus drivers do have a marginally lower accident rate than drivers who do not participate in the scheme. However, the difference is relatively small, and may not be statistically significant.

Source: Association of British Insurers, 2006



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Option: Increase Minimum Driving Age

The younger a person starts unrestricted solo driving, the more likely he or she is to have a fatal accident, particularly below the age of 18. It is therefore extremely important to set an appropriate minimum age for unrestricted solo driving.

Source: Organisation for Economic Cooperation Development, 2006



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Barrier to Regulation

If governments are seen as unfairly penalising young people, the measures will not be accepted. And if it becomes too difficult or expensive to drive a car, young people could switch to riskier forms of transport, such as motorcycles.

Source: International Road Traffic Accident Database (IRTAD).



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Evaluation Key to Success

- The number of deaths in accidents involving young car drivers in the UK (aged 17-24) fell by 31 per cent between 2007 and 2009

Source: Road Casualties Great Britain, 2009

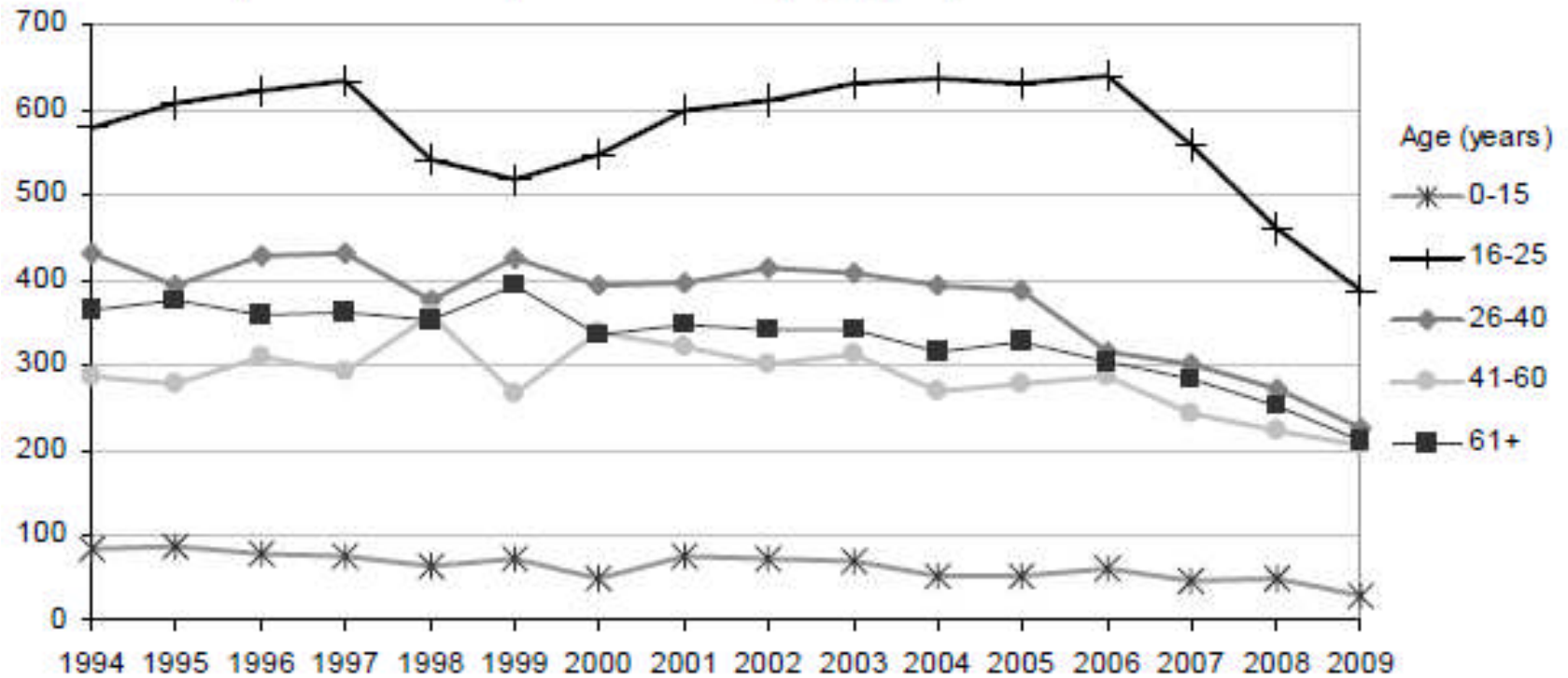


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Young Driver Problem

Chart 1n: Reported car occupant fatalities by age group: GB 1994-2009



Source: Road Casualties Great Britain, 2009



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The Scottish Government

‘Begin a nationwide debate to identify options to provide greater protection for young drivers, involving youth groups, the police and advanced driving experts in the process.’



Concluded at end
March 2011



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