

Consensus Statement

8th May 2026

In May 2024, the sector came together to publish the *Road Safety Manifesto*, setting out a shared ambition for change. The Government has now published its Road Safety Strategy (RSS), marking an important moment for road safety in Great Britain.

In partnership, the Road Safety Trust and PACTS convened the Road Safety Strategy Summit on 24th February 2026, bringing together leaders from across the road safety sector to reflect on the RSS and identify areas of shared agreement. The discussion was constructive and forward-looking, resulting in a clear statement of consensus.

The sector recognises the RSS as a hugely important foundation and a genuine opportunity to reset progress toward Vision Zero. The laudable commitment to reduce Killed or Seriously Injured (KSIs) by 65% by 2035 provides a clear direction of travel and renewed focus.

At the same time, there was agreement that ambition alone will not be enough. Progress will depend on translating high-level commitments into accountable, evidence-led action with measurable impact, and to that end debate at the Summit identified the following issues warranting urgent attention.

Strategic priorities and accountability

- **Challenging but achievable targets:** The sector endorses the 65% reduction target for KSIs casualties and the more ambitious target of a 70% reduction in the number of child (under 16) KSIs. Achieving these ambitions will require alignment across key partners and government departments beyond the DfT such as the Home Office, greater integration of road safety within the Police Performance Framework, and recognition of road safety as a central 'safer communities' priority. Evidence from other successful strategies shows that clear responsibilities, accountability, and funding are key elements to success.
- **The Road Safety Investigation Branch (RSIB):** The Government's commitment to establish a data-focused Road Safety Investigation Branch is a positive and important step forward. There is broad agreement that its role should centre on systemic causation, examining the underlying 'why' of collisions and injuries, including human factors, vehicle factors and infrastructure issues, distinct from police investigations that focus on assigning individual responsibility. To be effective, even in the short term, the Branch must be given timely access to the data required for robust, in-depth safety learning, including that held within police systems, highway authorities and DfT's agencies and National Highways. The sector is keenly interested in how the RSIB evolves – preferably to become a fully independent investigation body, aligned in remit and statutory authority with Air, Rail, and Marine Accident Investigation Branches.

- **Functional speed and infrastructure reform:** In line with the principles of the Safe System the sector supports a shift from reactive engineering to proactive, vision-led highway and traffic management. The sector recognises the pivotal role that speed plays in both collision causation and injury severity. Aligning guidance to the Safe System principle of survivability is critical: ensuring speed limits are set to accord with road function and the presence of different road users, rather than being predominantly by prevailing traffic speeds, so that functional speeds better align with survivability. Lead safety indicators for infrastructure safety such as iRAP, particularly for high collision density networks such as the Major Road Network (MRN) and Key Route Networks (KRN), would be advantageous to drive local investment for road safety schemes
- **First-year realities and long-term commitment:** The sector is concerned there are no quick wins outlined in the strategy. If progress is to be made in the immediate future it will need to come from doubling down on existing initiatives. The suite of interventions set out in the RSS has the potential to make a significant contribution to reducing KSIs, however, as many of these measures will take time to implement, particularly where legislative change is required, their full impact is likely to emerge progressively compressing the time to deliver the targets. Establishing the governance framework for managing, prioritising and chasing the delivery of these initiatives in the strategy is an immediate critical priority if the desired impacts are to feed through to achievements of the 2035 targets.

Supporting development of future evidence-based interventions

Recognising that there is a great deal of work to be done to make progress on the broad programme of initiatives set out in the RSS, the road safety sector stands ready to support Government in developing and implementing further evidence-led measures in due course, advocating for robust measures by generating and disseminating research and evidence that would support the case for their introduction. These include:

- **Licensing reform:** Progressing toward a lifelong learning approach for young drivers, incorporating core components such as minimum learning periods and post-test protections while new drivers continue to develop the skills they need to drive safely and competently.
- **Justice and deterrence:** Moving toward a more graduated penalty framework that may include education through NDORS courses, and targeted use of technologies to prevent reoffending such as alcohol interlocks for repeat or high-risk offenders. Any reforms to penalty levels should sit within a wider, credible enforcement framework. Deterrence depends not only on the scale of penalties but on visible and consistent enforcement, supported by appropriate policing capacity and use of technology.
- **Governance:** To deliver the KSIs targets the sector would also welcome the development of an independent evidence body, comparable to NICE or the Rail Safety & Standards Board, to provide oversight of research, standards, and objective guidance for the system as a whole, as a future aspiration.

Reframing the narrative and data strategy

- **Communication:** There was broad agreement that road safety initiatives can and should be framed positively to pre-empt negative reaction to measures perceived purely as restrictive. For example, recognising streets as places where children walk to school or communities

gather, as a way of clarifying why certain safety measures may be appropriate. Framing discussions around the purpose of a road may help shift the emphasis from restricting drivers to protecting people. More widely, the sector highlighted the potential for communicating road safety in terms of its broader societal benefits, including improved quality of life, reduced pressure on the NHS, and potential economic savings.

- **Leading indicators:** There is a strong case for transitioning from reactive, lagging indicators (such as counting fatalities) toward leading Safety Performance Indicators (SPIs) that assess system health, for example compliance with safe speeds, iRAP infrastructure ratings, MOT failure rates for safety critical issues (e.g. tyre defects) and the penetration of vehicle technologies.
- **Data linking:** The sector highlights the importance of connecting existing government data sets, including health and NHS data, police and MOT records, to strengthen understanding of the underlying causes of road harm and support more informed decision-making.
- **Linking with other strategies:** The importance of aligning the Road Safety Strategy with related national priorities, including policing reform, planning, public health outcomes, active travel and decarbonisation, was emphasised, recognising the interdependent role these agendas play in delivering safer roads.

Working Together

The 2035 casualty reduction targets provide a clear focus for collective action. Through genuine partnership, linking national leadership with strong local delivery, meaningful progress toward safer roads for all is achievable. We look forward to working together to deliver this ambition.

The organisations listed below support the consensus statement:



Making Roads Safer



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Scotland**



Dräger
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EVRi



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