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# Road Safety and Safer Streets

Pauline Reeves

Deputy Director Road User Licensing, Insurance and Safety





## Overview

1. 2017 Road Safety Statistics
2. Government Initiatives
3. Cycling and Walking Investment Strategy
4. Road Safety Strategy



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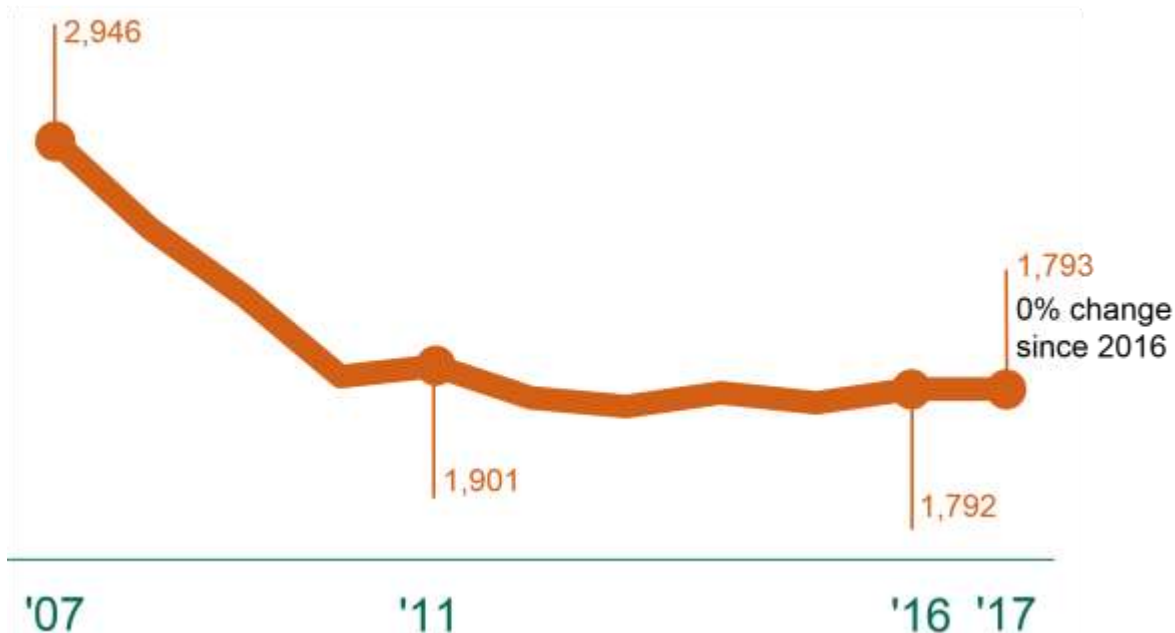
# 2017 Road Safety Statistics



## 2017 Road traffic fatalities

There were 1,793 fatalities in reported accidents in Great Britain in 2017. After a long term declining trend, the number of fatalities has plateaued since 2010.

### Fatalities in reported road accidents, GB, 2007-17



**1,793**  
fatalities

**170,993**  
casualties

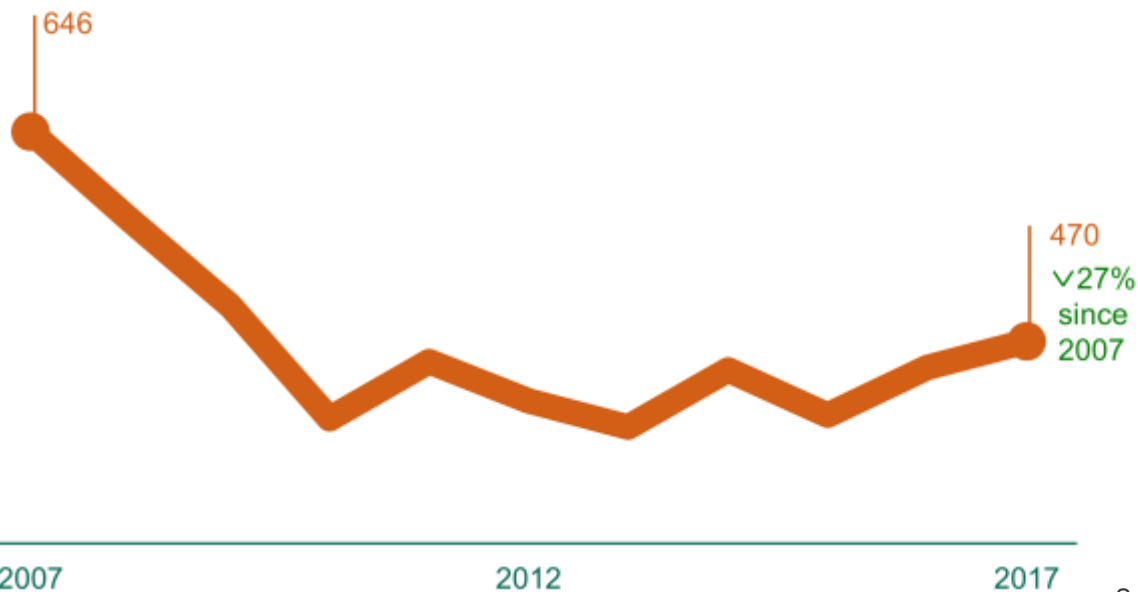
Source: DfT Stats19



## Pedestrian safety statistics

Pedestrian fatalities have risen from 448 in 2016 to 470 in 2017 (+5%). It is too early to say if this is the start of an increasing trend or if it is a result of natural variation.

### Pedestrian fatalities, GB, 2007-17



**255**

walking trips per  
person per year in  
England in 2017

walking accounts for **26%** of  
trips and **3%** of distance  
travelled

2007

2012

2017

Source: DfT Stats19

Source: National Travel Survey



# 2017 National Travel Survey

## Summary [NTS]



## Gender [NTS]



## Mobility [NTS]



Adults with no mobility difficulties make twice as many walking trips and walk over twice as far as those with mobility difficulties.

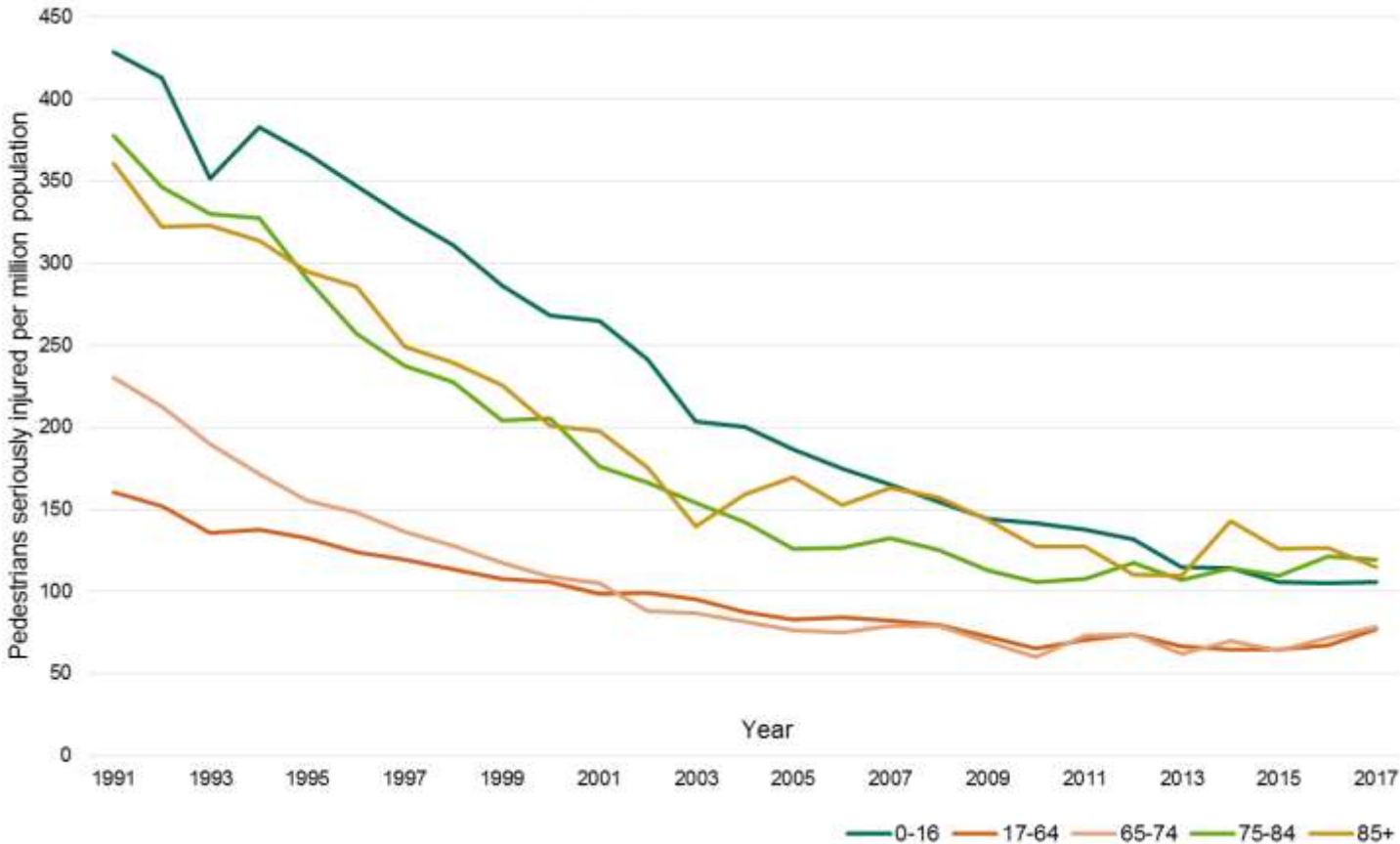
## Travel purpose [NTS]





Under 16 year olds and those aged 75 or older have represented the highest proportion of pedestrian serious injuries since the 1990s

Pedestrians seriously injured per million population 1991-2017



Source: DfT Reported road casualties in Great Britain STATS19

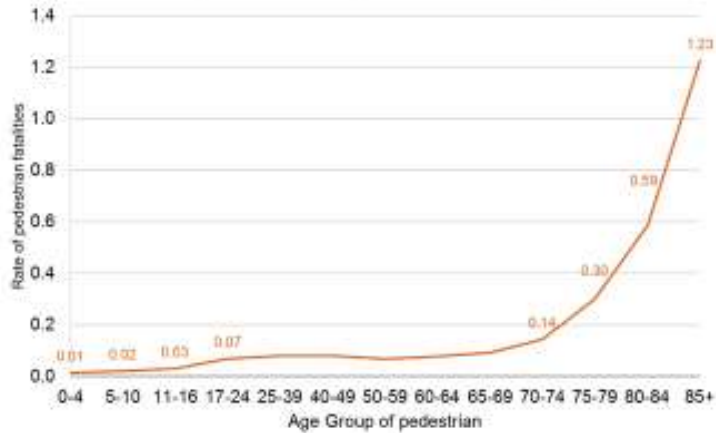
A potential reason for the decrease in the rate of 0-16 year old serious injuries is reduced exposure (through young people walking less than in the past)

Across the EU as well as in the UK the percentage of pedestrian KSIs is high for children and the elderly, likely because these ages are less likely to use other travel modes as well as their higher frailty

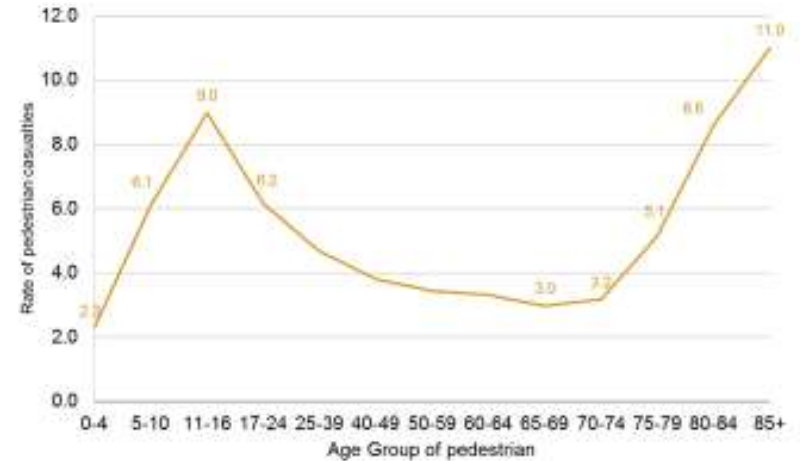


# Fatalities, KSIs and Casualties by Hours Walked

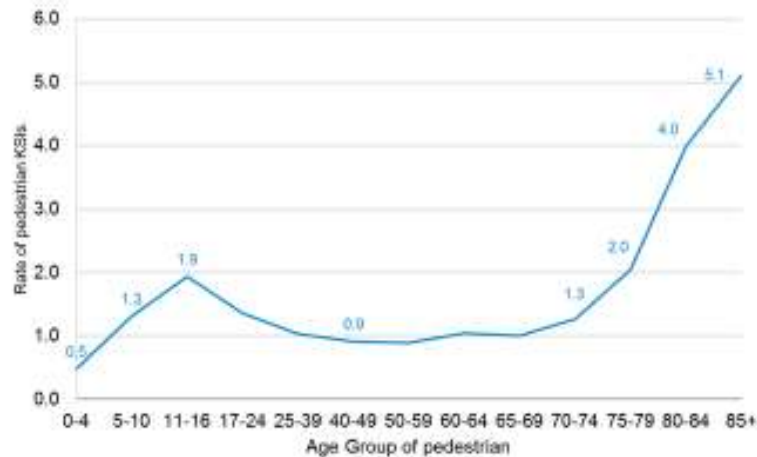
Rate of pedestrian fatalities by million hours walked by age, Eng: 2017



Rate of pedestrian casualties by million hours walked by age, Eng: 2017



Rate of pedestrian KSIs by million hours walked by age, Eng: 2017



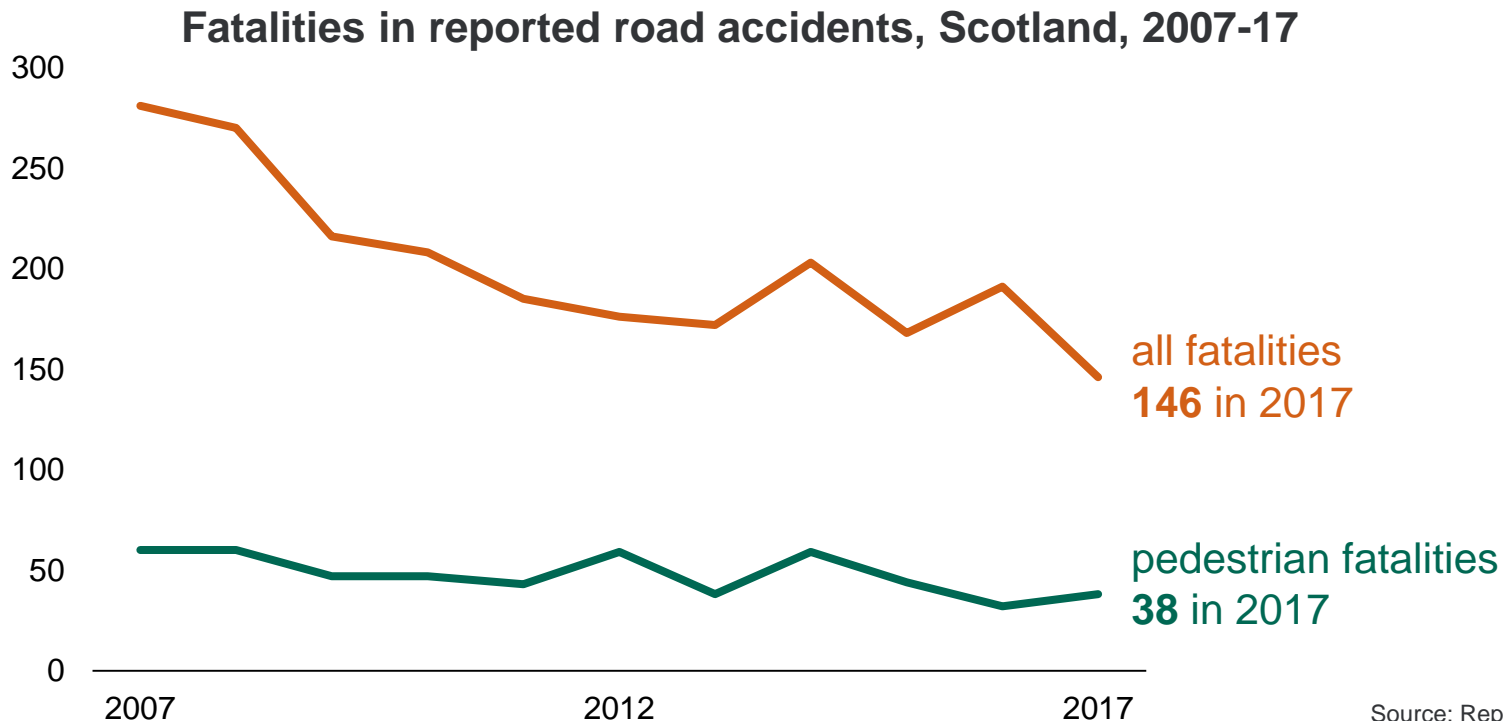
Source: DfT STATS19 and National Travel Survey





## Safety statistics in Scotland

Fatalities fell by 24% in Scotland from 2016 to 2017. There were 6 more pedestrians fatalities in 2017.



Source: Reported Road Casualties Scotland



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# Government Initiatives



## Budget

### Potholes & Local Highways

- ▶ £296 million Pothole Action Fund
- ▶ £420 million additional funding for local highways maintenance

### Help for the High Street

- ▶ Part of a £1.5 billion plan to transform town centres, includes £675 million to improve infrastructure and transport and redevelopment of under-used retail space into homes and offices

### Transporting Cities Fund

- ▶ Extended to a fifth year and increased by £680m to c£2.5bn, with a further £240m being devolved to Mayoral Combined Authorities
- ▶ An additional £440m is being provided for the competitive fund, with up to 12 cities now able to receive a share of £1.28bn over the next five years.



## Encouraging children walking to school

- ▶ **The Government's statutory Cycling and Walking Investment Strategy has a target to increase the percentage of primary school children who walk to 55% by 2025**
- ▶ In 2017, 51% of primary school children walked to school.
- ▶ The Government has invested almost £3 million into the Walk to School programme since 2015. This is a highly successful programme delivered by Living Streets which aims to increase the number of children walking to school
- ▶ During 2018/19 Government will be investing an additional £620,000 of funding in the Walk to School project being delivered by Living Streets



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# Cycling and Walking Investment Strategy



## CWIS Safety Call for Evidence

Jesse Norman announced a review into cycle safety on 21 September 2017

**Phase 1:** analyse the case for creating a new offence equivalent to causing death or serious injury by careless or dangerous driving

(Call for Evidence 12 August to 5 November 2018)

**Phase 2:** a wider consultation on road safety issues relating to cycling to consider different ways in which safety can be further improved between cyclists, pedestrians and motorists

(Call for Evidence 9 March to 1 June 2018)



# Call for Evidence 6 Key themes

Infrastructure and traffic signs



The law and rules of the road



Training



Educating road users



Vehicles and equipment



Attitudes and public awareness





## Call for Evidence summary of responses

- ▶ Published 18 October 2018.
- ▶ Government response will be published by the end of the year.



### Key themes for pedestrians:

- ▶ Greater consideration and mutual understanding between all road users, especially towards cyclists and pedestrians
- ▶ Prioritising the needs of cyclists and pedestrians when decisions are made
- ▶ Protection of cyclists and pedestrians from motor vehicles
- ▶ Improved awareness of the presence of cyclists and pedestrians
- ▶ Higher levels of compliance with the law and rules of the road





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# Road Safety Strategy



## Refreshed Road Safety Statement & Two-year Action Plan

Young road  
users

Older road  
users

Motorcyclists

Rural road  
users



# Building the evidence base

## Research projects

- ▶ Road Collision Investigation Project
- ▶ Driver 2020
- ▶ 20 mph evaluation

## Workshops

**(1) Policy and Delivery:** *Problems and solutions to restore downward trend in road casualty reduction*

Key problems include:

- ▶ Lack of respect on roads
- ▶ Insufficient support of young people to use the road safely when walking and cycling

## **(2) Analysts and data owners:**

*Opportunities and challenges to gathering more data*

Challenges identified:

- ▶ Greater under reporting collisions involving pedestrians compared to those involving motor vehicles
- ▶ Lack of evidence regarding pedestrian casualties on pavements
- ▶ Insufficient pedestrian exposure data (i.e. pedestrian counts)
- ▶ No single source to access the type and condition of pedestrian infrastructure (including crossing points) on our streets



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Questions?

Thank you

Pauline.Reeves@dft.gov.uk