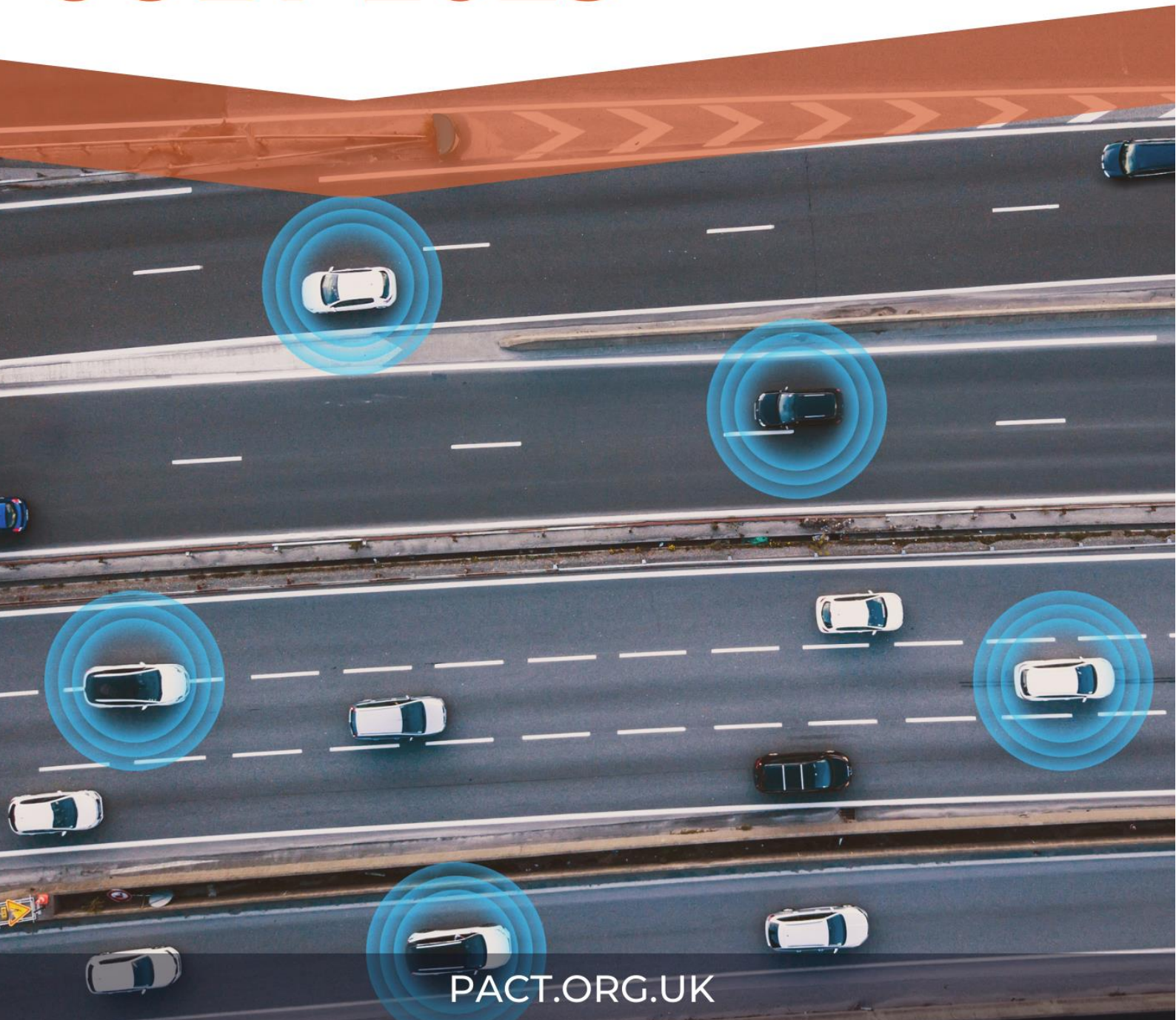


STILL UNVACCINATED: GSR ONE YEAR ON

PACTS BRIEFING

JULY 2023



Still unvaccinated: GSR one year on

One year after the introduction of comprehensive vehicle safety regulations in the European Union (EU) there is still no indication that road users in Great Britain will gain from their benefits. The package includes a range of technologies to assist drivers in complying with the rules of the road as well as providing protection for those both inside and outside the vehicle in the event of a crash. PACTS published a briefing in January 2022 - [vaccine for vehicles](#) – summarising why the UK government should swiftly adopt a package of 15 safety regulations for vehicles made in the UK.

Experts calculate that together the measures have the potential to surpass even the casualty savings achieved by seat belts, with an estimated saving of around 1,762 deaths and 15,612 serious injuries in the UK producing a value of prevention of approximately £7 billion over a 16-year period.¹ In order to avoid Great Britain from lagging further behind its near neighbours the government must take decisive action and adopt similar measures to continue driving the UK's long-standing tradition of leading-edge vehicle safety.

THE VACCINE DELIVERED, ELSEWHERE

The General and Pedestrian Safety Regulations (GSR), which the UK government helped develop, underpin a package of safety measures that were [implemented in the European Union \(EU\) in July 2022](#). The measures are consistent with the vehicle safety recommendations of the Global Plan for the United Nations Decade of Action for Road Safety – 2021-2030, endorsed by the UK government.

The GSR currently applies to all new models of cars, vans, trucks, and buses given type approval in the EU. From 7 July 2024, all new car sales in the EU are required to comply. Ahead of that date studies show that [drivers' acceptance of these systems is growing](#).

THE COST OF EXCLUSION

In the UK, there is increasing concern over the lack of comparable safety measures affecting road safety outcomes. The suite of 15 integrated measures particularly helps avoid serious and fatal crashes and injuries and improves safety for vulnerable road users. They come at minimal cost to the taxpayer or consumer and would support the UK automotive sector.

Without regulation enforcing the implementation of these safety features road users in Great Britain are facing more than just the burden of more road crashes. Vehicles designed for the EU market entering Great Britain will likely see higher purchase costs as hardware standard fitment is unlikely to be downgraded for our market. There is evidence that vehicle owners purchasing new EU-compliant models in Great Britain are having to pay additional costs when they do want to access the fitted-as-standard safety features. Whether or not a driver pays to enable the safety features higher insurance premiums would result due to higher repair costs to fitted but inactive hardware. Failing to adopt GSR as a standard adds to the consumer's financial burden without delivering any safety benefits.

The GSR technologies are important to the UK's ambitions for connected and automated vehicles and transport decarbonization. As an integrated package, designed to work together and not 'cherry-picked', they are a precursor to the comprehensive technical capabilities of a fully automated fleet. The features, particularly beneficial for vulnerable road users, are designed to work in synergy to significantly reduce deaths and serious injuries in road crashes.

MOVING FORWARD

By adopting the comprehensive package of vehicle safety measures in a new GB national type-approval scheme the UK could boost its road safety outcomes, reassert our leading-edge status, and, most importantly, save lives. The government should act now to realize these potential benefits.

¹ [Vaccine for Vehicles: Preventing deaths and injuries on UK roads - PACTS briefing January 2022. - PACTS](#), page 6.

[Access the PACTS briefing – Vaccine for Vehicles – published in January 2022 here](#)

I have personally seen the commitment that the Prime Minister and Secretary of State for Transport have made to road safety over the last year, which I thank them for.

However, considering that the UK led the evidence base behind the EU general safety regulations, it is disappointing to see the ongoing delays in implementation and action. I urge the government to think of the devastating societal and economic impact, and to act decisively to put an end to road deaths.

As we move towards a more technologically driven future, I challenge the government to not only adopt the regulations and safety technologies but to go further than our EU counterparts in ensuring we have the safest vehicles on our roads.

Meera Naran MBE, whose 8-year-old son Dev, died in a road traffic collision in 2018 has been campaigning to mandate autonomous emergency braking in all vehicles, proposed as [Dev's Law](#).

From the middle of the twentieth century, a variety of vehicle innovations have contributed to improving road safety. These include seat belts and airbags through to anti-lock brakes and collision avoidance systems. Following an in-depth review of cost effectiveness, the proposed measures are a pragmatic but significant next step in our journey towards a transport system free from the risk of death or serious injury. Adoption would help to keep the UK among the world's leaders in road safety.

Nick Reed
Founder, Reed Mobility

UK research, expertise and experience was critical to the development of the latest EU vehicle safety standards. The simplest, smartest and most cost-effective way forward is for the UK to adopt these same standards. Carmakers, like all manufacturers, benefit from large economies of scale. Developing a set of UK-specific rules would be costly, take years and would just end up making cars more expensive, and probably reduce the availability of some models on the UK market.

Antonio Avenoso
Executive Director, European Transport Safety Council

On 16 April 2019, the European Parliament voted to change the revised GSR based on the 2018 TRL cost-effectiveness report. I had the honour to work with many stakeholders from industry, national governments and NGOs and we collectively and transparently developed a safe system approach to inform the policy decision to introduce the world's largest single change in vehicle safety regulations, that will save tens of thousands of lives and simultaneously help our industry to remain competitive with respect to the challenges of developing automated vehicles. Without urgent action and adoption of these cost effective measures people will die and be injured in collisions that are totally preventable – we have bought the medicine and are choosing not to take it.

Richard Cuerden
Director, TRL Academy

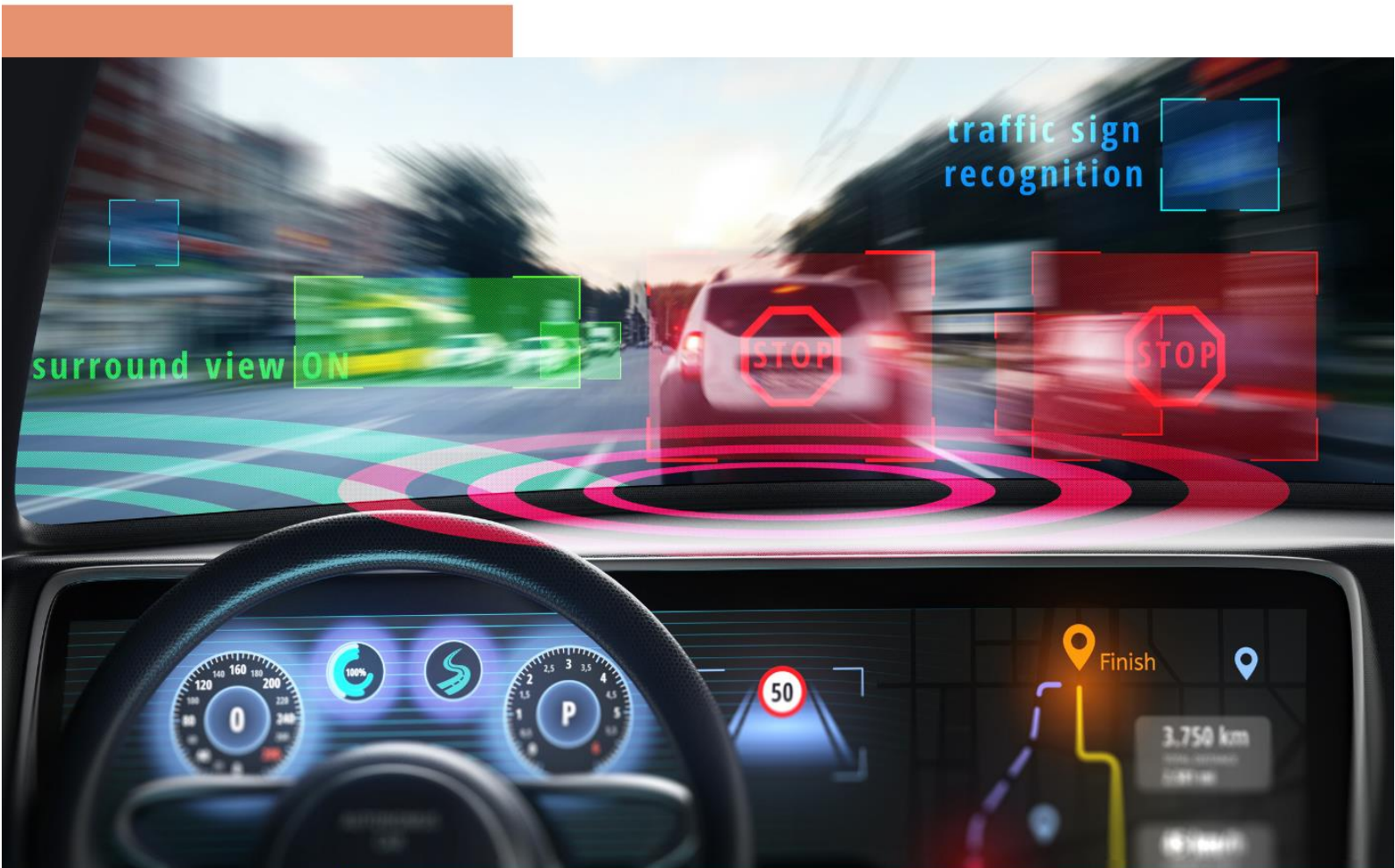
The evidence is clear that the life saving safety technologies in the GSR are beneficial. There is no excuse for further delay or divergence from EU standards at the cost of avoidable deaths & serious injuries on British roads.

David Ward
Executive President, Towards Zero Foundation

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

² 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.

³ 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.



Parliamentary Advisory Council for Transport Safety (PACTS)
Buckingham Court
78 Buckingham Gate
Westminster
London
SW1E 6PE

admin@pacts.org.uk
0207 222 7732
www.pacts.org.uk
@PACTS