



Department for Transport

Introduction

This newsletter summarises a number of recent announcements about road safety and sets out how to obtain further information. It has been written for the benefit of those working in the road safety field or who are interested in the topic. We aim to issue a newsletter every couple of months.

Proposals to support advanced driver assistance systems and automated vehicle technologies

The Government has reached another milestone on its journey along the 'Pathway to Driverless Cars' with the launch on 11th July of a major policy consultation. This sets out steps to get UK roads and drivers ready for the safe introduction of advanced driver assistance systems, the sort of vehicle technologies that are about to come to the market now, as well as taking some necessary steps for now to safely prepare for the longer term when automated vehicle technology become available.

This consultation reflects a first wave in the Government's programme of regulatory reform for autonomous vehicles. It takes the two-pronged approach of *responding to the market* and *preparing for the future* in a pragmatic way, without rushing ahead and regulating too much or too soon, which could stifle innovation.

The Government will respond to the market by enabling the safe use of advanced driver assist systems such as remote control parking and motorway assist that will be available to buy in the next few years. This will involve considering our construction and use regulations, and statutory guidance in the Highway Code, to amend and clarify as necessary. For example, to ensure that the use of a handheld device to control the vehicle while parking is safe and compliant with road traffic law. We will prepare for the future by extending compulsory motor vehicle insurance for automated vehicles to include product liability, so motorists are properly insured when they hand control to an automated vehicles. We are keen that insurers have the freedom to

develop appropriate insurance products to meet the requirements of the future fleet of semi- and fully automated cars.

Going forward we will carefully assess the market, look at the growing real life experience with advanced driver assist systems so we can continue to build the lessons learnt into future waves of reform.

Please take a look at the [consultation](#) and use the opportunity to make your comments before the **deadline of 9th of September** – as Road Safety stakeholders your views are important.

DVSA Consultation on changes to the practical driving test

DVSA launched a 6-week consultation on proposed changes to the practical driving test on 14 July 2016.

The proposed changes, which DVSA has been testing as part of a national trial, have generated a great deal of media interest across national and regional newspapers, radio and TV, including an appearance by DVSA Chief Driving Examiner, Lesley Young on BBC Breakfast.

The changes are designed to better prepare newly qualified drivers to drive safely and independently through a lifetime of safe driving.

The changes will also help to reduce the number of collisions on higher risk roads as the ability to use sat navs will open up test routes to include these.

The proposed changes:

- increase the 'independent driving' part of the test from 10 to 20 minutes
- ask candidates to follow directions on a sat nav as an alternative to following road signs
- replace current manoeuvres such as 'reverse around a corner' with more real life scenarios for example, driving into and reversing out of a parking bay
- ask one of the two vehicle safety questions while the candidate is driving, for example, asking candidates to use the rear heated screen

The [consultation](#) ended on 25 August 2016 and all responses are currently being considered.

Drug Driving

In the first 2 months of 2016 over 1,000 drug drivers were convicted of the new offence of driving with a specified drug in the body above a specified limit, this compares to the 879 that were convicted for the older impairment offence during the whole of 2014. This confirms that there has been at least a six-fold increase in the amount of convictions. The March drug drive THINK! campaign also saw over 1,300 arrests during the period of the campaign.

The £1million funding during 2015/16 from the DfT has helped to build capacity amongst all forces with the March success continuing with the police drink and drug driving summer enforcement campaign, which coincided with the European Football Championships, seeing a further 1,028 arrests. Once the evidential blood analysis confirms whether the driver is over the specified limit we expect many more to be convicted over the coming months.

Once convicted we need to consider what support we can give to drug drivers to educate them to understand the seriousness of their offence and how to prevent them re-offending in the future. We are therefore developing proposals and expect to be piloting a rehabilitation course later this year.

Road Safety Trust - Call for Funding Proposals

On 24 August the Road Safety Trust (RST) announced a call for applications for funding. Grants are available for research into or practical interventions aimed at supporting road safety. Full details of the grants policy and criteria can be found at <https://roadsafetytrust.org.uk/road-safety-trust-grant-policy/>. The closing date for applications is the 7th October, 2016.

To date the Road Safety Trust have funded five innovative projects, each of them unique, ranging from a research paper looking at how road safety opportunities identify and translate into tangible actions to reduce road casualties, a pilot scheme tackling tailgating, a young driver initiative using an educational app, cycle helmet assessments and a programme targeting road injury prevention.

Rob Gifford, Chief Executive of the Trust states, 'We were absolutely delighted with the quality of the grants that we received in the first round and we are excited to see what new and innovative projects are proposed in this round. The Trust's new on-line application portal makes it even easier to apply for a grant. Our main priority is to support road safety research or interventions that can reduce the numbers of those being killed and seriously injured on the roads.'

To make an application please visit <https://roadsafetytrust.org.uk/making-an-application/>

For further information please contact Emma Kelly at: emma.kelly@roadsafetytrust.org.uk or 07872 380 532

DVSA helps keep you safe on the roads

DVSA has produced a report 'Helping you stay safe on Great Britain's roads', highlighting some of the compliance activities and successes their enforcement and fraud and integrity teams have had over the past year. This work is vital in supporting our combined vision for safer drivers, safer vehicles and safer journeys for all.

Some highlight figures include:

- £1.2million in roadside fines, taken from ANPR checks
- nearly 220, 000 checks took place at the roadside
- enforcing the HGV roadside levy ensured 1.8 million levies were bought by foreign operators from 90 countries

- 2 million vehicles were affected by 319 safety recalls
- 682, from 39,878 approved driving instructors were removed from DVSA's register because they:
 - didn't attend appointments for us to check their standards of instruction
 - failed to meet the standard DVSA sets
 - stopped being suitable to be an instructor because of their behaviour

You can view the report http://www.msagb.com/uploads/enforcement-booklet_final.pdf

The booklet is available at [safe driving for life](#), where you can find more information about driving, riding and DVSA, as well as being able to buy all of the official publications.

The Highway Code website

You will remember that a new and improved version of The Highway Code was launched in October last year. Major improvements to the website mean that it is much easier to navigate around and there is a direct hyperlink to the relevant legislation beneath each rule where there is a legal requirement.

The improved Code can be found online at: www.gov.uk/guidance/the-highway-code.

'Better Driving' - published in October 2015

In response to industry feedback DVSA published this title - which focuses on driver behaviour, rather than skills. Written by a behavioural psychologist specialising in driver behaviour, Better Driving helps the reader to focus on what affects their driving and how to develop strategies to overcome negative behaviour at the wheel – including how to drive around more vulnerable road users.

A new edition of the 'Official DVSA Guide to Driving Goods Vehicles' was published in July 2016

This is the principal learning material for drivers working towards gaining their category C driving licence (large goods vehicles) and is one of the source references for the theory test questions for that category. The new edition contains more advice about driving safely around cyclists, including information about the TfL Safer Lorry Scheme.

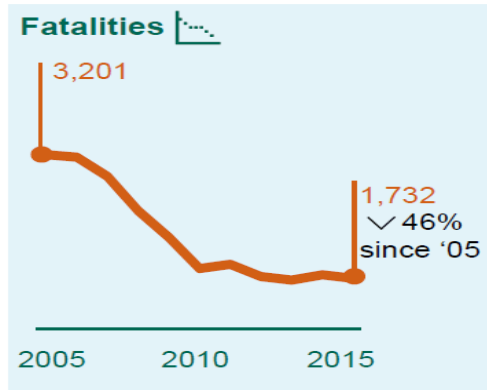
Reported Road Casualties

The final statistics for 2015 were published in June. The publication and tables are available at <https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-main-results-2015>.

The headline figures are:

- There were **1,732 reported road deaths** in 2015, a decrease of 2% compared with 2014. This is the second lowest annual total on record after 2013. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006.

- The number of people **seriously injured** in reported road traffic accidents decreased by 3 per cent to 22,137 in 2015, compared with 2014.
- There was a total of **186,209 casualties of all severities** in 2015. This is around 4 per cent lower than in 2014 and the second lowest level on record.
- **Vehicle traffic levels** increased by 1.6 per cent between 2014 and 2015.



The provisional figures for the year ending March 2016 were published in August and are available at <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-estimates-january-to-march-2016>.

In reported road traffic accidents for the year ending March 2016:

- there were 1,780 road deaths, unchanged from the year ending March 2015
- 24,610 people were killed or seriously injured
- there were 187,050 casualties of all severities
- motor traffic levels rose by 1.8% over the same period

Between January and March 2016:

- 430 people were killed, a 13% increase from 380 people in January to March 2015
- KSI casualties increased by 14% with overall total casualties up by 2% compared with January to March 2015

Road Traffic Estimates in Great Britain July 2015 to June 2016

In the year ending June 2016 the main findings were:

- The **provisional figure**, of **319.3 billion vehicle miles** travelled on Great Britain 's roads was 1.5% higher than the previous year, and 1.6% higher than

the pre-recession peak in the year ending September 2017, making a record level

- **Car traffic rose** by 1.1% to a record 249.2 billion vehicle miles, 1 billion more vehicle miles travelled than the pre-recession peak in the year ending September 2007
- **Van traffic (LGV) continued to rise**, increasing by 3.7% to a new peak of 47.8 billion vehicle miles
- **HGV traffic grew** by 3.8% overall, rising on motorways and rural 'A' roads, but falling on urban 'A' roads.
- **All road types experienced a rise** in traffic, apart from urban minor roads where traffic remained at the same level.
- **Traffic on motorways and rural 'A' roads increased** to new record levels, rising by 2.6% and 2.9% respectively.

Further information can be found at:

[provisional road traffic estimates in Great Britain: July 2015 - June 2016 \(year ending Q2 2016\)](#)

Cycling and Walking Investment Strategy

The Cycling and Walking Investment Strategy evolved in February 2015 when the government introduced a duty through the Infrastructure Act for the Secretary of State for Transport to bring forward a Cycling and Walking Investment Strategy in England.

The Draft Cycling and Walking Investment Strategy

The draft Strategy was consulted upon between 27 March and 23 May 2016, and the Department is currently analysing responses. We hope to publish the final Strategy once all considerations have been taken into account, and a Government response to the consultation.

Manifesto commitments

Underpinning the government's ambition are commitments set out in the Government's pre-election manifesto:

- To double cycling activity, and
- To invest over £200 million to make cycling safer so we reduce the number of cyclists and other road users killed or injured on our roads every year.

Ambition

The draft Strategy sets out the Government's plans for creating a cycling and walking nation, with an ambition up to 2040 for:

“making cycling and walking the natural choice for short journeys or as part of a longer journey.”

As part of meeting this ambition, the draft Strategy sets out quantified target “to double cycling activity from 0.8 billion stages in 2013 to 1.6 billion stages in 2025”; and a number of unquantified objectives up to 2021 (SR15 period) to:

- reverse the decline in walking activity, measured as the total number of walking stages per person per year;

- Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled, each year", and;
- increase the percentage of children aged 5 to 10 that usually walk to school.

Financial Resources

The draft Strategy sets out the five main sources of funding available for delivering the objectives in the Strategy up to 2020/21, these are;

- (i) DfT cycling and walking specific programmes – under this programme, we re-confirmed our commitment to investing over £300 million in cycling and walking over the five years from 2016-17 to 2020-21. This includes:
- Cycle Cities Ambition grant totalling £99m
 - Bikeability cycle training grant totalling £50m
 - Highways England Fund totalling £100m (between 2015-16 and 2020-21)
 - Sustainable Travel Transition Year/Access Fund totalling £80m
- (ii) DfT local transport programmes – these are, Local Growth Fund (£12bn, 2016-17 to 2020-21), Highways maintenance block (£3.8bn, 2016-17 to 2020-21) and Integrated Transport Block (£1.3bn 2016-17 to 2020-21)
 - (iii) Other central government programmes supporting cycling and walking, such as Department of Health's Walking Cities, NHS Healthy New Towns and DCMS' Sports Strategy.
 - (iv) Local body programmes - London (£913m, 2012-13 to 2021-22, subject to review) and Manchester.
 - (v) Initiatives led by business and the third sector such as Cycle to Work Scheme and local initiatives.

£6 per head

Spend on cycling remains at £6 per head across England in this financial year (2016/17), with spend of £10 in London and the eight Cycle Ambition Cities of Birmingham, Bristol, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford, compared with £2 per person to support cycling in 2010.

Governance

The draft Strategy provides details of the governance arrangements DfT will put in place to oversee delivery of the Cycling and Walking Investment Strategy. This entails the creation of a new Expert Committee (Chair, Deputy Chair and up to 6 members) to be made up of independent experts from walking, cycling, business, commerce, public realm, public health, local government, rail, and other relevant areas.

Main tasks of the Committee will be to:

- Review implementation of the first Strategy;
- Develop and disseminate expertise and support;
- Contribute to the development of the second Cycling and Walking Investment Strategy

Advertisements for the roles of Chair and Deputy Chair of the Cycling and Walking Investment Strategy Expert Committee went live on 27 July with a closing date of 24

August. The Expert Committee is anticipated to be in place to hold an initial meeting by autumn 2016.

Achieving the Objectives

To achieve the objectives, the draft Strategy identifies a number of specific activities under three themes:

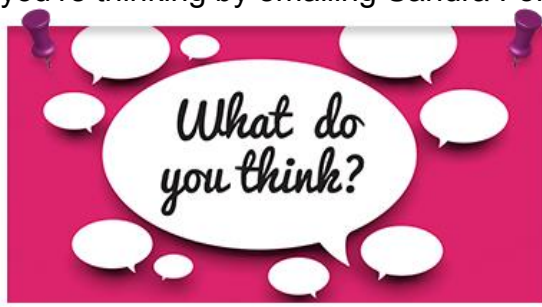
- **Better Safety** - Continuing to address cycle and pedestrian road safety issues as outlined in the Department for Transport's Road Safety Statement published in December 2015. In addition continuing to work across Government and with freight and cycling representative groups and vehicle manufacturers on issues specific to the safety of cyclists and pedestrians.
- **Better Mobility** - The Buses Bill will provide local authorities with the tools they need to improve local bus services. The Bill will give authorities the option to take more control of their local services, through implementing Quality Partnerships, new 'Enhanced Partnerships' or through adopting a franchising approach. These approaches will provide authorities with the ability to better integrate bus services with wider public transport networks, and with sustainable travel options such as cycling and walking facilities.
- **Better Streets** - During 2016 the Department for Transport will work with a range of stakeholders to examine the legal and financial implications of an alternative pavement parking regime and the likely impacts on local authorities. This will commence with a roundtable between the Parliamentary Under Secretary of State for Transport and key stakeholders to help inform the Department's subsequent research.

Cycling and Walking Infrastructure Plan

Work progresses on the project let to develop a Cycling and Walking Infrastructure Plan, which aims to identify 'high potential areas' for cycling and walking, and provide a framework for local authorities as they develop their own networks. This is a medium-term piece of work, which will underpin the Strategy, but was not fully complete in time for the draft Strategy publication and consultation period.

We would like to hear your views

We want the newsletter to be as useful and interesting as it can be so we're seeking your feedback on what we can do to make it better. Is there anything that you would like to see more/less of? Your views are important to us – please let us know what you're thinking by emailing Sandra Forde at the email address below.



AND FINALLY.....



Chris Grayling became the new Secretary of State for Transport following Theresa May's appointment as Prime Minister in July 2016. Further details about the new Transport Secretary and his ministerial team (together with their responsibilities) can be found at:

<https://www.gov.uk/government/ministers#ministers-by-department>

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