

Rt Hon Grant Shapps MP  
Secretary of State, Department for Transport  
Great Minster House, 33 Horseferry Road  
London, SW1P 4DR



01 February 2022

Dear Secretary of State,

Having left the European Union, the United Kingdom needs to implement its own vehicle type-approval system. Your Department consulted on this late last year, and no doubt you are considering the responses.<sup>1</sup> This gives the United Kingdom an opportunity to reclaim its position as a world leader in vehicle safety standards and technology. The United Kingdom has been part of developing the new package of 15 vehicle safety standards (please see table A below) and, in many ways, played a leading role on behalf of other European nations. The package seeks to reduce road casualties as well as to assist drivers in complying with essential safety rules.

In the decade 2010-2019, an average of 33,000 people were killed or seriously injured in road crashes on roads in Great Britain. (This excludes casualties in Northern Ireland.) These 15 integrated measures have the potential to dramatically reduce road collisions, deaths, and injuries – according to TRL, perhaps even more than the introduction of seat belts. The full regulatory package is estimated to result in the prevention of 1,762 deaths and over 15,000 serious injuries by 2037. The package will improve safety not only for vehicle occupants but also for vulnerable road users. It would also provide approximately £7 billion in net economic benefits. All this would come at virtually no cost to taxpayers and, because the measures will be fitted as standard, at minimal cost to consumers. The technologies are interdependent and to achieve these results, it is essential that the package is implemented in full, with the temptation to ‘cherry pick’ avoided.

These measures have the support of road safety stakeholders and the UK automotive industry, as compliance with these standards will be a requirement for exporting vehicles to Europe from July this year. Under the Northern Ireland Protocol with the EU, they will also apply to Northern Ireland. Not adopting the new standards risks putting the UK automotive industry at a competitive disadvantage. Many of these technologies and systems will be essential to progress connected and autonomous vehicles, which we know has your strong support.

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<sup>1</sup> [Future of transport regulatory review: modernising vehicle standards - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards)

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We know you are committed to reducing casualties on UK roads, as demonstrated recently by your decisions on smart motorways and your commitment to publishing a new strategic framework for road safety. We firmly believe that adopting this set of standards in their entirety is the single most important thing you can do now to reduce deaths and injuries on UK roads. We kindly urge you to act swiftly for the safety of all road users and to re-establish the UK as the global leader in road safety.

Yours sincerely

Sir Peter Bottomley	Conservative	<i>Current Chairperson – All Party Parliamentary Group for Transport Safety.</i>	
		<i>Parliamentary Under-Secretary (Department for Transport)</i>	1986 - 1989
Rt Hon. the Baroness Hayman GBE	Crossbench	<i>Parliamentary Under-Secretary of State (Department for Environment, Transport, and the Regions)</i>	1997 - 1998
Rt Hon. the Lord Whitty	Labour	<i>Parliamentary Under-Secretary of State for Roads.</i>	1998 - 2001
Jim Fitzpatrick	Labour	<i>Parliamentary Under-Secretary (Department for Transport)</i>	2007 - 2009
Paul Clark	Labour	<i>Parliamentary Under-Secretary (Department for Transport)</i>	2008 - 2010
Norman Baker	Liberal Democrats	<i>Parliamentary Under-Secretary (Department for Transport) (Regional and Local Transport)</i>	2010 - 2013

*Sent by PACTS which provides the secretariat to APPG for Transport Safety.*

**Table A: Vehicle safety standards**

The measures	Fitment date for new EU vehicle types <sup>2</sup>
<b>1. Advanced Emergency Braking</b> <ul style="list-style-type: none"> <li>• protecting vehicle occupants in i) HGVs and buses ii) cars and vans</li> <li>• protecting pedestrians and cyclists for cars and vans</li> </ul>	July 2022 (all types) July 2024
<b>2. Emergency Stop Signal</b> for cars, vans, HGVs, and buses	July 2022
<b>3. Lane Departure Warning and Lane Keeping Assist</b> helping drivers to avoid inadvertently leaving the carriageway for i) cars and vans and ii) HGVs and buses	July 2022 (all types) July 2022
<b>4. Intelligent Speed Assistance</b> supporting lawful driving for cars, vans, HGVs, and buses – the critical cost-benefit measure, underpinning the entire vehicle safety package with the best practice supportive option being the most critical safety element.	July 2022
<b>5. Driver Drowsiness and Attention Monitoring</b> to help drivers keep alert for cars, vans, HGVs, and buses	July 2022
<b>6. Distraction Recognition and Driver Readiness Monitoring</b> for Automated Driving to help drivers keep focussed on cars, vans, HGVs, and buses	July 2024
<b>7. Event Data Recorders (EDR)</b> so key lessons can be learned, and future crashes and injuries prevented for cars, vans, HGVs, and buses	July 2024
<b>8. Reversing Safety</b> providing cameras or detection systems to assist drivers of all vehicles for cars, vans, HGVs, and buses	July 2022
<b>9. Direct Vision</b> to improve the sighting of vulnerable road users in the HGV and bus driving positions	January 2026 (See note below) <sup>3</sup>
<b>10. Pedestrian and Cyclist detection and warning systems</b> on the side of HGVs and buses to alert drivers of the presence of vulnerable road users	July 2022
<b>11. Alcohol interlock installation facilitation</b> for cars, vans, HGVs, and buses, which can be used in certain contexts to prevent driving with excess alcohol	July 2022
<b>12. Improved car and light van protection</b> for pedestrians and cyclists in the event of a crash	July 2024
<b>13. Improved frontal impact occupant protection</b> which does not disadvantage women and older people for cars and vans	July 2022
<b>14. Improved side impact protection</b> in crashes with rigid objects for cars and vans	July 2022
<b>15. Tyre pressure monitoring</b> for i) cars ii) vans, trucks, and buses	July 2022 July 2024

<sup>2</sup>Official Journal. Regulation (EU) 2019/2144 of the European Parliament and of the Council, 27 November 2019; These are the dates for new vehicle types, and the dates for existing types are typically 2 years after the dates for new types.

<sup>3</sup> The implementation date for Direct Vision to improve the sighting of vulnerable road users in the HGV and bus driving positions (currently 2026) should be brought forward to 2024, given the successful implementation in TfL requirements.