

Rt Hon Philip Hammond MP
Chancellor of the Exchequer
HM Treasury
Whitehall
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5th October 2016

Dear Chancellor

Autumn Statement 2016 – Road Safety

As a former Secretary of State for Transport, I know that you have a first-hand understanding of the importance of road safety – both as a public policy issue and as tragic personal experiences for victims of road traffic collisions and their families. As you prepare your Autumn Statement, I would like to draw your attention to some points that PACTS believes are most relevant and to urge you to ensure that road safety is adequately resourced.

Over the past six years the number of road deaths on Great Britain has reduced very little. The most recent figures from DfT (year to 31 March 2016) show 1,780 deaths – almost the same as the 1,881 deaths in 2011. The economic value of preventing this level of death and injury remains extremely high – some £30 billion a year when unreported casualties are included. Although the UK performs “well” by international road safety comparisons, the level of casualties is still far too high by any economic or public health criteria.

In December 2015 the Government published its road safety plan *Working together to build a safer road system – British Road Safety Statement*. PACTS welcomed this important document and the broad list of action areas that it covers.

Road safety is a multi-disciplinary business involving engineers, psychologists, lawyers and other skills. It also requires cross-departmental support and coordination. Capital investment is important but so too is resource spend. Without a sufficiently large and stable core of expert and experienced staff, it will not be possible to undertake the actions set out in the *Statement*. That in turn will jeopardise achievement of your Government’s manifesto commitment “to reduce the number of cyclists and other road users killed and injured every year”.

Funding for road safety is currently very patchy. While local authority road safety budgets have been cut substantially, Highways England and TfL have resourced it relatively well. The £105m ring-fenced for road safety in the Road Investment Strategy (RIS1) has enabled Highways England to be ambitious and innovative in pursuit of their casualty reduction target. They are taking a broad, partnership approach to improving road safety and are not looking narrowly at the SRN. However, only 15% of KSIs occur on the SRN and local highway authorities are clearly struggling to adequately resource road safety.

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To summarise the funding needs, I would urge:

- Adequate resource spending allocation to enable the Department for Transport to deliver the actions in the *British Road Safety Statement*;
- Adequate resource spending allocation to enable Highway England deliver its *National Incident and Casualty Reduction Plan*;
- A commitment to provide a ring-fenced budget for road safety in RIS2, to broadly match the £105m in RIS1;
- A new ring-fenced allocation for local safety schemes for local highway authorities – along the lines of the £250m Pothole Action Fund.

I do hope you will consider these recommendations. PACTS supports evidence-based road safety policies. When these are well-planned and implemented consistently these investments have excellent rates of return – for the economy and the community.

Yours sincerely



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Parliamentary Advisory Council for Transport Safety

PACTS provides the secretariat to the All-Party Parliamentary Group for Transport Safety