



Department
for Transport



Welcome to the June 2019 edition of the Road Safety Newsletter. This newsletter has been written for the benefit of those working in the road safety field or who are interested in the topic.

New Road Safety Minister



Michael Ellis was appointed as a Minister of State at the Department for Transport on 23 May 2019. He was previously Parliamentary Under Secretary of State at the Department for Digital, Culture, Media and Sport from January 2018 to May 2019.

Seat Belt Safety

The Parliamentary Advisory Council for Transport Safety, in collaboration with Direct Line Group, undertook a research project into seat belt wearing. Specifically, their project looked in some detail at the worrying statistic that some 27% of car occupant fatalities in 2017 were known not to be wearing seat belts. They published their report on 30 April 2019. It included a number of recommendations relating to penalties, education, enforcement, technology and data and research. DfT is currently considering the recommendations Here is the link to their report

<http://www.pacts.org.uk/2019/04/pacts-launches-new-report-seat-belts-the-forgotten-road-safety-priority/>.

Driving for Better Business - Work-Related Road Safety Summits

Highways England has launched its Driving for Better Business programme to both the public and private sectors with two successful summit events over the last few months.

Driving for Better Business is supported by the Department for Transport with former DfT Minister Jesse Norman stating

“The Highways England Driving for Better Business Programme supports the British Road Safety Statement in raising awareness of the importance of work-related road safety.”

“Road safety is not just a matter for government and the public sector. It is an issue that requires support from the private sector, and that means businesses making sure they are compliant with current legislation.”

PUBLIC SECTOR



Launching Driving for Better Business into the Public Sector, January saw Highways England host a high-level event at the House of Commons on 22nd January 2019 bringing together leading figures to champion improvements in work-related road safety across the public and private sector.

Highways England's Chief Executive Mr Jim O Sullivan opened proceedings:

“When we look at where the most significant changes can be made to reduce incidents on our roads and improve safety, it's clear that people driving for work is where we should be focussing on. At least a third of road traffic collisions in Britain in 2017 involved someone who was driving as part of their work.”

“Through the Driving for Better Business Programme, we've been able to provide a step-by-step process that applies to both large and small organisations. This guidance helps them to identify where their existing policies, guidance, and compliance with work related road safety might not meet requirements.”

Further details, including videos of the summit, can be found at <https://www.drivingforbetterbusiness.com/public-sector/>

PRIVATE SECTOR



The private sector summit was held as part of the United Nations Global Road Safety Week (6-12 May 2019) which this year has the theme of Leadership. Highways England hosted the Driving for Better Business Private Sector Summit, for CEOs, Board Directors and Fleet Decision Makers from some of the UK's leading businesses, at McLaren's inspirational new Thought Leadership Centre.

Over 100 prominent business leaders from UK companies were in attendance to discuss the importance of leadership in work related road risk and compliance with UK legislation guidance and good practice to reduce incidents on England's Strategic Road Network (SRN) of motorways and major A-roads.

Presentations were also delivered at the event by DfBB 'Business Champions' – companies that have implemented the Driving For Better Business programme and as a result are experiencing a host of benefits to their business including reductions in insurance claims, lower maintenance costs, repair costs, admin costs, fuel use and emissions.

James Haluch, Managing Director of Amey Highways described how, in the last twelve months, Amey Highway's 'at fault' incidents reduced by 49 per cent. Like-for-like fleet emissions of CO2 dropped by six per cent; there was 30 per cent better efficiency in fleet utilisation and a fuel reduction of four per cent-

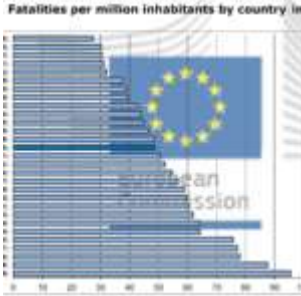
New Business Champions were also recognised for their work in improving work-related road safety such as Balfour Beatty who reduced their crash frequency rate by 63% over the last 6 years, Jacobs who have seen their collisions fall 50% year on year since 2015, and Carnell Support Services who reduced their third party claims by 60% in just three years.


Signing up to Driving for Better Business and using the resources is all free. To register and join the community, please go to

<https://www.drivingforbetterbusiness.com/getting-started/>

News from Eurostat – the European Union’s statistical bulletin.



European Commission – Slow improvements in road fatalities in the European Union, 2019



According to the [European Commission](#) preliminary statistics, fewer people died on European roads in 2018 but more efforts are needed to make a big leap forward. In 2018, there were around 25.100 fatalities in road accidents in the EU 28. This is a decrease of 21% compared to 2010, and 1% compared to 2017. The EU countries with the best road safety results in 2018 were the United Kingdom (28 deaths/million inhabitants), Denmark (30/million), Ireland (31/million), and Sweden (32/million), whereas the best improvement since 2010 was demonstrated by Greece (-45%) and Lithuania (-43%). With an average of 49 road deaths per one million inhabitants, this confirms that **European roads are by far the safest in the world, but it also shows that we are off track to reach our target of halving the number of road deaths by 2020.** 

ETSC – Road Safety Priorities for the EU 2020-2030, 2019



The [European Transport Safety Council \(ETSC\)](#) has published a Report titled “Road Safety Priorities for the EU 2020-2030: Briefing for the European Parliamentary Elections”. This ETSC Report **suggests additional legislation priorities** over the period 2019-2024, concerning: a) the improvement of cyclists, pedestrians and powered two wheelers safety, b) automated and connected mobility, c) the reduction of serious injuries on EU roads, d) the efficient enforcement, e) the drug driving and f) the education and training (revision of the European Driving License Directive).  

[European Commission – Breakthrough Revised General Safety Regulation, 2019](#)



The EU institutions have reached a provisional political agreement on the revised General Safety Regulation. As of 2022 [new safety technologies](#) will become mandatory in **European vehicles** to protect passengers, pedestrians and cyclists. Key new technologies include intelligent speed assistance, lane-keeping assistance, advanced emergency braking, warning driver drowsiness and distraction, reversing safety with camera or sensors and data recorder in case of an accident (black box). Advanced safety features will reduce the number of accidents (90% of which are due to human error), pave the way towards increasingly connected and automated mobility, and boost the global innovation and competitiveness edge of the European car industry. 🔗

The full list of the new mandatory safety features: 🔗

News from our Stakeholders



Road Safety Trust's current grant programme remains open for applications until 21 June

The Road Safety Trust is inviting applications for its grant programme '*Innovative Traffic Calming and Provision for Vulnerable Road Users*' with a closing date of 21 June 2019.

The programme's objectives are to generate new knowledge about what works, to translate ideas into new measures, to influence road safety policy and practice and to support partnership working and collaboration for the benefit of UK road users.

In its 'Guidance for Applicants', the Trust advises that projects 'will be expected to outline the outcomes and impact for road safety that may be expected from the research or practical intervention, how these outcomes have been calculated and how they will be achieved'.

Road Safety Trust chief executive Sally Lines OBE explained that the Trust was committed to making roads safer in the UK and achieving impact through the funding of practical measures, research, dissemination and education.

"Traffic calming measures range from traditional engineering solutions through to more innovative interventions, so we are keen to understand the factors influencing the effectiveness of particular measures. Why do they work? How are they evaluated? How can they be replicated with similar success elsewhere?" she said.

"There are many types of vulnerable road user, or many reasons why they might be vulnerable, such as the amount of protection they receive in a road environment, or because their capability of dealing with the road environment is limited. We suspect that data to measure the full extent of the problem is missing.

"Making proper provision for vulnerable road users should be a key part of any casualty reduction initiative, and we understand that within the scope of 'provision' there are many possibilities.

"We believe that through this year's grant programme, there are some exciting and worthwhile opportunities to make a tangible and sustained difference to the risks faced by our most vulnerable road users."

Full details of eligibility and how to apply are available online. Applications must be received by Friday 21 June.

For more details about how to apply, as well as general information on the Road Safety Trust, please visit www.roadsafetytrust.org.uk

AND FINALLY.....



Thank you to Road Safety Trust for providing our 'News from our Stakeholders' article. If you too would like to share some news with our readers or provide an article for a future edition of the newsletter please email Sandra Forde at the email address below.

If you would like to be added to, or deleted from, the email list for this publication, please contact sandra.forde@dft.gsi.gov.uk