



Beyond the Road Safety Statement

Mary Williams OBE, Brake, the road safety charity

Independent group assembled, with a purpose to deliver high-level advice to Government and seek support/further input across organisations, as an Alliance of consensus.

Currently **privileged information from us**, as publishing next month.



Safe Roads for All

Co-contributors of our August 2021 report are:

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THANK YOU

A red rose is the central focus of the image, positioned in the foreground. The background is a blurred street scene with a white car and a blue fence. The overall image has a soft, slightly faded appearance.

Aspects of the initial collaborators

-
- Focus on Safe System / Vision Zero
 - Expertise specialist; inclusive of all-important road engineering, vehicle engineering solutions (among others)
 - Range of reference, and willingness to robustly cross-check views against evidence
 - Expertise not comprehensive within founding group, eg public transport, road transport carbon, emergency care provision
 - Consequently, further editions or supplementary papers may be issued



Outputs & next steps

- **August:** *Safe Roads for All Report* publication and launch. Prime Minister, Government and Ministers made aware prior to publication; with joint letter from co-contributors
- **From now:** Building an organisational *Safe Roads for All Alliance* to support the recommendations and identify any need for further/refined recommendations

Safe Roads for All

An expert report to UK Government, calling for a Safe and Healthy Mobility Strategy and Action Plan for roads, 2021-30, to deliver sustainability and prosperity

1st edition: July 2021

By UK road safety and mobility experts

Vision

That people and goods move on our roads, and around our civic spaces, in ways that are safe and healthy for people and the planet.



Definition of getting around

- From A to B
- And moving around our civic spaces (the space between our buildings)
- This is about our roads and about our places



Definition of safe and healthy

1. People are not killed or seriously hurt in crashes
2. People's lungs are not poisoned by traffic pollution
3. People can get around in active ways as part of their daily lives
4. Traffic doesn't contribute to the Climate Emergency



Some language

- Crash, not accident
- Safe System and Safe, not Safer (unless in the context of moving to Safe)
- Catastrophic injury (to refer to life-changing or life-threatening) to explain impact
- Road victims (bereaved and catastrophically-injured and families)
- Work-related Road Risk Management



PEOPLE PRINCIPLES. We...

Make errors

All humans make mistakes, sometimes.

Are vulnerable

Our bodies can be hurt by hard things and fast things.

Benefit from moving

When we can move our bodies, we increase health.

Have human needs

E.g., We need clean air, to move at our own speed, have places to sit.

Like a rich life

E.g., We like to stop and chat, use devices, look at interesting things.

Like an easy option

E.g., We like cycle paths from our doorsteps, and buses when we need them.

Need equity

Transport should be fair, regardless of wealth, age, gender, ethnicity, disability.

Care about things

We care about our places and each other.

Want change

People want healthy communities, and are worried about traffic danger.

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9-point rationale for safe and healthy mobility

Safe and healthy mobility contributes to...

Net zero carbon

Resilient, vibrant communities

Good business, innovation, skills

Infrastructure investment

Fairness and independence

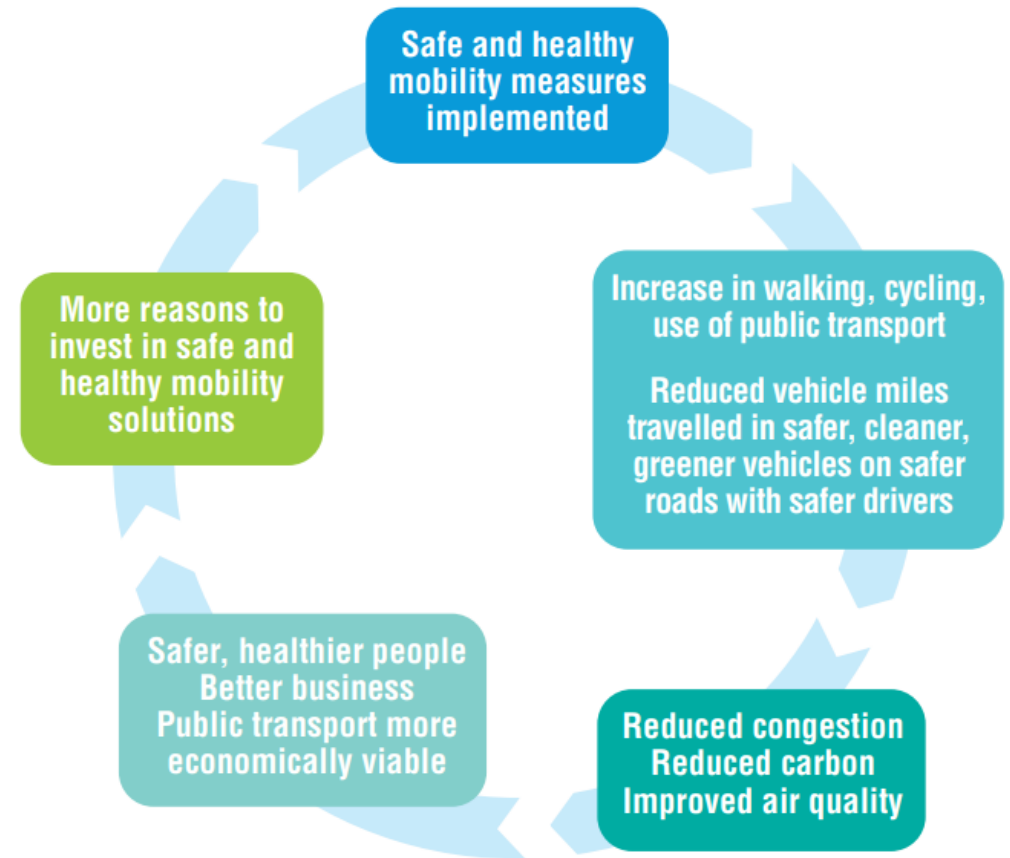
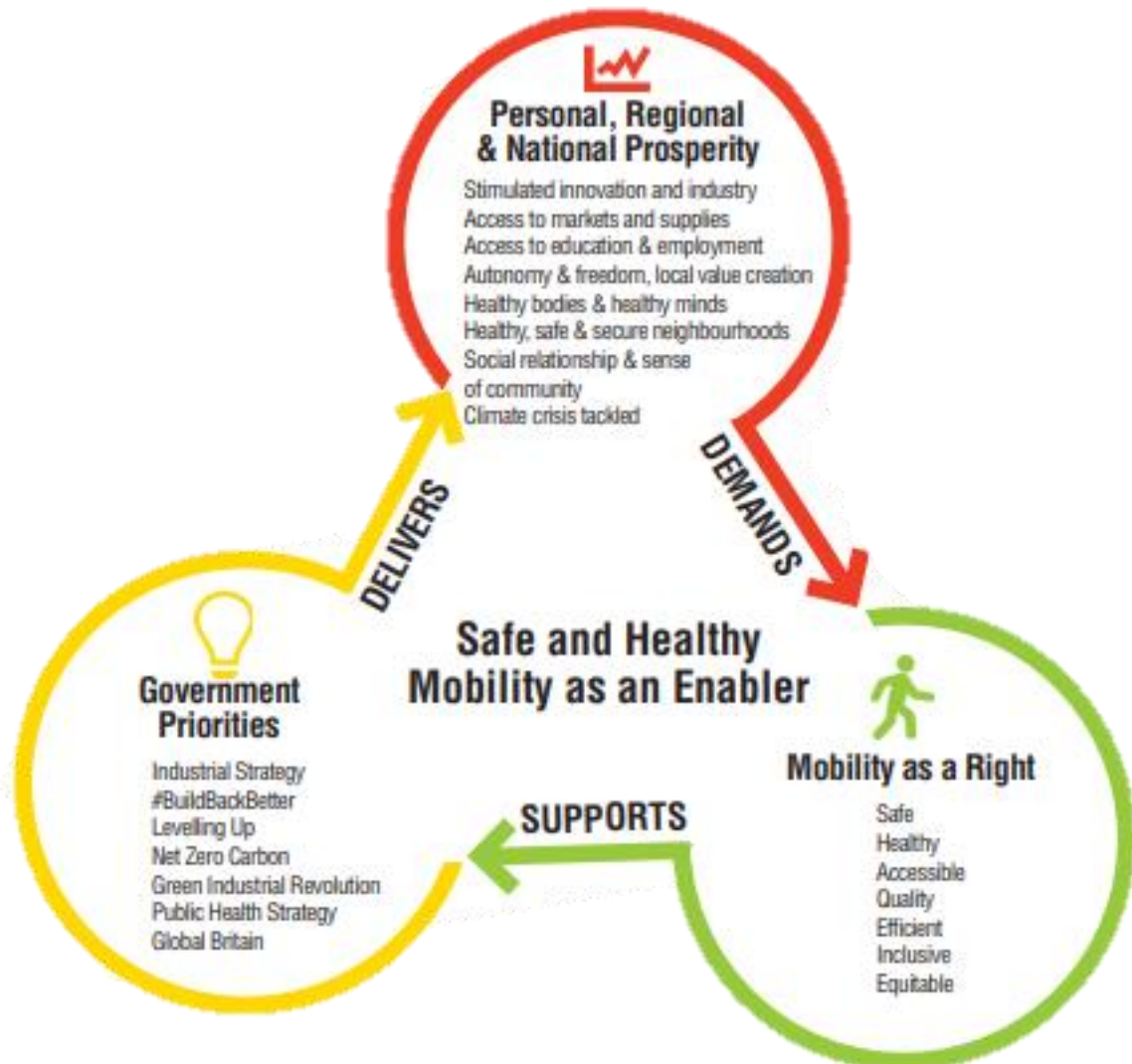
Saving our NHS and emergency services

Physical and mental health

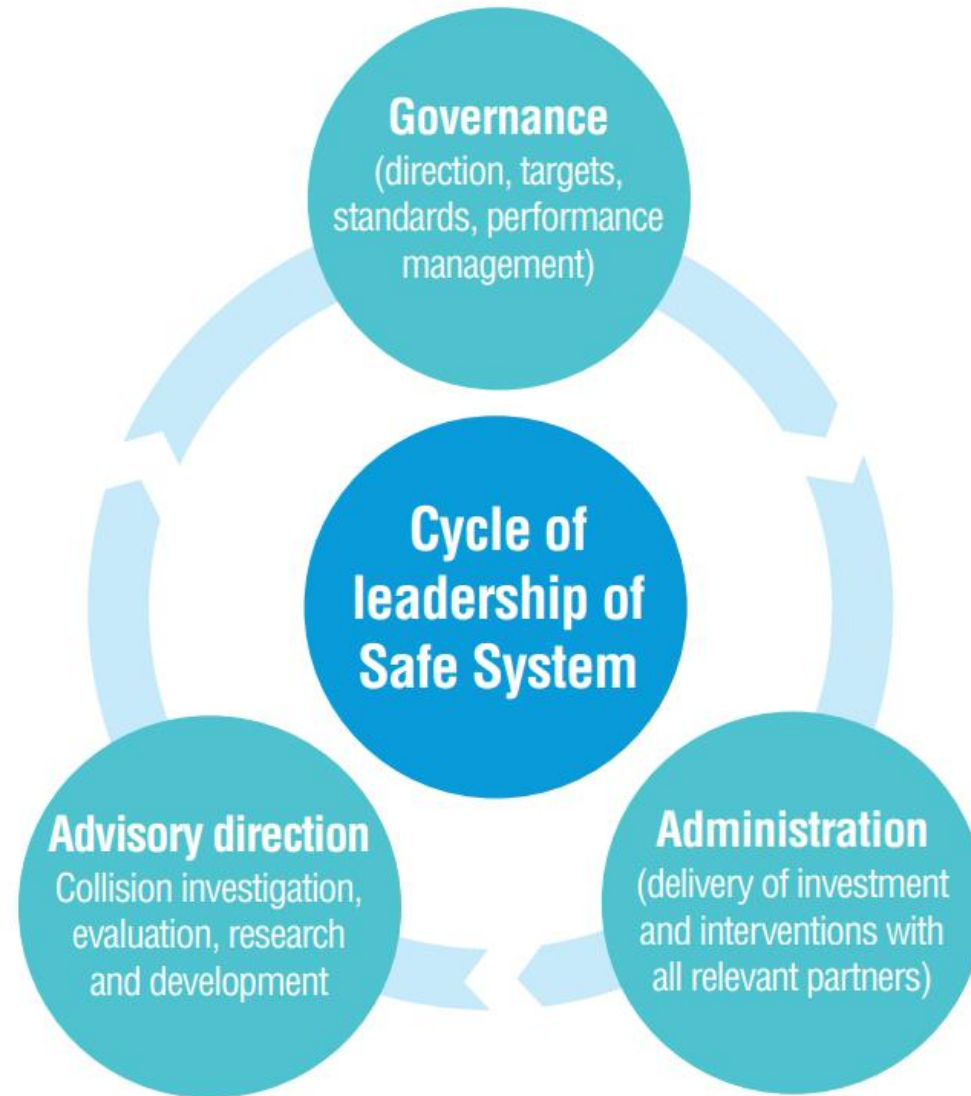
Air that is safe to breathe

Prevention of deaths and injuries on roads

Supports Government priorities to achieve prosperity



Governance,
Administration,
Advisory
direction



Governance,
Administration,
Advisory
direction



Goals

1 We prevent harm from vehicles.

We work towards eradicating deaths and catastrophic injuries from crashes in the long-term and target incremental results towards this; prevent deaths and illnesses from air pollution, and tackle climate change.

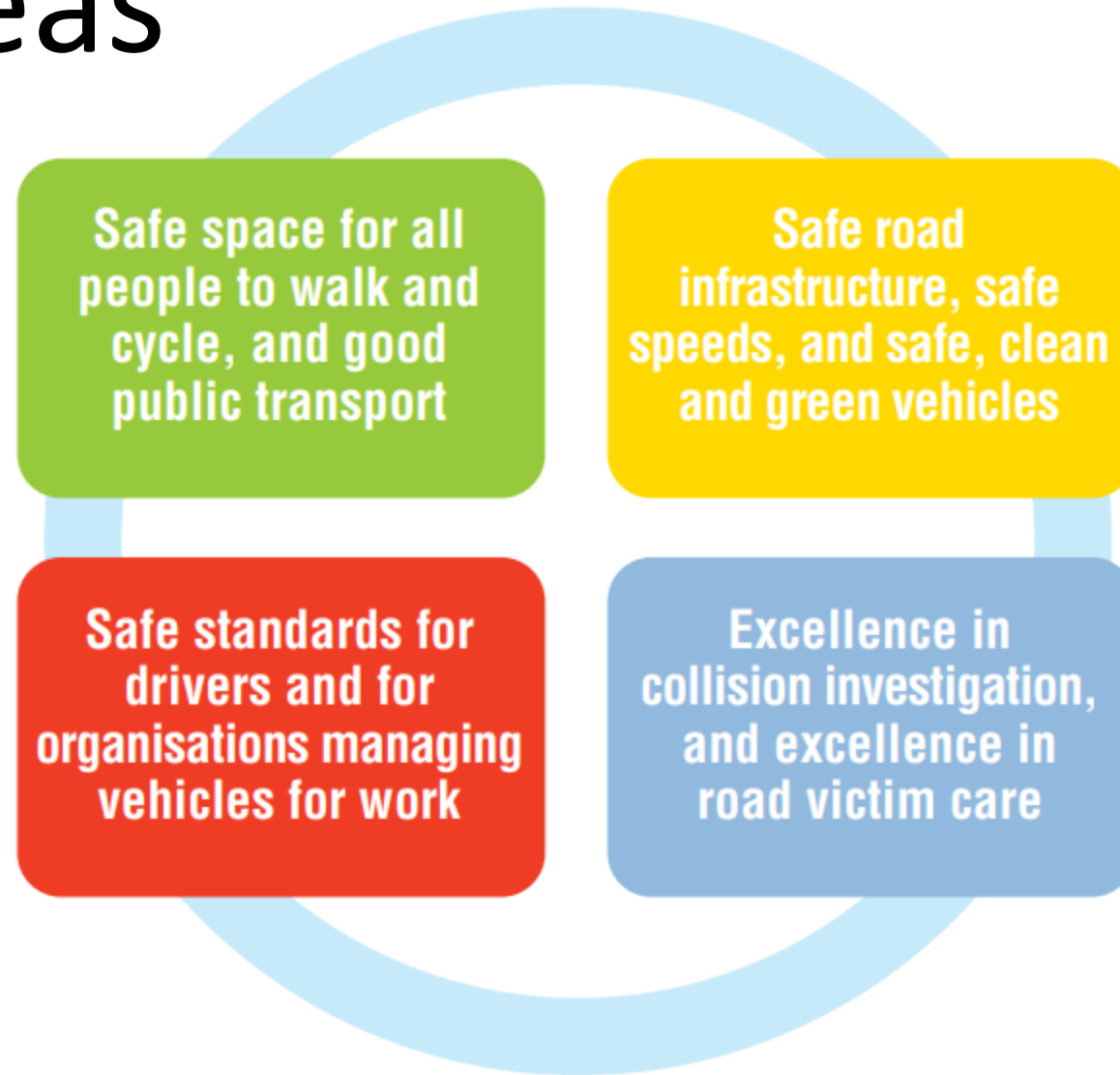
2 We achieve the modal shift.

People move safely in active ways as part of their normal daily activity; and have access to good public transport; within our towns and cities, and between places.

3 We care for victims.

Best practice help is given to bereaved and injured victims of road crashes, providing the medical and humanitarian care they need, for their health and wider wellbeing.

Work areas



5 Priority actions

1. Goals, Targets and Performance Indicators

Adopt the long term goal for a road network free from death and catastrophic injury, adopt the global 50 by 30 road casualty reduction target for the UK (50% reduction in deaths and serious injuries in crashes by 2030) supported by Safe System performance indicators and targets in line with international best practice, that can demonstrate if we are moving people and goods on roads in ways that are safe and healthy.

5 Priority actions

2. Functional hierarchy for roads and road investment. Establish a functional hierarchy for roads that enables safe and healthy mobility. Ensure budgets are directed to achieve roads' identified functions by identifying and proactively treating priority road sections to reduce death and serious injury, prioritising safe space for walking and cycling and 20mph limits where people live.

5 Priority actions

3. Vehicle safety standards

Incorporate into UK law more minimum vehicle safety standards, inclusive of the substantial, life-saving vehicle safety laws recently adopted in the European Union.

5 Priority actions

4. Improved roads policing and reviewed legal framework

Implement the changes recommended by the Inspection of Roads Policing report to improve roads policing. Undertake a review of the legal framework, for opportunities to improve road user safety, for example through: phased driver licensing; a lowered drink drive limit, the power to stop and test any driver for impairment, provisions to manage work-related road risk, and a review of traffic laws and sentencing guidelines.

5 Priority actions

5. Best practice help for road victims

Provide best-practice care for road victims who are bereaved or suffer catastrophic injury and their families, including a nationally-commissioned, standards-driven, National Road Victim Service, that is immediately accessible to victims through the police.

Investment opportunity and benefit:cost value

Value calculations for
investments

For example, road
treatments for safe and
active travel consistently
demonstrate 'benefit to
cost' savings ranging from
x3.7 to x13.



Safe Roads for All Alliance

- Can support the recommendations, and propose additional papers as part of our work to help and support Government
 - We are looking for organisations to join the collective effort
 - THANK YOU
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