



# United Kingdom

Source: IRTAD, Department for Transport

Inhabitants	Vehicles/1 000 inhabitants	Road fatalities in 2012	Fatalities /100 000 inhabitants in 2012
<b>63.7 million</b>	<b>557</b>	<b>1 802</b>	<b>2.8</b>

Information and data presented in this report concern the United Kingdom (i.e. Great Britain + Northern Ireland). Data are provided by Great Britain only (96% of UK fatalities) where comparable information is not available for Northern Ireland.

## 1. Road safety data collection

### Definitions

- Road fatality: human casualty who sustained injuries which caused death less than 30 days after the accident. Confirmed suicides are excluded.
- Serious injury: An injury for which a person is detained in hospital as an “in-patient”, or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the accident. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.
- Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
- Injury accident: accident in which at least one person is injured or killed.

### Crash data collection

There are two main sources of safety information in the United Kingdom:

- The national road accident reporting system, STATS19, which includes information from police reports.
- Hospital episode statistics (HES).

Most of the data included in this report, and also included in the IRTAD database, come from STATS19.

While all fatal crashes are reported by the police, a considerable proportion of non-fatal casualties are not known to the police. Hospital, survey and compensation claims data all indicate a higher number of casualties than police accident data would suggest.

DfT's current estimate, derived from the National Travel Survey, is that the total number of casualties was within the range 630 000 to 790 000 with a central estimate of 710 000. This is based on data for five year period 2008 to 2012.

Results from the National Travel Survey (NTS) suggest that around 10 per cent of the accidents reported by the respondents were outside the scope of STATS19 accidents. Adjustments were made to exclude these casualties from the estimates. The police data are therefore not a complete record of all injury crashes, and this should be borne in mind when using and analysing the STATS19 data.

Linking data from hospital and police sources gives a better understanding of injury severity and outcomes. Around 47% of the police-reported seriously injured casualties are matched to the hospital records. As part of this linkage, the UK uses the MAIS classification for the severity of injury crashes:

- MAIS 1 and 2 : correspond to minor or moderate injuries
- MAIS 3+: correspond to serious injuries.

## 2. Most recent safety data

### Road crashes in 2012

In 2012 there were 1 802 fatalities in the UK, 8% lower than the 2011 figure of 1 960 and 5% lower than in 2010. The 2012 figure is the lowest on record.

Although part of this reduction is related to the long-term downward trend, it would also have been influenced by contrasting weather patterns between the years. 2012 had the second highest annual rainfall on record, behind 2000. The likely result would have been to reduce the number of pedestrians, pedal cyclists and motorcyclists on roads, especially during the spring and summer months. A reduction in exposure in this way may have had the effect of reducing the number of accidents and casualties from these user groups. Other road users, such as car occupants, are less likely to have been affected by the heavy rainfall.

### Provisional data for 2013 in Great Britain

For the year ending September 2013, 1 730 people were killed in Great Britain, 2% lower than the year ending September 2012. There were reductions in the number of accidents on all road types in the year ending September 2013.

Motor vehicle traffic levels rose by 1.1 per cent compared with the 12 month period ending September 2012. In comparison, the death rate per billion vehicle miles decreased by 2 per cent for the same period.

Weather effects, notably much colder mean temperatures in first quarter of 2013 in comparison with the first quarter of 2012, are likely to have contributed to the falls in the numbers of pedal cyclist casualties (down 23%) and motorcyclist casualties (down 27%) during the first quarter of 2013. Also, during the same period car occupant casualties were down 12%.

### 3. Trends in traffic and road safety (1990- 2013)

#### Traffic

Motor vehicle traffic peaked at 314.1 billion vehicle miles in 2007 following which it fell for three consecutive years; the first consecutive annual falls since traffic records began. In contrast, between 2010 and 2012 traffic volumes were broadly stable and, as a result, in 2012 overall motor vehicle traffic volume levels were similar to levels seen in 2003. Motor vehicle traffic fell by 0.4% between 2011 and 2012. Annual traffic across all motor vehicle classes increased by 1.3%, according to provisional estimates for 2013. GDP increased over the course of 2013, which suggests that economic growth may have contributed to the upward trend in traffic volume.

Heavy goods vehicle (HGV) traffic has particularly decreased in recent years. Aside from the 0.6% increase between 2009 and 2010, HGV traffic has dropped every year since 2007. Figures suggest that HGV traffic fell by 15% between 2007 and 2012, although provisional annual figures for 2013 show a very slight increase compared to 2012.

Aside from an initial drop in 2008 and 2009, light goods vehicle (LGV) traffic has grown steadily throughout the latter parts of the recession. Provisional 2013 annual LGV traffic figures are 2% higher than 2007.

Pedal cycle traffic has increased in recent years, showing a rise of over 12% compared to the 2005-09 average to 3.1 billion vehicle miles in 2012. It is likely, due to the way road traffic is recorded, that pedal cycling traffic has increased more than the road traffic estimates suggest. The DfT National Travel Survey suggests that the growth over this period is actually closer to 23% and the 2011 Census results, for instance, show that the number of people commuting by bicycle doubled between 2001 and 2011 in London.

#### Change in the number of fatalities and injury crashes (1990-2012)

Between 1990 and 2012, the number of fatalities decreased by 67% and more recently (2000-2012) by 50%.

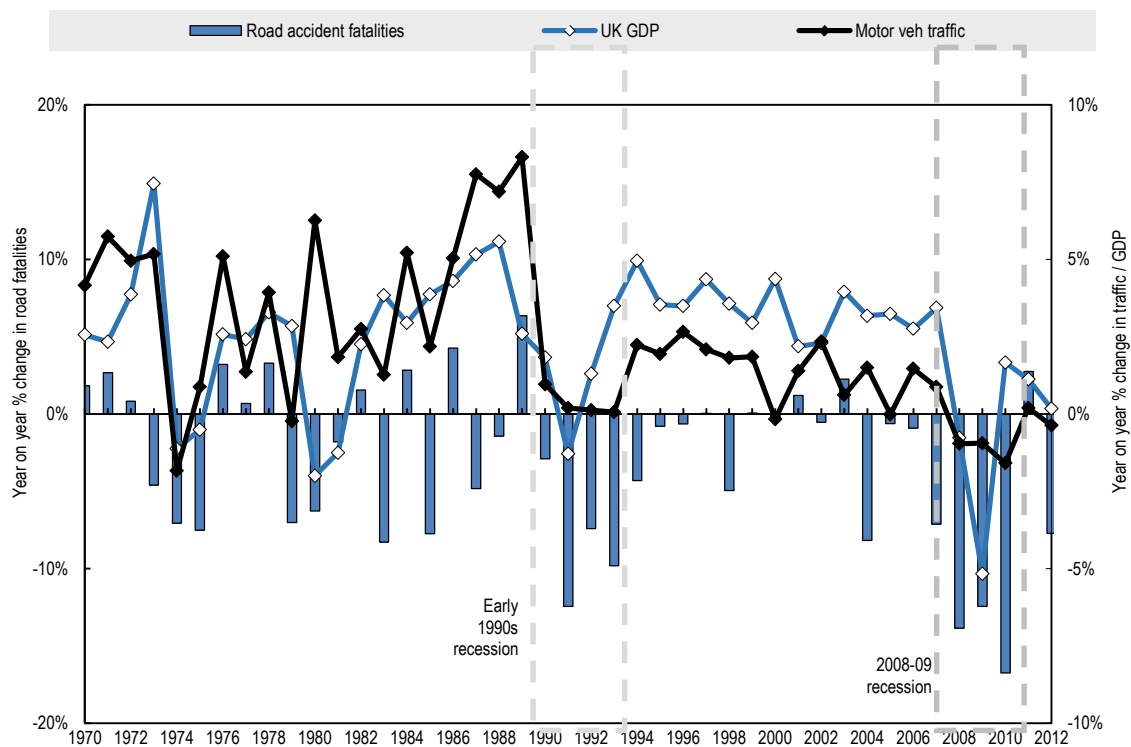
There are various possible factors which may contribute to the recent large reductions in fatalities in addition to longer term trends in improved vehicle safety, road engineering, trauma care and education. The recession and economic downturn, falling traffic levels for three consecutive years and continued reduction in free flow speeds have played a part. Similar large falls in fatalities were seen in the recession in the early 1990s.

It was recognised that sustained periods of snow and ice in the first and fourth quarters of 2010 contributed to the highest ever annual fall (-17%). Extreme winter weather tends to reduce the number of serious casualties, as there is less traffic on the roads and those motorists who do venture out drive far more slowly and carefully than usual.

It is notable, as shown in the chart below, that the two periods with strong falls in the number of deaths coincided with recessions (1990-92 and 2008-09). Although they are not always directly linked, there is a relationship between the performance of the economy in Great Britain and the level of traffic on the roads, especially for commercial vehicles. Furthermore, there is a relationship (albeit, again, not direct) between volumes of traffic and the number of road traffic accidents. However, as the number of fatalities has been falling even during periods when both GDP and traffic were growing, the relationship between the economy and road accident fatalities is neither simple nor linear. What can be concluded, though, is that although there are other reasons for the large drop in fatalities over

the last forty years, economic recessions have seemingly accelerated decreases in road accident deaths.

Figure 1. **Annual percentage change in number of reported road accident fatalities, GB motor vehicle traffic and UK GDP: 1970 to 2012**



Source: DfT

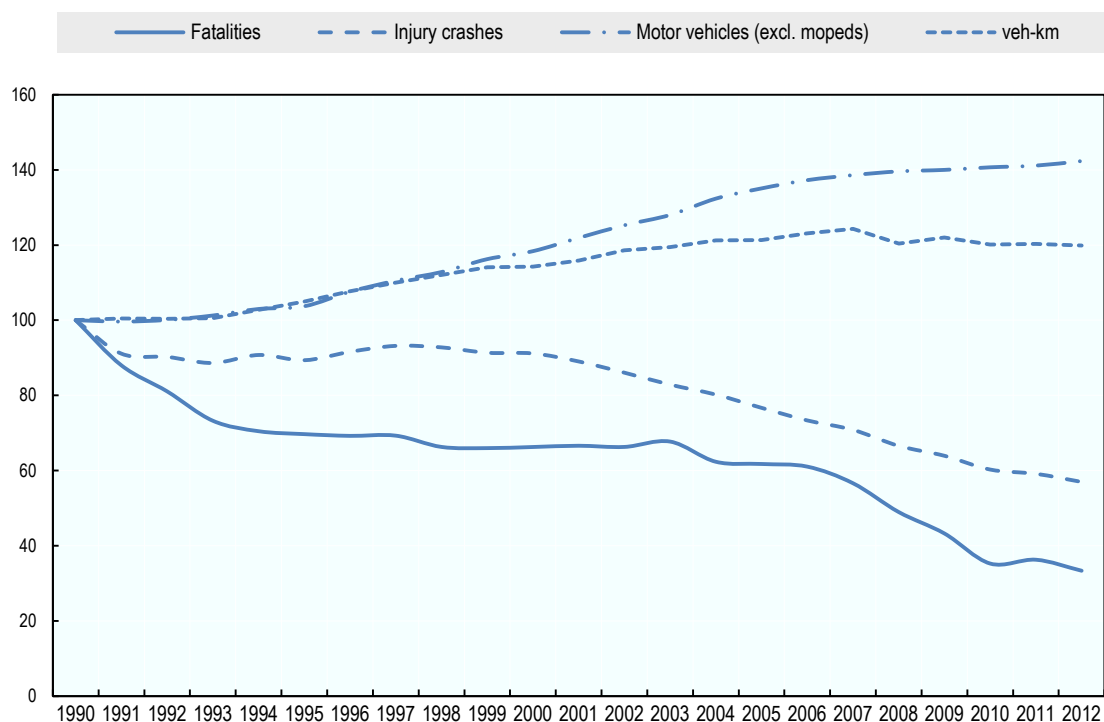
### Rates

Fatality rates have generally been on a downward trend since 1973, with some intermittent periods where small increases in fatalities were observed before continuing with the downward trend. While fatality rates have generally decreased, motor vehicle traffic has continued on an upward trend (see chart above). In 2012, the UK had a fatality rate of 2.8 deaths per 100 000 population, the lowest rate among OECD countries.

Table 1. Road safety and traffic data

	1990	2000	2010	2011	2012	2012 % change from		
						2011	2000	1990
<b>Reported safety data</b>								
Fatalities	5 402	3 580	1 905	1 960	1 802	-8.1%	-49.7%	-66.6%
Injury crashes	265 600	242 117	160 080	157 068	151 346	-3.6%	-37.5%	-43.0%
Deaths per 100 000 population	9.4	6.1	3.0	3.1	2.8	-8.7%	-53.5%	-70.0%
Deaths per 10 000 registered vehicles	2.2	1.2	0.5	0.6	0.5	-8.8%	-58.1%	-76.6%
Deaths per billion vehicle kilometres	12.7*	7.4	3.8	3.9	3.6*	-6.6%	-51.4%	-71.7%
<b>Traffic data</b>								
Registered vehicles <sup>1</sup> (thousands)	24 941	29 523	35 087	35 199	35 501	0.9%	20.2%	42.3%
Vehicle kilometres (millions)	422 840	482 951	507 814	508 707	506 877	-0.4%	5.0%	19.9%
Registered vehicles per 1 000 population	435.7	501.4	559.1	556.2	557.3	0.2%	11.2%	27.9%

Source: IRTAD

Figure 2. Road safety and traffic data  
1990 = index 100

Source: IRTAD

1. Registered vehicles excluding mopeds.

## Road users

Since 1990, the important reduction in mortality has benefited all road users, with the greatest reduction achieved for pedestrians.

In 2012; fatalities fell by 9% for both car occupants and motorcycle users, and 7% for pedestrians. However, fatalities rose by 10% for pedal cyclists.

The number of pedal cyclists seriously injured rose for the eighth consecutive year. This is probably related to an increase in cycling throughout Britain, especially in urban areas.

Table 2. Road fatalities by road user group

	1990	2000	2010	2011	2012	2012 % change from		
						2011	2000	1990
Bicyclists	267	131	111	109	120	10.1%	-8.4%	-55.1%
Mopeds	37	15	10	10	12	20.0%	-20.0%	-67.6%
Motorcycles	634	597	403	359	320	-10.9%	-46.4%	-49.5%
Passenger car occupants	2 462	1 784	867	917	831	-9.4%	-53.4%	-66.2%
Pedestrians	1 754	889	415	466	429	-7.9%	-51.7%	-75.5%
Others incl. unknown	248	164	99	99	90	-9.1%	-45.1%	-63.7%
<i>Total</i>	<i>5 402</i>	<i>3 580</i>	<i>1 05</i>	<i>1 960</i>	<i>1 802</i>	<i>-8.1%</i>	<i>-49.7%</i>	<i>-66.6%</i>

Source: IRTAD

## Age

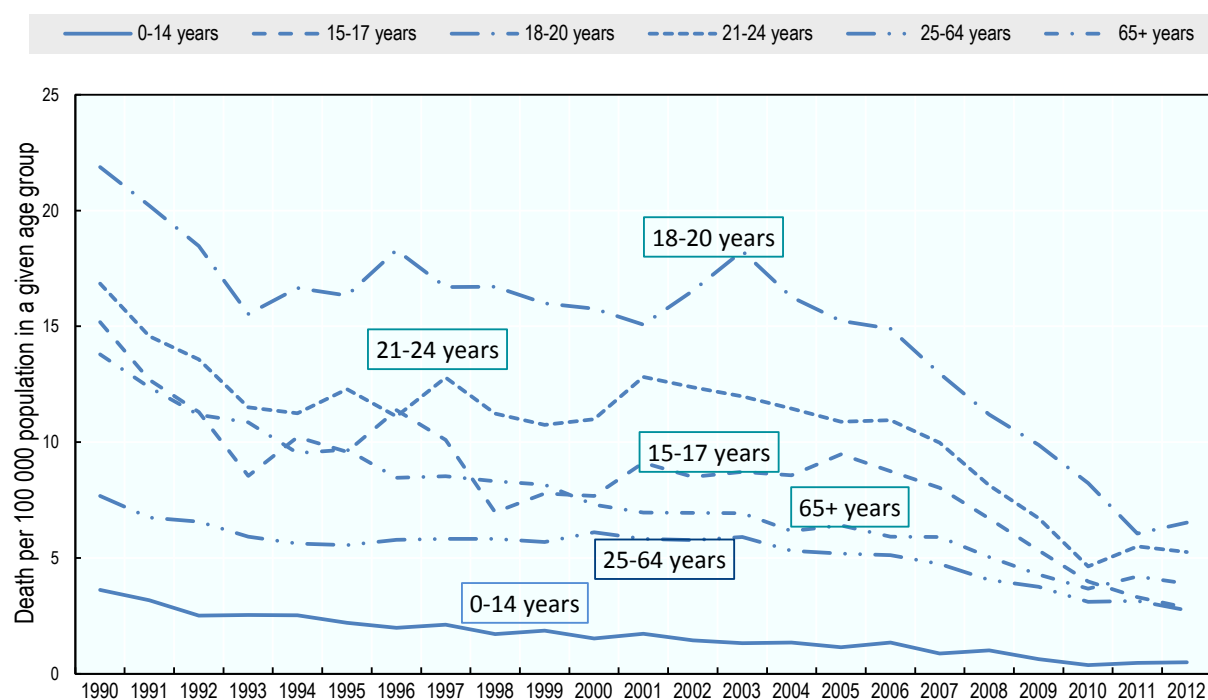
Since 1990, the reduction in fatalities has benefited all age groups, with the highest reduction for the youngest group (0-14), for which fatalities decreased from 394 in 1990, to 56 in 2012.

The total number of deaths in accidents involving car drivers aged 17-24 reduced by 15 per cent, from 412 in 2011 to 350 in 2012.

Table 3. Road fatalities by age group

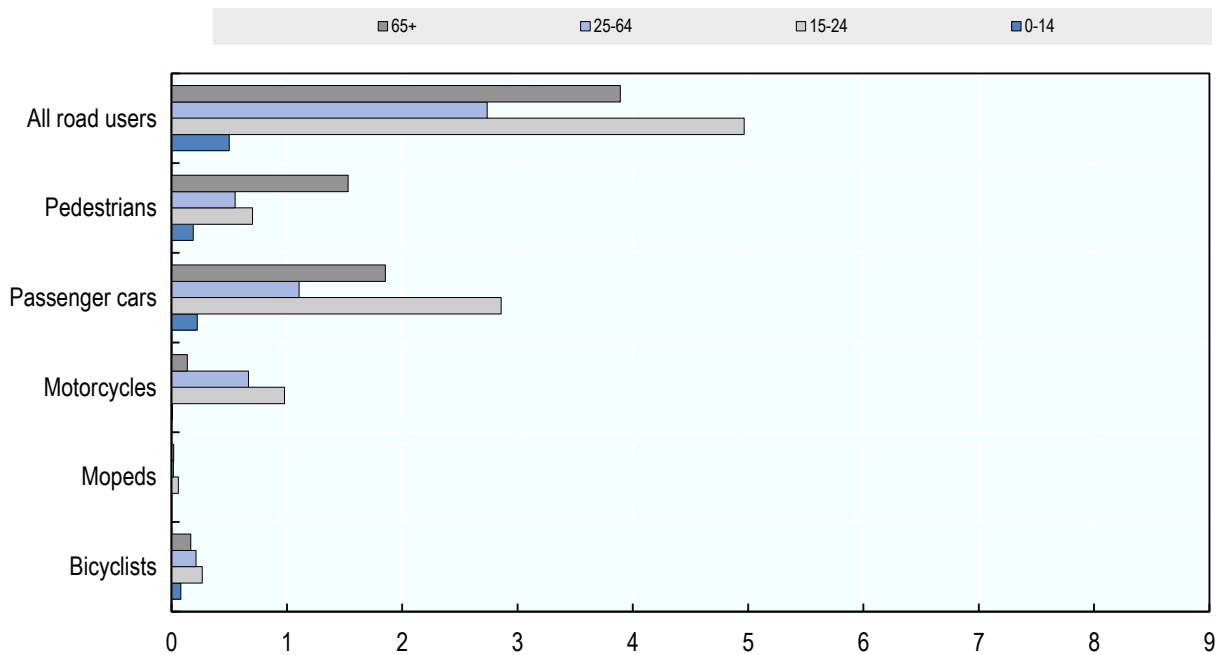
Age	1990	2000	2010	2011	2012	2012 % change from...		
						2011	2000	1990
0-5	123	41	16	13	21	61.5%	-48.8%	-82.9%
6-9	108	41	14	10	10	0.0%	-75.6%	-90.7%
10-14	163	89	12	29	25	-13.8%	-71.9%	-84.7%
15-17	335	169	93	77	66	-14.3%	-60.9%	-80.3%
18-20	558	342	206	152	161	5.9%	-52.9%	-71.1%
21-24	616	304	156	189	183	-3.2%	-39.8%	-70.3%
25-64	2 223	1 908	1 031	1 051	914	-13.0%	-52.1%	-58.9%
>65	1 241	679	377	439	422	-3.9%	-37.8%	-66.0%
<i>Total incl. unknown</i>	<i>5 402</i>	<i>3 580</i>	<i>1 905</i>	<i>1 960</i>	<i>1 802</i>	<i>-8.1%</i>	<i>-49.7%</i>	<i>-66.6%</i>

Source: IRTAD

Figure 3. Road death rates by age group  
Fatalities per 100 000 population in a given age group, 1990-2012

Source: IRTAD

Figure 4. **Road death rate by age and road user group**  
Fatalities per 100 000 population



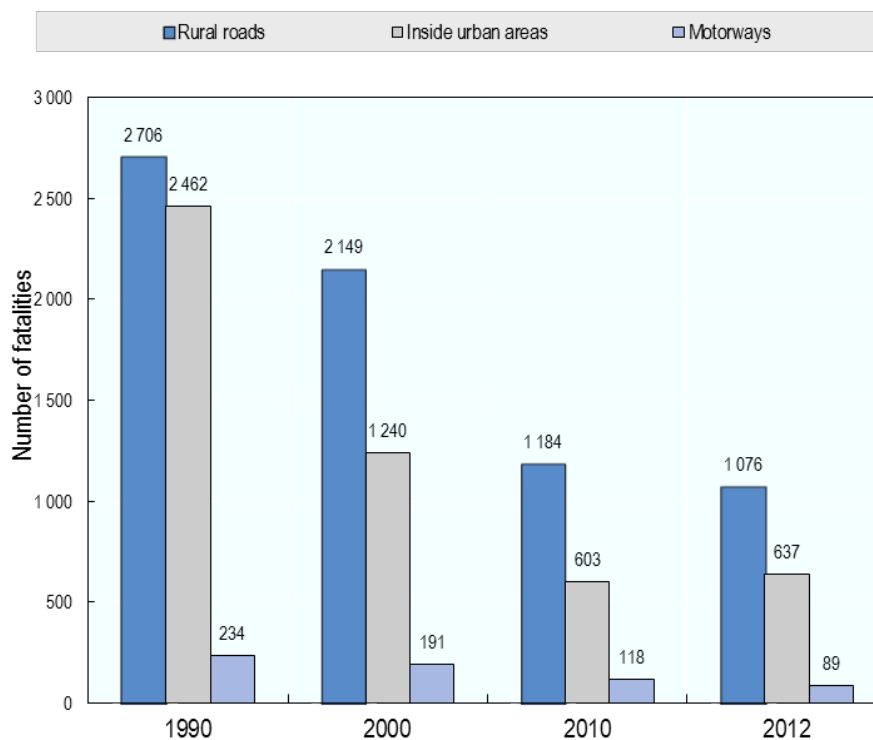
Source: IRTAD

### Road Type

In 2012, most fatalities (almost 60 %) occurred on rural roads. This is considerably higher than the 42 per cent of traffic which is found on these roads. Since 1990, the largest improvement was made on urban roads.



Figure 5. Road fatalities by road type



Source: IRTAD

#### 4. Economic costs of traffic crashes

The total value of prevention of reported road accidents in 2012 for Great Britain was estimated to be GBP 15.1 billion — this includes an estimate of the cost of damage-only accidents but does not allow for unreported injury accidents. This represents a decrease of GBP 0.5 billion compared with the same estimate made in 2011. This is proportional to the 4 per cent decrease in the number of accidents reported in 2011 compared with 2012.

A number of assumptions have been made to produce a broad illustrative figure which suggests that allowing for accidents not reported to the police could increase the total value of prevention of road accidents to around GBP 34.3 billion.

Table 4. **Costs of reported road crashes in Great Britain**  
2012

Costs (GBP)	Unit Cost	Total
Fatal accidents	1,917,766	3.139 billion
Serious injury accidents	219,043	4.578 billion
Slight injury accidents	23,336	2.871 billion
Property damage only accidents	2 048	4.533 billion
<b>Total (GBP)</b>		<b>15.122 billion</b>

Source: Department for Transport (2013)<sup>2</sup>

## 5. Recent trends in road user behaviour

### Impaired driving

#### *Drink driving*

In Great Britain, the maximum authorised blood alcohol content is 0.8 g/l.

For statistics purpose, a drink drive accident is defined as being an incident on a public road in which someone is killed or injured and where at least one of the motor vehicle drivers or riders involved either refused to give a breath test specimen when requested to do so by the police (other than when incapable of doing so for medical reasons), or one of the following:

- failed a roadside breath test by registering over 35 micrograms of alcohol per 100 millilitres of breath, or
- died and was subsequently found to have more than 80 milligrams of alcohol per 100 millilitres of blood.

Drink drive casualties are defined as all road users killed or injured in a drink drive accident.

In 2012, provisional estimates indicate that in 15% of fatal crashes one of the drivers had a BAC above 0.8 g/l.

In 2012, the provisional figure for the number of people killed in drink-drive accidents is 280 (15 per cent of all road deaths), an increase of 40 fatalities (17 per cent) compared to the 2011 final estimate.

A survey on self-reported drink and drug driving in England and Wales undertaken in 2012-13 (Apr 12 – Mar 13) revealed that 6% of adult drivers reported driving at least once or twice within the last 12 months whilst they thought they were over the legal alcohol limit (Dft, 2014).

#### *Drugs and driving*

In 2012-13 in England and Wales, 0.5 % of drivers said they had driven under the influence of illegal drugs at least once in the last year. This is a fall from 2010-11, when the corresponding figure was 1.3% of drivers.

<sup>2</sup> Department for Transport (2013), *A valuation of road accidents and casualties in Great Britain*

In 2012-13, drivers in their 20s had the highest rates of both drink and drug driving. 10% of drivers in their 20s reported drink driving at least once in the last year and 1% reported drug driving. Amongst older drivers, the prevalence was around half that, for both drink and drug driving.

More detailed 2012/2013 survey results on self-reported drink and drug drinking are published at: <https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012>

The UK is introducing new legislation on driving with a specified controlled drug in the body above a specified limit. This will be a change from the current legislation which requires the police to demonstrate that driving was impaired by drugs in order to prosecute.

### *Distraction*

Research demonstrates that reaction times for drivers using a hand-held phone are 30% worse than for driving under the influence of alcohol at the legal limit<sup>3</sup>.

It is illegal to use a hand-held mobile phone or similar device while driving. There is an automatic fixed penalty notice if caught using a hand-held phone while driving or riding. Three penalty points on the licence and a fine of GBP 100 can be imposed. If the case goes to court, a maximum fine of GBP 1 000 (GBP 2 500 if driving a bus, coach or heavy goods vehicle), discretionary disqualification and three points are imposed. For new drivers the penalty is harsher, losing their licence if 6 or more points are accumulated in first 6 months.

A driver can also be prosecuted for using a hands-free phone or similar device if distracted and not in proper control of the vehicle. The same penalties apply. Employers could also be prosecuted if employees are distracted because they require them to use their mobile phones while driving.

A 2009 survey<sup>4</sup> in England showed the proportion of drivers observed using hand-held mobile phones whilst driving was 1.4% for car drivers and 2.6% for van and lorry drivers. The number of drivers who appeared to be using hands-free mobile phones was 1.4% for car drivers and 2.4% for van and lorry drivers.

### *Fatigue*

Research suggests that almost 20% of accidents on major roads are sleep-related. Sleep-related accidents are more likely than others to result in a fatality or serious injury. Peak times for accidents are in the early hours and after lunch. About 40% of sleep-related accidents involve commercial vehicles. Men under 30 have the highest risk of falling asleep at the wheel. See Road Safety Observatory for detailed reports at: <http://www.roadsafetyobservatory.com/KeyFacts/drivers/fatigue>

In Great Britain "Fatigue" was assigned as a contributory factor in four per cent of fatal injury accidents in 2012. Further information on contributory factors is available at: <https://www.gov.uk/government/statistical-data-sets/ras50-contributory-factors>.

<sup>3</sup> Bruns, PC, Parkes, A, Burton, S, Smith RK and Burch D, 2002, *How dangerous is driving with a mobile phone? Benchmarking the impairment to alcohol, TRL547*; available at [www.trl.co.uk/online\\_store/reports\\_publications/trl\\_reports/cat\\_road\\_user\\_safety/report\\_how\\_dangerous\\_is\\_driving\\_with\\_a\\_mobile\\_phone\\_benchmarking\\_the\\_impairment\\_to\\_alcohol.htm](http://www.trl.co.uk/online_store/reports_publications/trl_reports/cat_road_user_safety/report_how_dangerous_is_driving_with_a_mobile_phone_benchmarking_the_impairment_to_alcohol.htm).

<sup>4</sup> <http://webarchive.nationalarchives.gov.uk/20110503151558/www.dft.gov.uk/adobepdf/162469/221412/221549/564852/mobileusedrivers.pdf>

### Speed

Exceeding the speed limit was reported as a factor in 4% of all crashes in 2012. These accidents accounted for 12% of fatalities. At least one case of exceeding the speed limit and travelling too fast for the conditions was reported in 11% of all accidents and these accidents accounted for 20% of all fatalities.

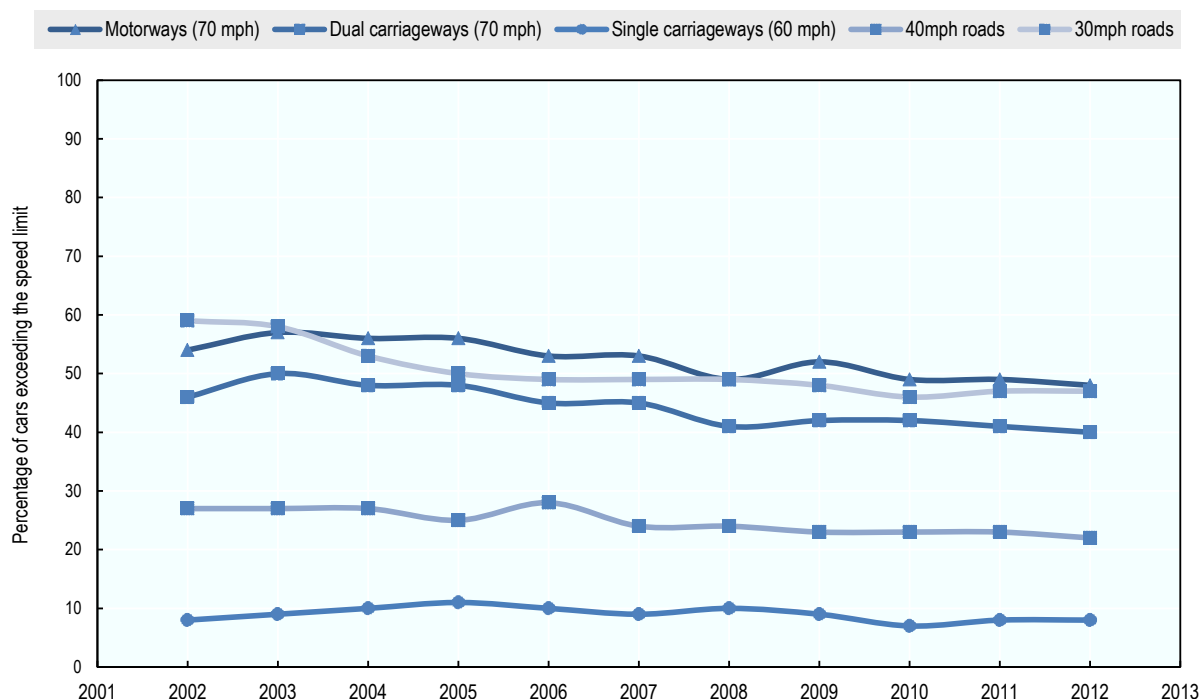
The table below summarises the main speed limits in the United Kingdom.

Table 5. **Passenger car speed limits by road type**  
2014

	General speed limit Passenger cars
Urban roads	30 mph
Rural roads	60 mph (single carriageway)
Motorways	70 mph

Source: IRTAD

Figure 5. **Percentage of cars exceeding the speed limit by road category in Great Britain**  
2002 - 2012



Source: Dft

## Seatbelts and helmets

Seatbelt use is compulsory on all seats:

- Front seatbelt wearing regulations for drivers and passengers (both adult and children) came into force on 31 January 1983.
- Seatbelt wearing regulations for children in rear seats came into force on 1 September 1989.
- Seatbelt wearing regulations for adults in rear seats came into force on 1 July 1991.
- Van drivers and passengers were included for the first time in the October 1994 survey.

The most recent survey of seatbelt usage, carried out in 2009, provided estimates that 95% of car drivers and front-seat passengers and 89% of rear-seat occupants wore seatbelts. These rates are slightly higher than earlier in the decade. Seatbelt wearing for front seat passengers has never been below 93% since 1999.

Helmet wearing has been compulsory on motorcycles since 1973 and on mopeds (up to 50cc, maximum speed 45 km/h) since 1977. A helmet is not compulsory on bicycles.

## 6. National road safety strategies and targets

### Organisation of road safety

The Department for Transport sets the overarching road safety strategy in Great Britain. This includes decisions about road safety targets and legislating on key safety issues. The devolved administrations can also set road safety policy: Transport Scotland has certain powers in respect of road safety in Scotland, for example it can vary the drink driving limit; and the Welsh Assembly Government has set a Welsh road safety target. Local Highways Authorities are responsible for safety on their roads and can use engineering measures as well as local education campaigns to improve safety. Road safety in Northern Ireland is the responsibility of the Department of the Environment in Northern Ireland.

### A 5-year road safety strategy for 2011-2015

A new Strategic Framework for Road Safety for Great Britain was launched on 11 May 2011, when the UN launched its Decade of Action. This set out an outcomes framework to monitor progress on road safety, including six key, and a range of other, indicators for which initial figures were published in the 2010 Annual Report.

The six key indicators are:

- Number of road deaths (and rate per billion vehicle miles);
- Rate of motorcyclist deaths per billion vehicle miles;
- Rate of car occupant deaths per billion vehicle miles;
- Rate of pedal cyclist deaths per billion vehicle miles;
- Rate of pedestrian deaths per billion miles walked;
- Number of deaths resulting from collisions involving drivers under 25.

The Government's approach translates into a number of key themes for road safety:

- Making it easier for road users to do the right thing and going with the grain of human behaviour;
- Better education and training for children and learner and inexperienced drivers;
- Remedial education for those who make mistakes and for low-level offences, where this is more effective than financial penalties and penalty points;
- Tougher enforcement for the small minority of motorists who deliberately choose to drive dangerously;
- Extending this approach to cover all dangerous and careless offences, not just focusing upon speeding;
- Taking action based upon cost-benefit analysis, including assessing the impact on business;
- More local and community decision-making from decentralisation, and providing local information to citizens to enable them to challenge priorities; and
- Supporting and building capability by working with the road safety community on better tools to support road safety professionals.

The action plan has not set quantitative targets as such, but a modelling exercise has been conducted to assess the expected casualty reduction

The table below shows projected reductions based on assumptions about the effectiveness of measures contained in the new strategic framework, both in terms of casualty numbers and percentage reduction compared with the 2005-09 average.

Table 6. **Projected casualty reduction up to 2030**

	2005-09 average	2020	2025	2030
<b>Killed</b>				
Central projection	2 816	1 770	1 720	1 670
Change on 05-09 average		-37%	-39%	-41%
Low projection		1 530	1 370	1 220
Change on 05-09 average		-46%	-51%	-57%
<b>Killed or seriously injured</b>				
Central projection	30 040	18 070	15 820	13 570
Change on 05-09 average		-40%	-47%	-55%
Low projection		15 110	12 130	9 150
Change on 05-09 average		-50%	-60%	-70%

\* Full details for the Strategy can be found at: <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>.

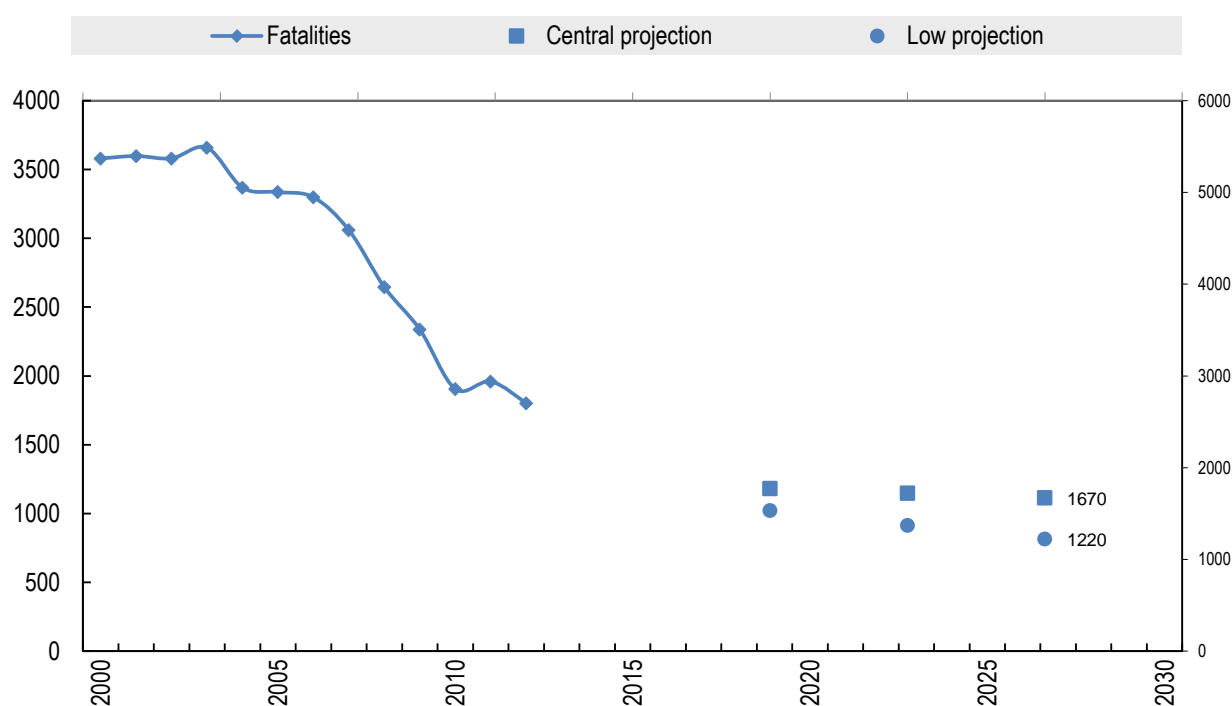
### Monitoring

The average over the five-year period from 2005 to 2009 is used as a basis for comparison when considering road safety trends over a longer period and used as a baseline for the Outcomes Framework for the Strategic Framework for Road Safety<sup>5</sup>.

Compared with the 2005-2009 average:

- The total number of fatalities in 2012 was 38 per cent lower than the 2005-09 average. The number of people killed or seriously injured was down by 17 per cent and the total number of casualties across all severities was down by 20 per cent.
- A total of 61 children (aged under 15 years old) were killed in reported road traffic accidents in 2012, up slightly from 60 in 2010, but down 52 per cent from the 2005-09 average.

Figure 6. Trends in road fatalities and projection for 2030



Source: IRTAD

### Evaluation of past road safety strategy

The Department has not conducted an evaluation of its road safety strategy in its entirety. However, it is currently conducting evaluations on a number of topics, including recent changes to drug driving law and the introduction of 20mph speed limits.

<sup>5</sup> <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>

## 7. Recent safety measures (2011-2013)

### Road safety management

- In March 2013, the Department launched two web-based tools to enhance the delivery of road safety, a local highways authority road safety performance comparison tool and a road safety observatory of road safety research.
  - The Local Road Safety Performance Comparison resource has been developed so that local residents and communities can find out how well their local authority is performing on the road safety.
  - The Road Safety Observatory provides key facts and summaries from relevant road safety research and evidence to inform a wide range of professionals working in road safety.

### Driver behaviour

#### *Speed management*

- In January 2013 the Department published revised guidance to local authorities on setting local speed limits. This revision will help local authorities implement more consistent speed limits on local roads and incorporates recent changes that create more flexibility for authorities to implement 20mph limits and zones.
- The Department is commissioning research into the effectiveness of 20mph speed limits (see section on research).

#### *Impaired driving*

- The Department is currently in the process of introducing a new offence of driving with a specified controlled drug in the body in excess of a specified limit. It is expected that this will come into force early in 2015. The new law will be supported by new roadside drug screening devices, which are currently being type approved.
- The Scottish Government is currently in the process of reducing the drink driving limit from 80mg alcohol per 100ml blood to 50mg alcohol per 100ml blood. The change is expected to come into force in Autumn 2014. Northern Ireland has also been exploring reducing its drink drive limit.

#### *Seatbelt and helmet use*

- Penalty levels for most motoring offences, including using a mobile phone at the wheel and not wearing a seatbelt, rose to GBP 100, bringing them into line with penalties for similar non-motoring fixed penalties.

#### *Education and awareness*

- The Department is considering several options to ensure that newly qualified drivers are properly prepared and drive safely. A summary of the latest young driver statistics can be downloaded at: <https://www.gov.uk/government/publications/road-safety-factsheets-and-ad-hoc-statistics>



### Other

- Careless drivers who put other road users at risk face on-the-spot penalties under new measures brought into force in July 2013. The changes will give the police powers to issue fixed penalty notices for careless driving, giving them greater flexibility in dealing with less serious careless driving offences - such as tailgating or middle lane hogging - and freeing them from resource-intensive court processes. The fixed penalty will also enable the police to offer educational training as an alternative to endorsement.

## 8. Recent and on-going research

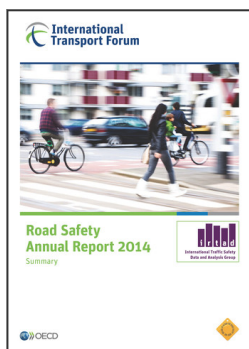
- The Department is commissioning research into the effectiveness of 20mph speed limits, in terms of a range of outcomes including speed, collisions, injury severity, mode shift, quality of life, community, economic public health benefits and air quality. It will also examine drivers', riders' and residents' perceptions of 20mph speed limits and assess the relative cost/benefits to specific vulnerable road user groups.
- Recently published research reports can be found at:  
<https://www.gov.uk/government/publications/road-safety-research-and-statistical-reports>

## Useful websites and references

UK Department for Transport – Road Safety Unit	<a href="https://www.gov.uk/government/policies/making-roads-safer">https://www.gov.uk/government/policies/making-roads-safer</a>
Reported Road Casualties Great Britain 2012: Annual Report	<a href="https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012">https://www.gov.uk/government/publications/reported-road-casualties-great-britain-annual-report-2012</a> .
<i>UK Road safety observatory : key facts and summaries of research on road safety topics</i>	<a href="http://www.roadsafetyobservatory.com/">http://www.roadsafetyobservatory.com/</a>

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