Highways England – Road Safety Ambition

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Highways England – Strategic Road Network

- 4,300 miles (40% Motorway & 60% All Purpose Trunk Road).
- 34% of all road travel and 67% of lorry freight travel.
- 4 million vehicles use the network daily.
- Traffic Officer Service attend and clear over 7,000 live lane incidents every month.
Strategic Direction for Road User Safety

DfT Road Investment Strategy
1 December 2014

Highways England Strategic Business Plan
9 December 2014

Highways England Delivery Plan 2015-2020
26 March 2015
The Challenge
We need to change...
Hen party minibus driver jailed over tragic M62 death of Bethany Jones

Dudley father killed in M6 lorry crash was due to get married

Horror crash motorways reopen after eight hours: Police clear chaos on M1 and 40-car pile-up on M40 after 4 men die and nearly 50 injured in two crashes in heavy fog
Safe Systems Approach
5 Year Safety Plan

Our aim
No one should be harmed when travelling or working on the strategic road network

Our values
Passionate about safety: We care about each other, our suppliers, our customers and communities
ROAD SAFETY MANAGEMENT SYSTEM
Collect data and carry out evidential research to monitor implementation and effectiveness of the vision

SAFER ROADS
Raise inherent safety and protective quality of the network for the benefit of ALL road users.

SAFER VEHICLES
Encourage deployment of improved vehicle safety technologies for both active and passive safety.

SAFER PEOPLE
Develop intelligence led, innovative programmes to improve road user behaviour, with measurable outcomes

POST COLLISION RESPONSE
Improve post incident responsiveness to minimise the impact on casualties and the road user

Moving away from:
Reactive Safety
Fixing Problems
Engineering Focus

Moving Towards:
Pre-emptive Safety
Incident Prevention
Partnership Working
figure 1  future KSI casualty performance based on savings from interventions (roads, vehicles and people)
Safer Roads
We will ensure that by the end of 2020 more that 90% of travel on the strategic road is on roads with a safety rating of EuroRAP 3* (or equivalent).

We will ensure that the majority of those roads with 1* and 2* safety rating have improved to 3*.

Alongside this we will work closely with the International Road Assessment Programme, the Road Safety Foundation and the Department for Transport to inform the development and adoption of the star rating system.
Modern Infrastructure – Route Types

- Smart Motorway
- Motorway
- Expressway (visualisation)
- All Purpose Trunk Road
Highways England Goals

• Our long term goal is a Smart motorway spine linking London, Birmingham, Manchester and Leeds.\(^1\)

• In addition to adding capacity to the motorway network, we will begin to upgrade some of our most important major A roads to the new Expressway standard.\(^2\)

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\(^1\) Highways England Delivery Plan 2015-2020
\(^2\) Highways England Strategic Business Plan 2015-2020
"Our busiest A-Roads will become Expressways, providing improved standards of performance. Improved design standards will give greater consideration to the needs of walkers, cyclists and local communities along with the aesthetic appearance of the network."

Source: Highways England Strategic Business Plan 2015-2020
“By 2040, we want to have transformed the most important of these routes into Expressways”

DfT Road Investment Strategy
Safer Vehicles
“Highways will be made safe — by electricity! No traffic jams, ... no collisions ... no driver fatigue.” (1957 advertisement)
5*+ Vehicles

• Mistakes will happen – human error

• Roadworthiness - tyres, running out of fuel, maintenance

• Semi-Autonomous vehicles that integrate with the road

• Working with industry to drive innovation
Safer People
More Targeted Information Campaigns

367 KSI casualties involving young motorists 
12.2 per cent from 2013

Top 10 Most Recorded Contributory Factors 2014

Driver using mobile phone
20 KSI casualties 
16.7 per cent from 2013

- Safety Communication Strategies
- Strategic/Regional/Local
- Customer Focussed
- Partnerships
- Current key projects: - Red X; Smart motorway compliance

84 KSI casualties Vehicle Defects Contributed

- Tyres illegal, defective or under-inflated
- Overloaded or poorly loaded vehicle or trailer
- Defective brakes
- Defective steering or suspension
- Defective lights or indicators
- Two or more missing mirrors
Developing Compliance

Hard Shoulder Compliance Trial

- Expected Behaviours
- Competence
- Proactively Reinforce
- Graduated Response
- National Driver Offender Retraining Scheme etc.
Summary

- Strategic Direction & Plan set—principles agreed, continue to develop and deliver commitments.
- Take forward package of measures outlined under the Roads, Vehicles and People Pillars (Delivery Plan).
- Develop a 3*+ Road Network – need to consider interim measures in advance of capital investment.
- Work collaboratively to support vehicle industry safety developments and improve road worthiness.
- Engineering Measures alone will not deliver KSI reduction targets - non-engineering interventions need to play a more central role.
- Develop Capability – Compliance, Communication Strategy, Understanding our Customers (People) & Improve Data Intelligence.
Thank You