

The 2019 Road Safety Statement

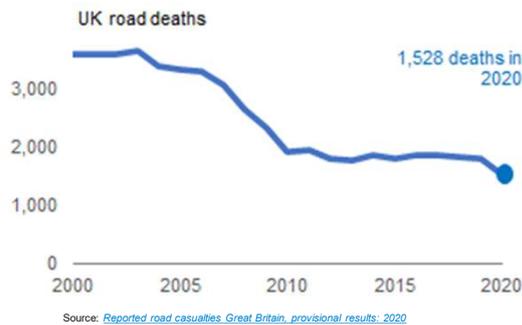
Road Safety Stakeholder Consultation Workshop

Ros Wall
21 July 2021

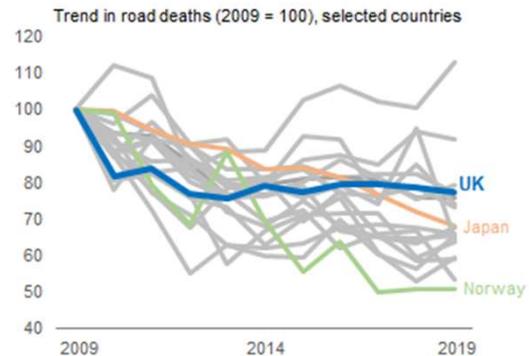
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Setting the context

Progress in the UK has flatlined since 2010



Other countries have made more progress than us over the last decade



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The number of people dying from road traffic collisions fell from 1979 onwards, until 2010, when numbers plateaued

- While COVID-19 resulted in fewer people travelling, and a concomitant reduction in the numbers dying – we expect deaths to rebound just as traffic levels rebound

Our roads are still amongst the safest in the world – 4th in the world in 2019 – but other countries have made more progress than us while we plateaued, and in 2020 we slipped to 5th safest as Iceland joined Norway, Sweden, and Switzerland.

- This plateau is not unique to the UK though

Being so high up the score board can make us think those blue lines look “okay” but its roughly equivalent to three Airbus A380s crashing a year. And, every death that makes up the line – and every injury that isn’t shown – is a tragedy for the families involved.

The impact of road safety doesn't stop on our roads



Health



Policing



Justice

The human cost isn't the end of the matter –

Costs to the health service – estimated at £1.7bn, (likely to be an underestimate as things like mental health impacts aren't considered)

Costs to the police - £0.5bn,
and to the justice system - £0.25bn

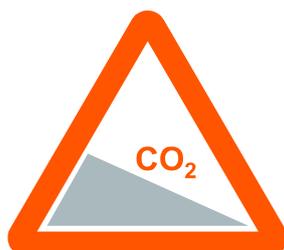
The impact on business due to the congestion that road traffic collisions cause

Making our roads safer could help reduce these costs – efficiencies that allow much needed funding to flow elsewhere

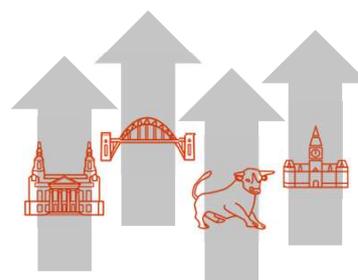
The impact of road safety doesn't stop on our roads



**Active
Travel**



Decarbonisation



**Levelling
Up**

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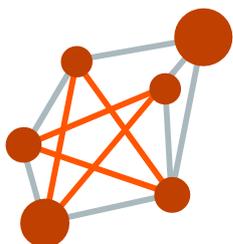
We know that negative perceptions of road safety are one of the reasons why people don't walk or cycle more – making our roads safer both in actuality and perception can help us improve the nation's health

Earlier in July the DfT issued the Transport Decarbonisation Plan – a greenprint for getting transport to NetZero – it highlights the importance of getting more people to walk and cycle as a way making the plan real.

And, road safety has a role to play in levelling up - evidence shows that deprived areas have worse road safety than those that are better off

Road Safety is a huge prize in and of itself – and it can also help us achieve our wider goals.

Road safety is integral to better transport



**Improving
Connectivity**



**Building
Confidence**



**Tackling
Climate Change**



**Increasing
global impact**

Last week we published our Outcome Delivery Plan

Delivering on our wider commitments for transport is even more important now as we seek to level up across the country and build back better, fairer, greener and stronger from the COVID-19 pandemic.

Over the next year we will make further progress on our priority outcomes:

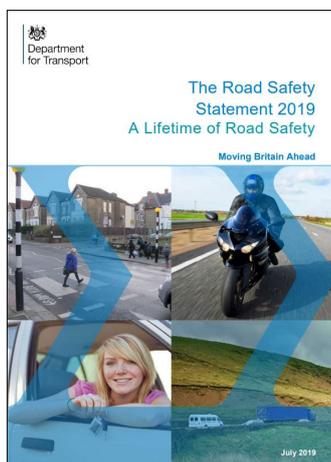
Improving connectivity across the UK and growing the economy by enhancing the transport network, on time and on budget to support levelling up

Building confidence in the transport network as the country recovers from COVID-19 and improving transport for the users – looking at their experiences, and ensuring that the network is safe, reliable, and inclusive.

Tackling climate change and improving air quality by decarbonising transport.

We will also play our part in **increasing the global impact** of the UK, boosting our influence and maximising trade.

Delivering against the 2019 Road Safety Statement



A two-year action plan

74 actions to support 4 priority groups

£100 million through the Safer Roads Fund

Funding Driver 2020

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A lifetime of road safety has done great things – a two year action plan, with 74 actions, £100 million through the Safer Roads Fund to fix 50 of the worst roads,

Of the 74 actions, 41 have been completed. All of the remaining ones are underway with the exception of just 2

- Completed actions across all the priority groups include:
- Funding Good Egg Safety to train retailers in correct child seat fitment
- Funding BRAKE to develop an educational resource to inform the effective teaching of safe and healthy mobility in schools
- Deliver interim qualitative findings from the Driver 2020 research programme
- Continue to develop the hazard perception test and visual media clips with vulnerable users as a key element
- Funding RoSPA to deliver older driver support for a dedicated website and information in doctors' surgeries
- Work with commercial fleets, employers' organisations and drivers to identify and promote good practice in work related road safety, including supporting the Driving (and Riding) for Better Business

- Consult on possible legislative options to ban the use of tyres ten years and older on a range of vehicle types
- Continue to promote the importance of helmets and their correct usage through the DfT SHARP programme
- Deliver an international Road Safety Summit

Delivering against the 2019 Road Safety Statement



action plan

to support 4
ops

through the
und

of 2020

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BUT As you all acutely aware – progress has plateaued

You may have heard of the red queen theory – to stay still you have to run – to make progress you have to run twice as fast. So it feels like we need to do things differently if we want to turn that plateau back in to a downward slope

That's why today is so important – we want to capture your thoughts and ideas on how to make things better.