





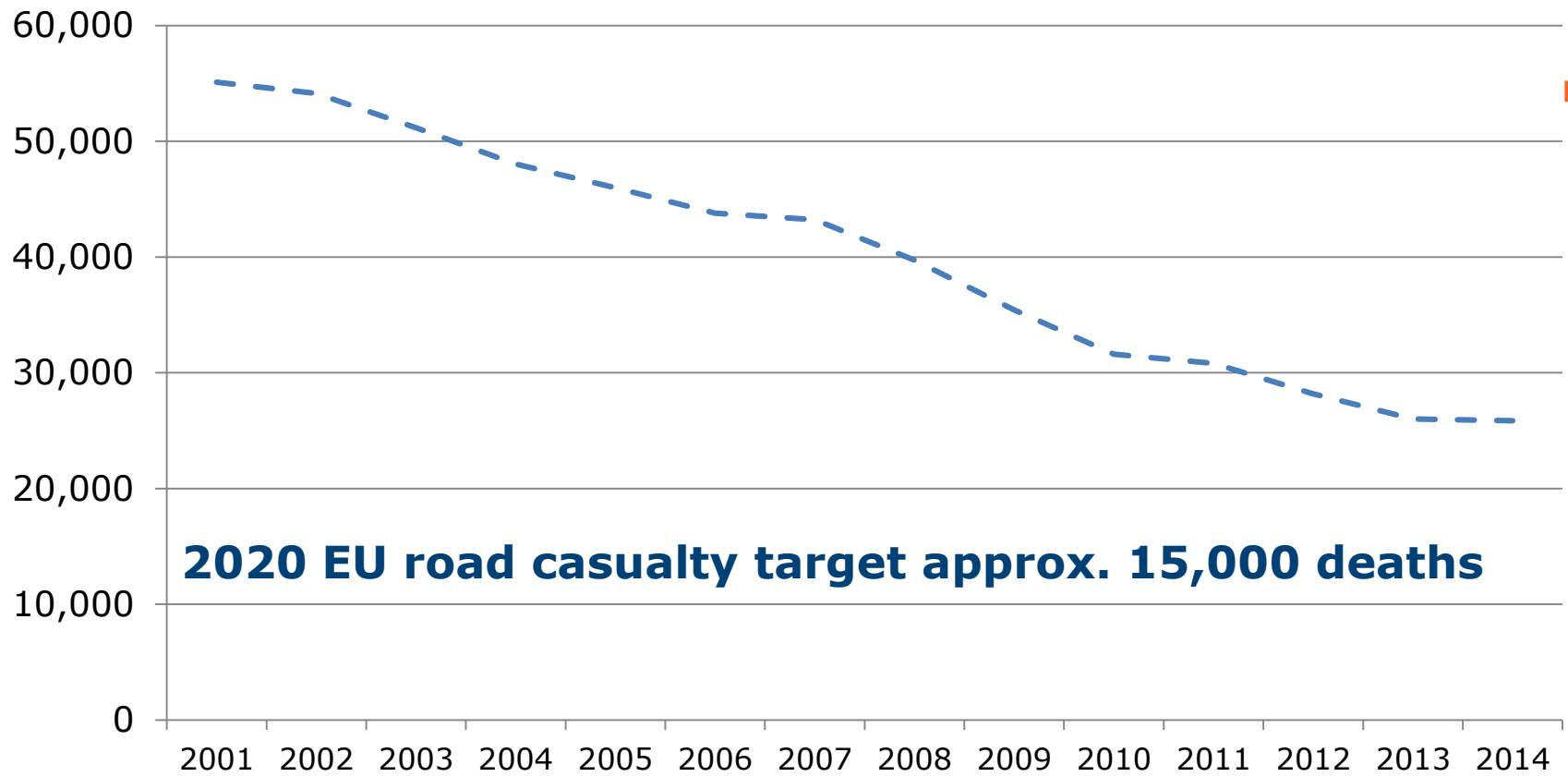
**THE FUTURE
OF TRANSPORT**

Understanding the UK's road safety performance

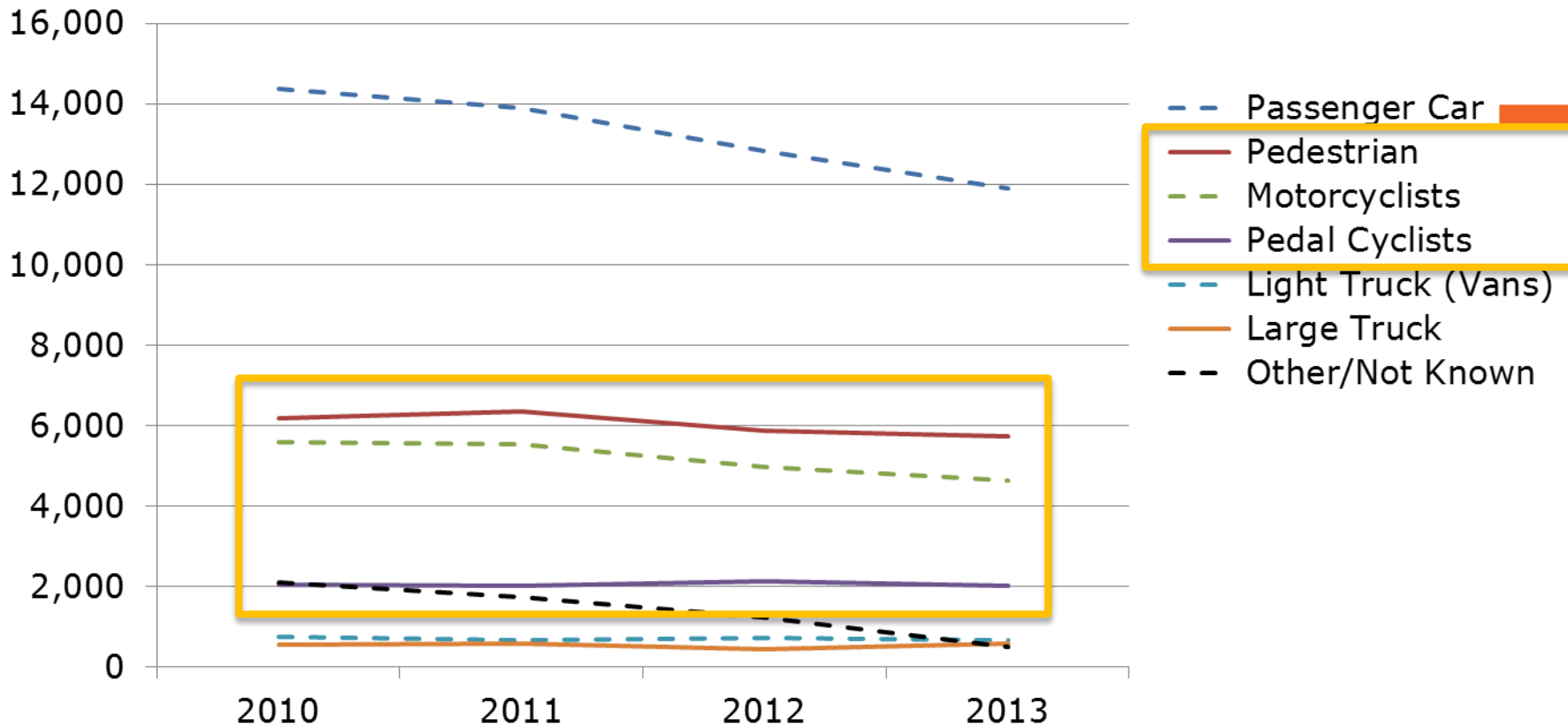
July 2016

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- 1. Introduction**
 2. Roads
 3. Road users
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- 

Road fatalities in EU28



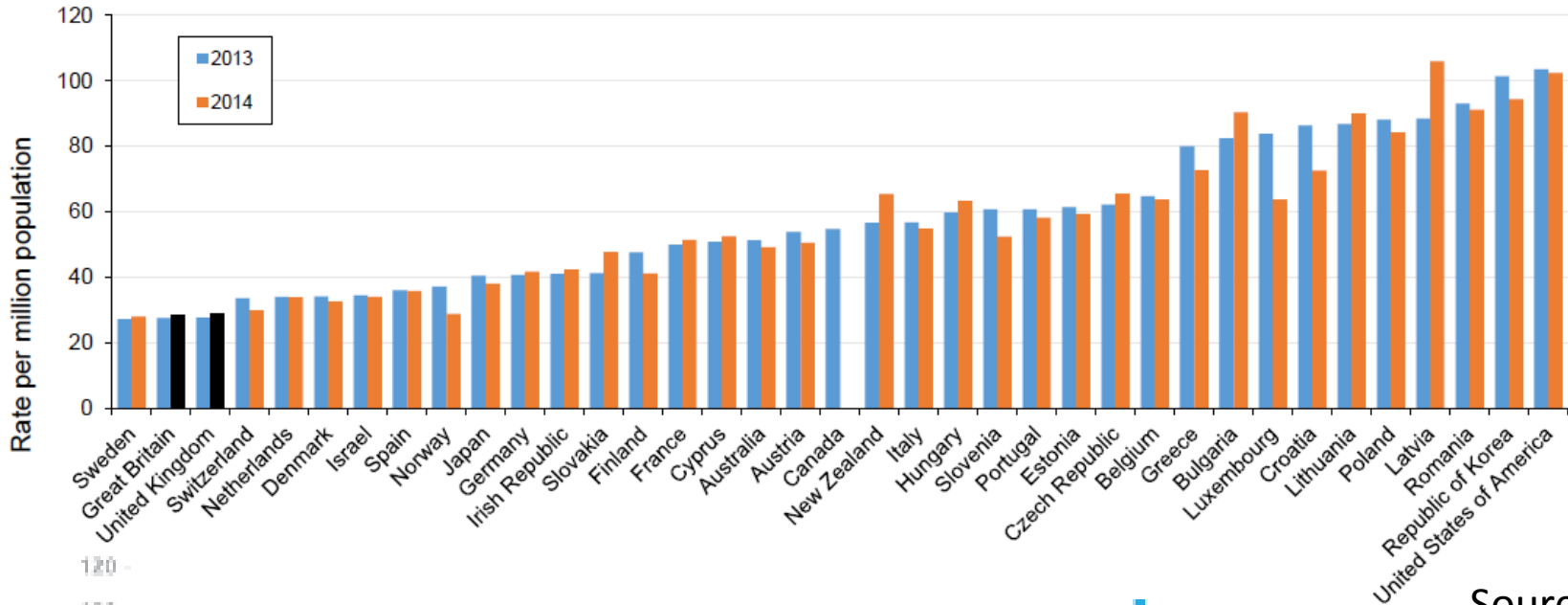
Road fatalities in EU28



The downward casualty trend is mainly associated with cars
Progress for VRUs (pedestrians, motorcyclists and cyclists) is not as good

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Road deaths per million inhabitants

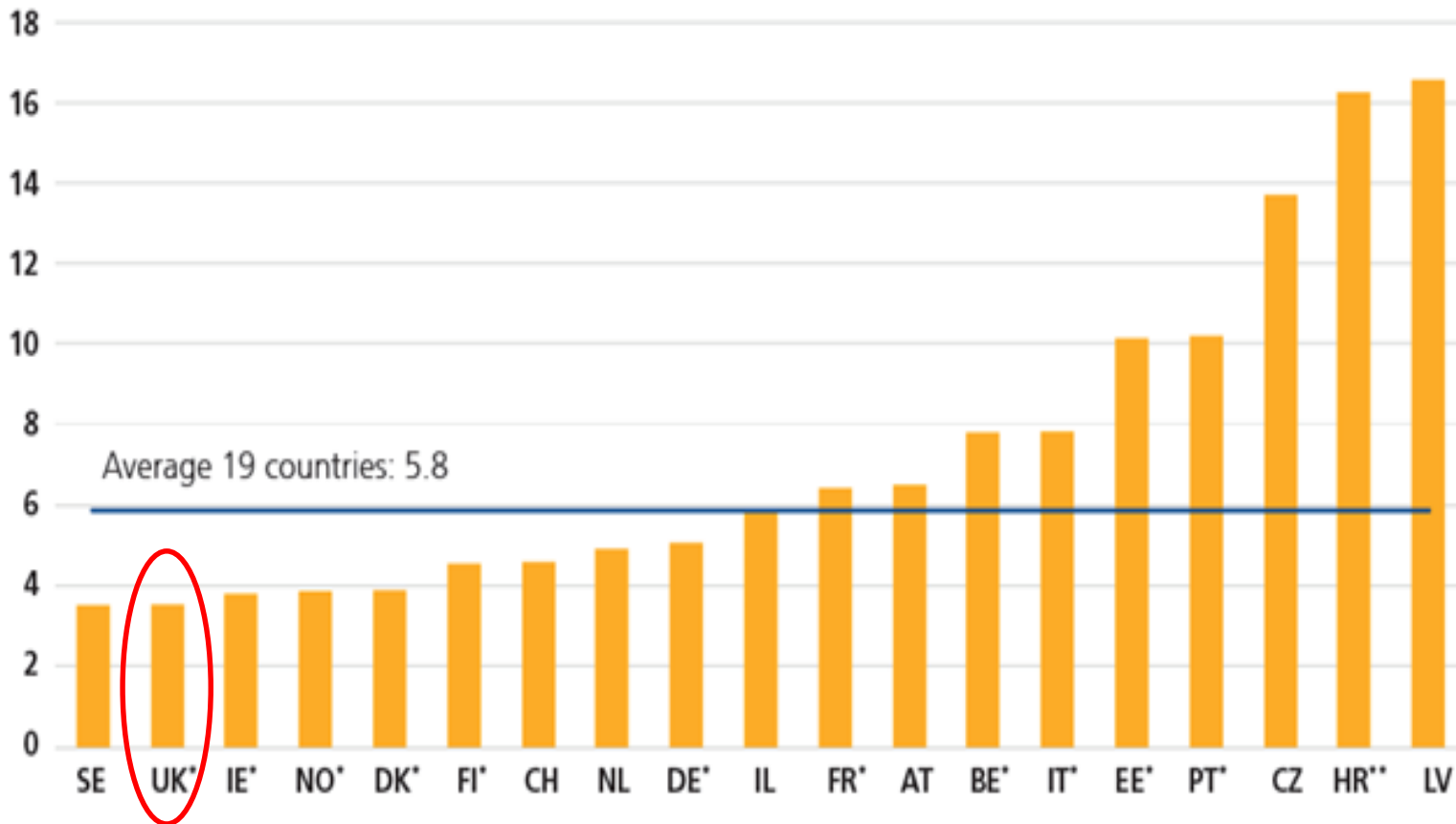


Source: DfT

Source: EC

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Road deaths per billion vehicle-kilometres



Source: EC
2012-2014

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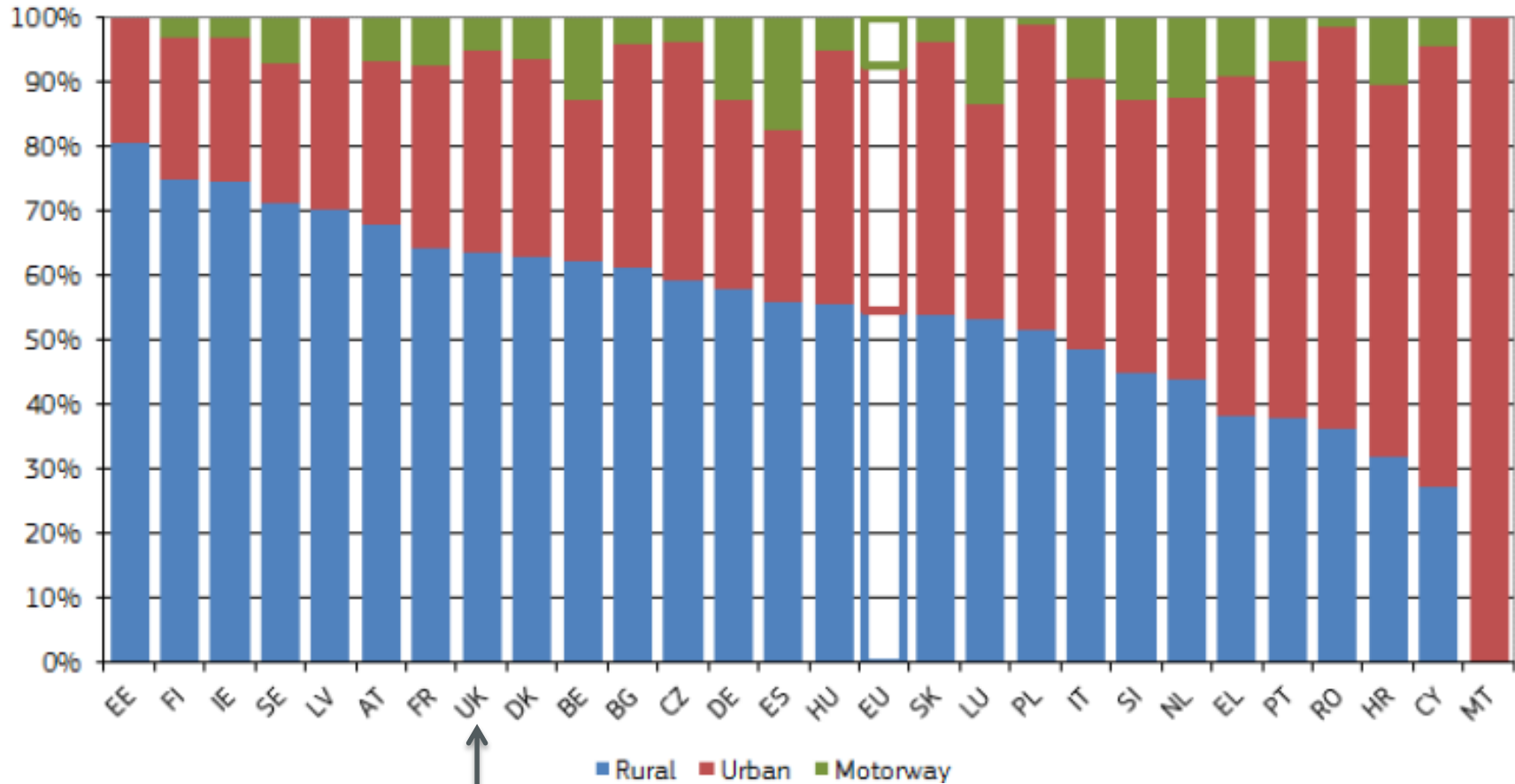
Road deaths by speed limit

Speed limits (km/h)	Netherlands	Sweden	UK	Speed limits (mph)
30, 40, 50	44%	18%	31%	20, 30
60, 70, 80	43%	49%	17%	40, 50
90, 100	6%	26%	39%	60
110, 120	5%	7%	13%	70
>120	3%	0%	0%	>70

Source: CARE
2013

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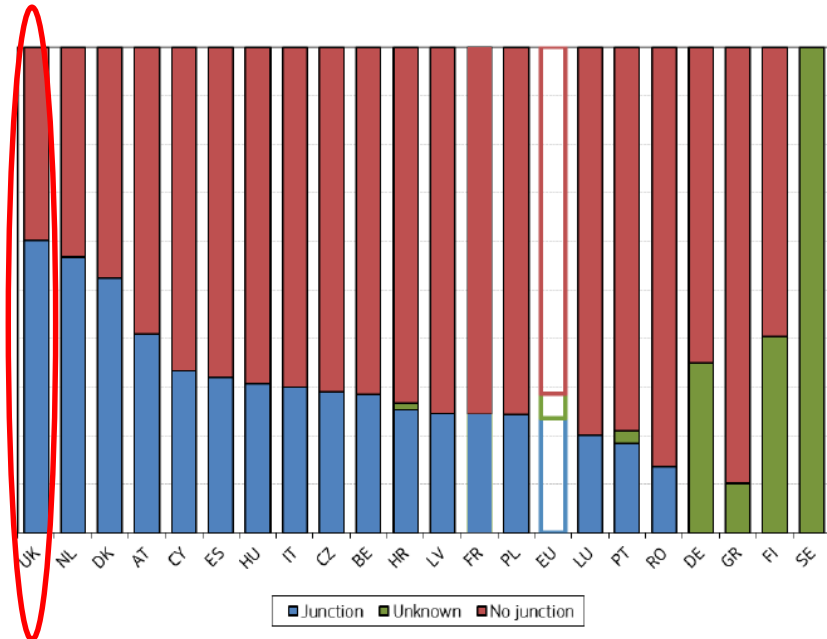
Road deaths by road type



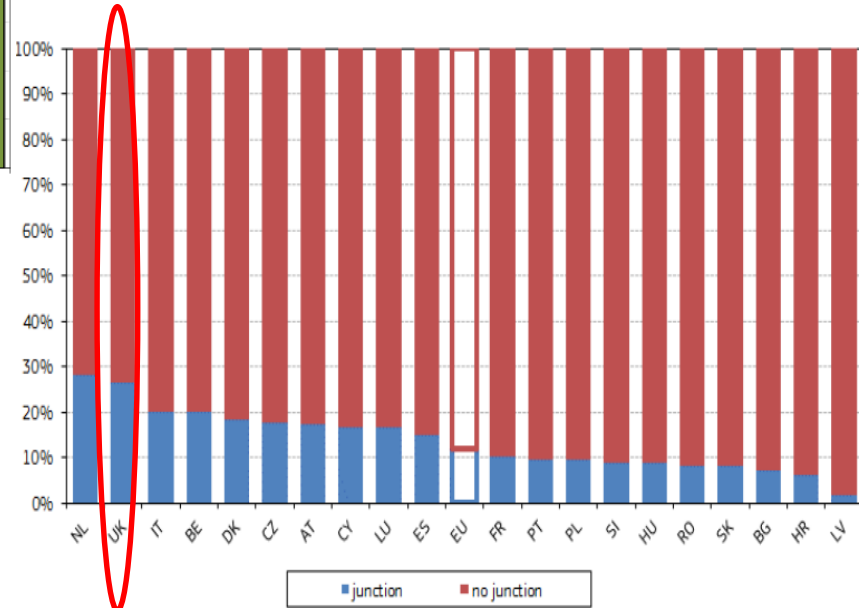
Source: EC

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Percentage of collisions at junctions



Urban

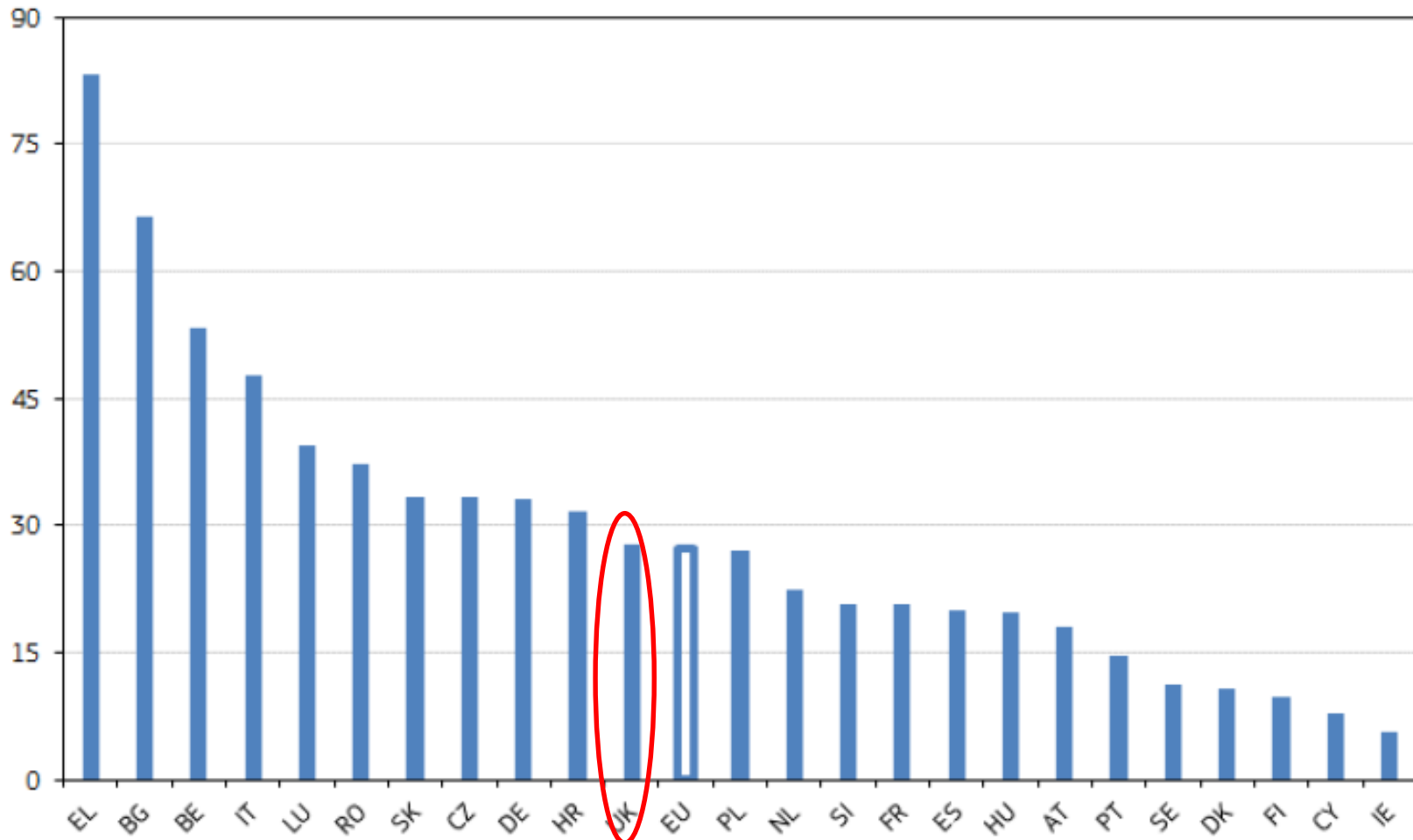


Rural

Source: EC



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Fatalities per 1,000 km of motorway



Source: EC

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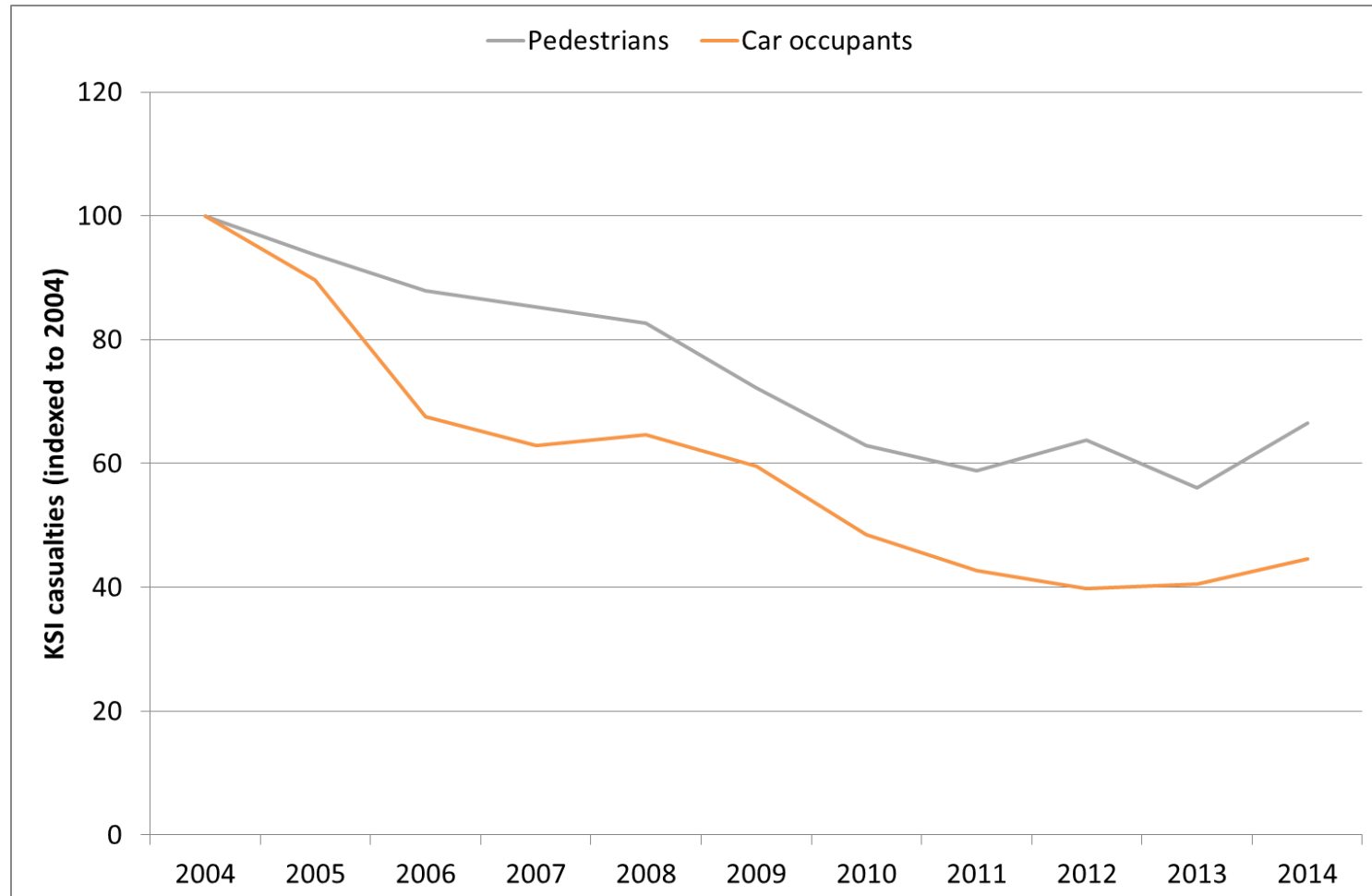
Number of fatalities in 2013 by road user type

	Car or taxi	Heavy goods vehicle	Lorry <3.5 tonnes	Moped	Motorcycle	Pedal cycle	Pedestrian	Other	Total
DK	79	1	17	11	15	33	34	0	190
NL	180	7	15	41	29	112	51	0	435
SE	144	5	5	3	40	14	42	2	255
UK	815	22	39	4	337	113	405	17	1752

	Car or taxi	Heavy goods vehicle	Lorry <3.5 tonnes	Moped	Motorcycle	Pedal cycle	Pedestrian	Other	Total
DK	14.1	0.2	3.0	2.0	2.7	5.9	6.1	0.0	33.9
NL	10.7	0.4	0.9	2.4	1.7	6.7	3.0	0.0	25.9
SE	15.1	0.5	0.5	0.3	4.2	1.5	4.4	0.2	26.7
UK	12.7	0.3	0.6	0.1	5.3	1.8	6.3	0.3	27.3

Source: EC

GB KSI road casualties

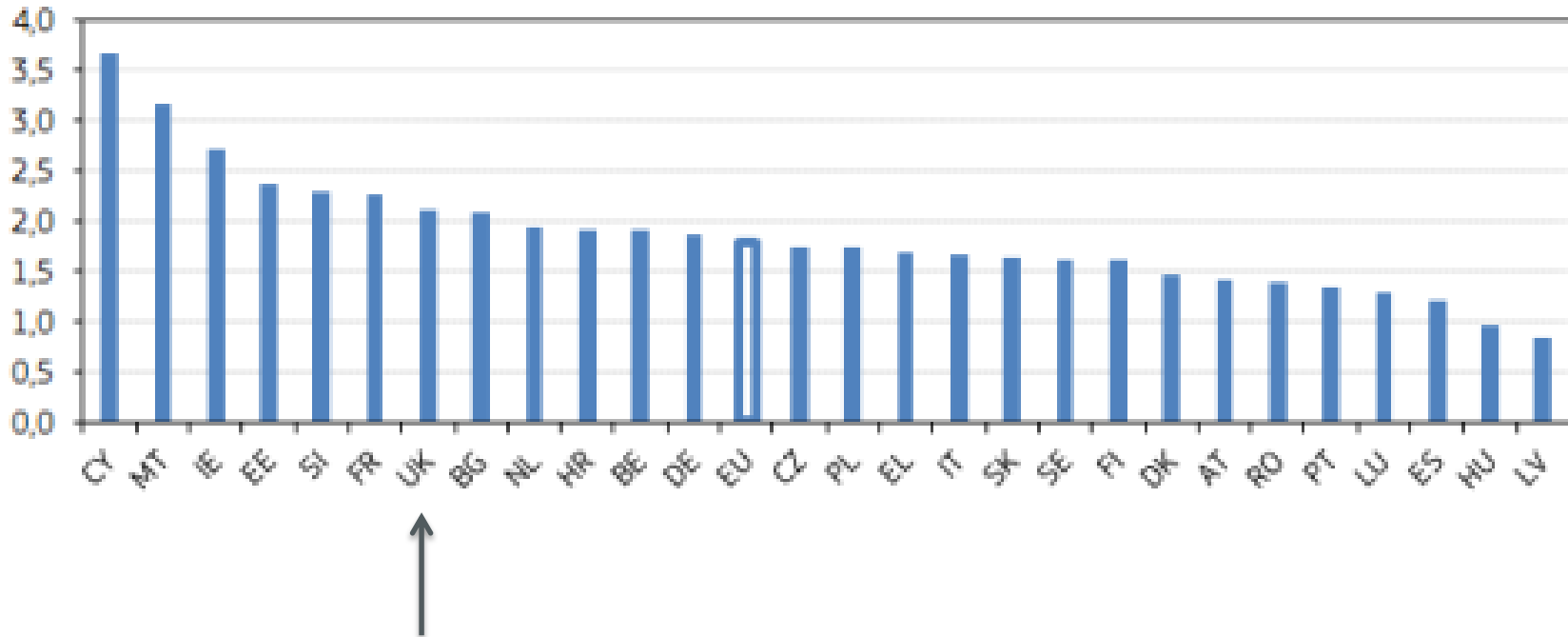


Source: TRL

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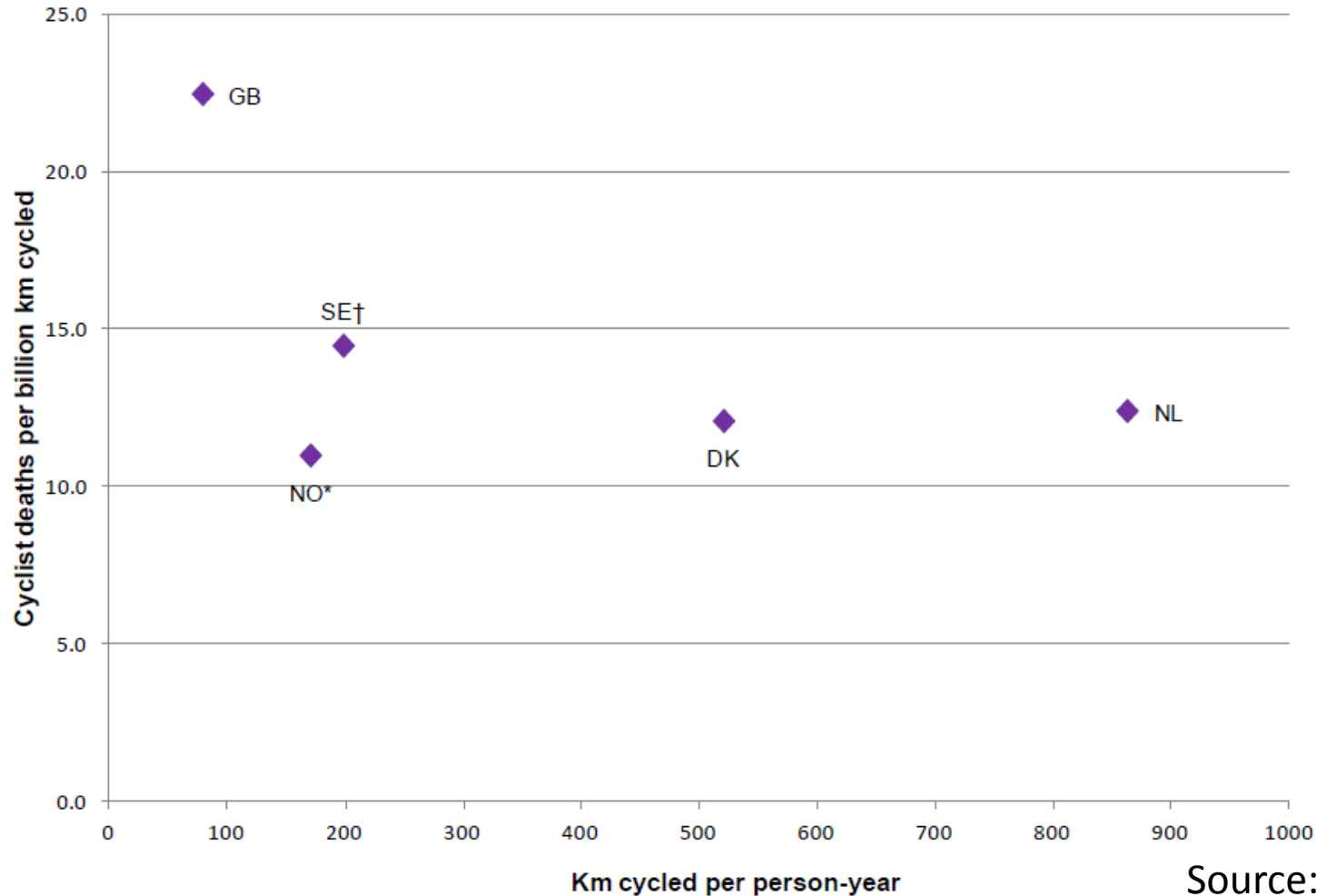


Ratio of number of fatalities among 18-24 year olds



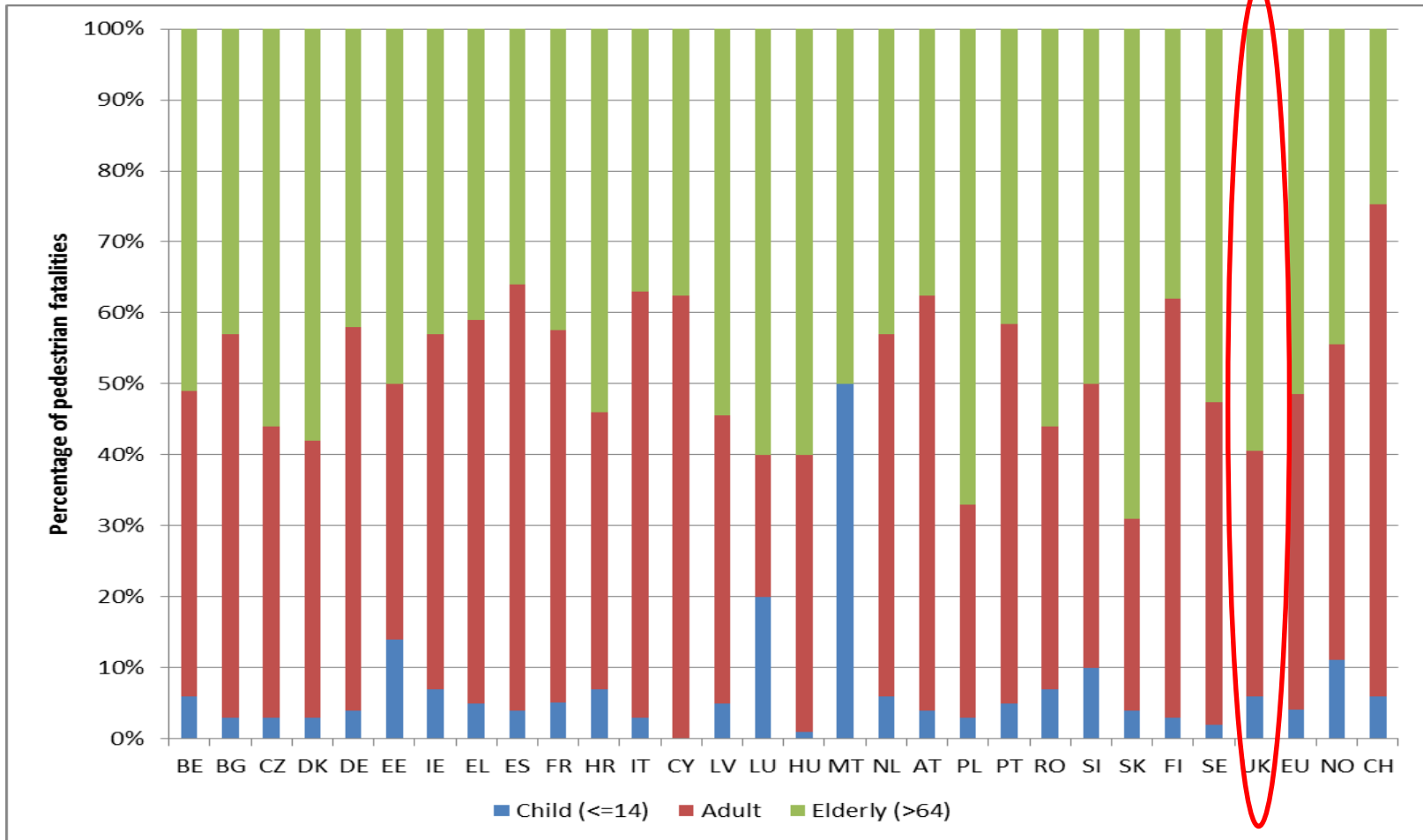
Source: TRL

Pedal cyclists – safety in numbers?



Source: EC

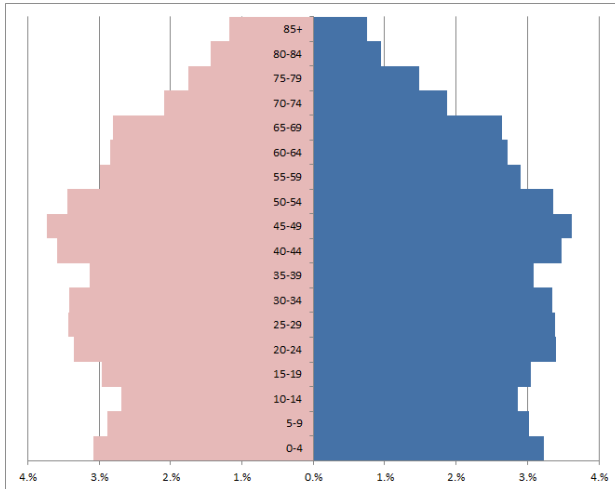
Pedestrian deaths by age group



Source: EC

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Population distributions

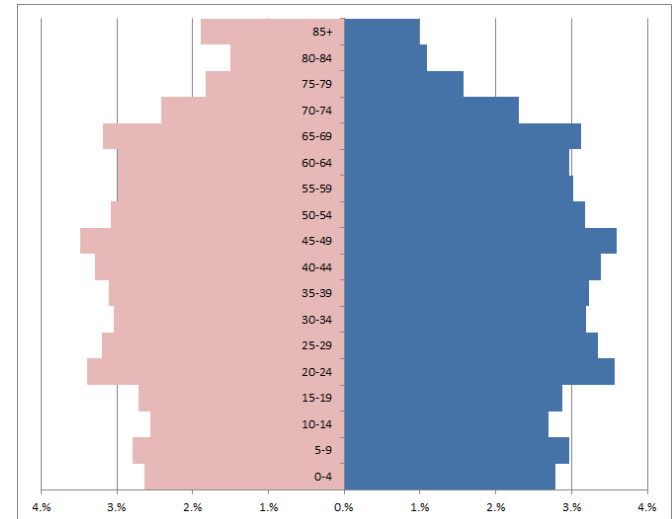


UK

13.5% >65

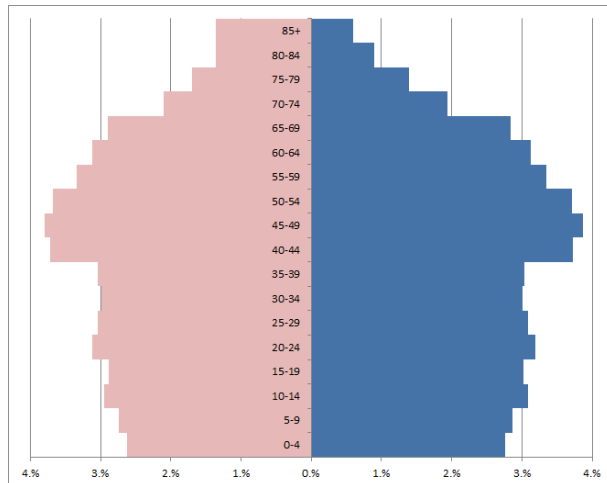
Sweden

16.0% >65



The Netherlands

13.6% >65



Source: IRTAD

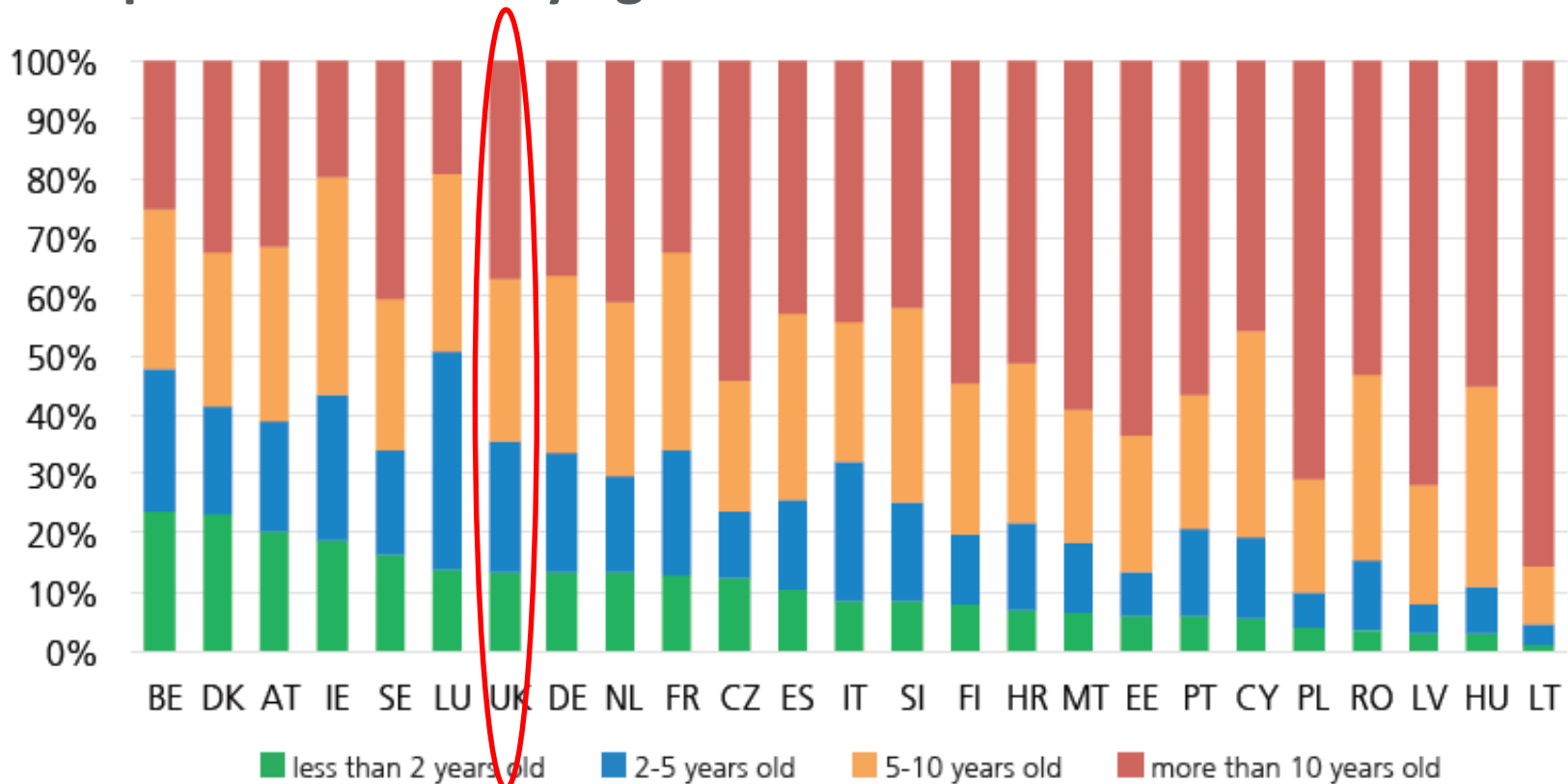
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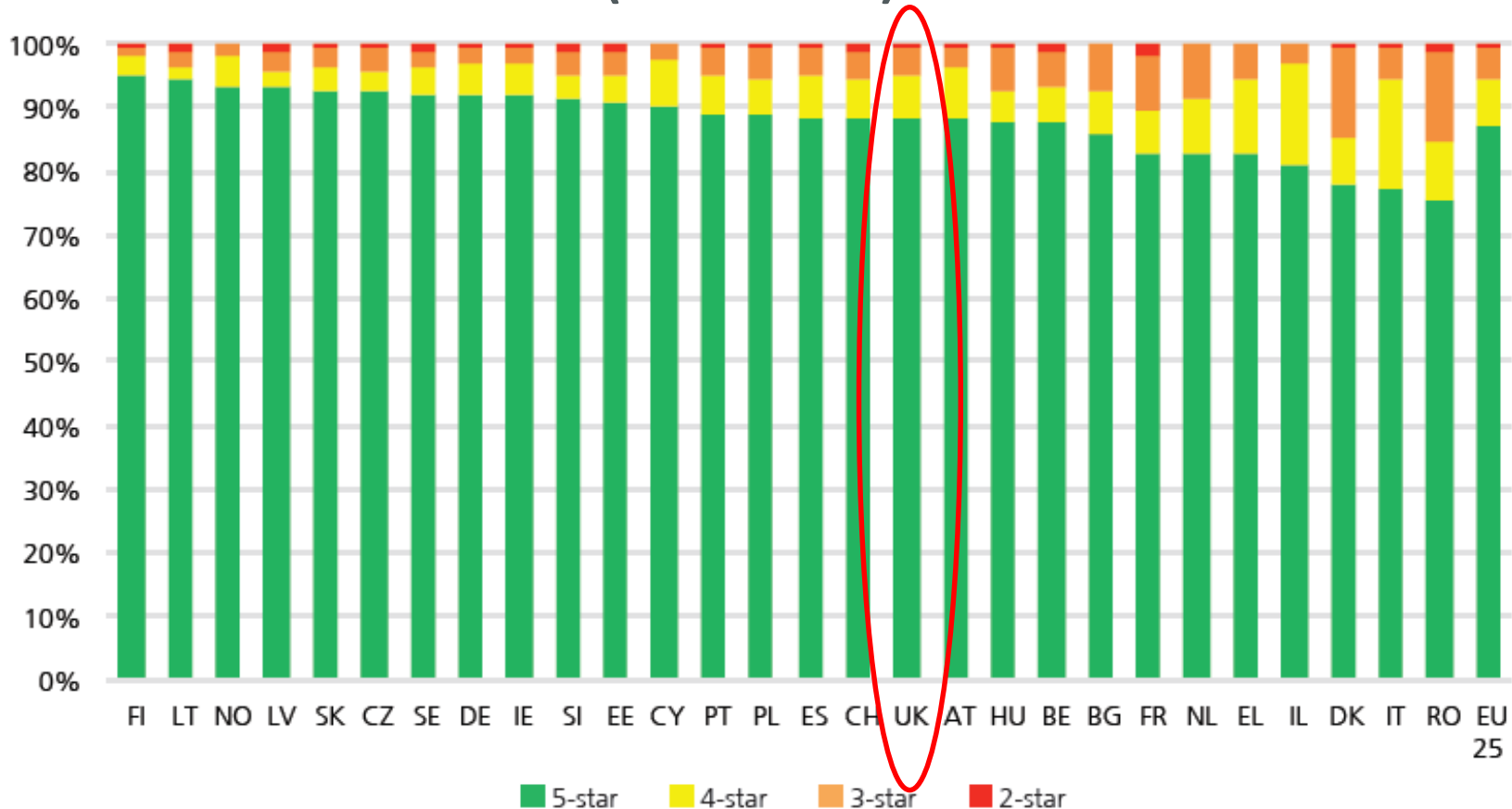
Proportion of cars by age



Source: EC

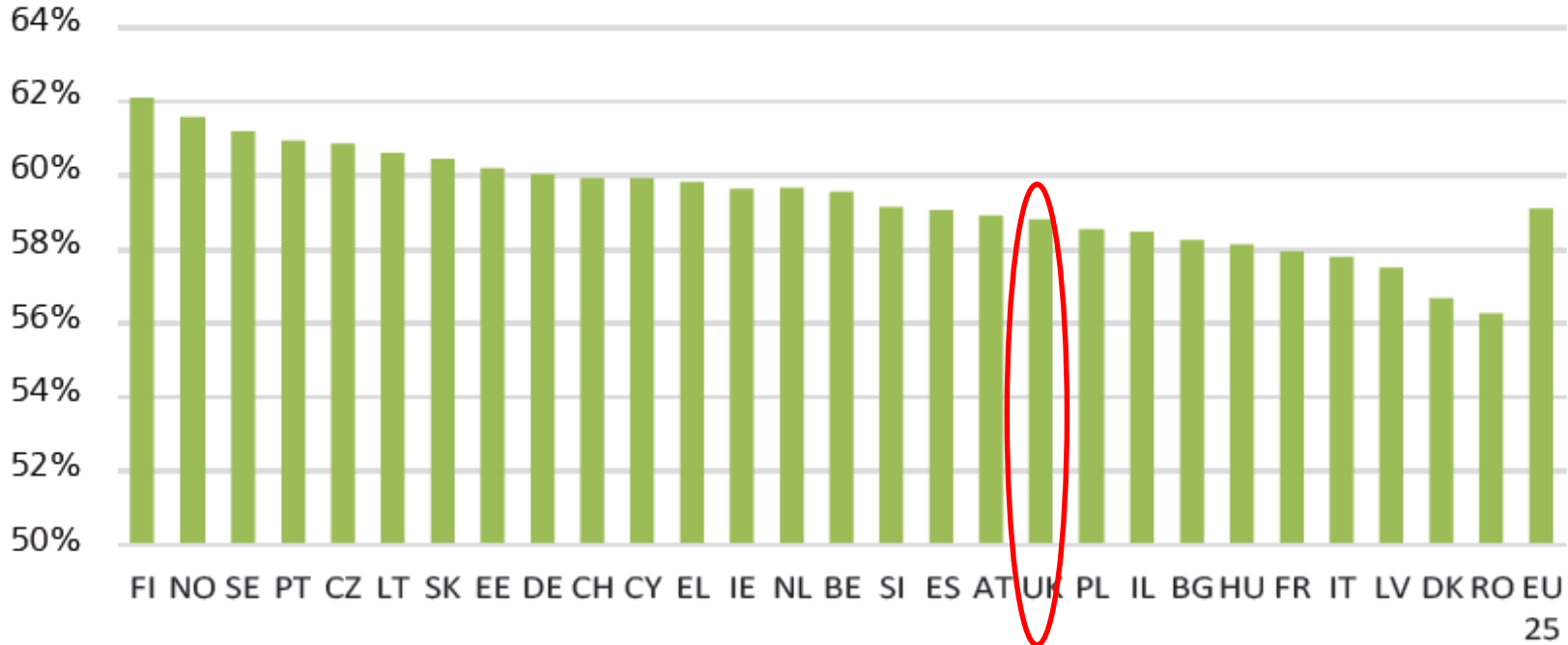
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Euro NCAP tested cars (2010-2013) sold in 2013



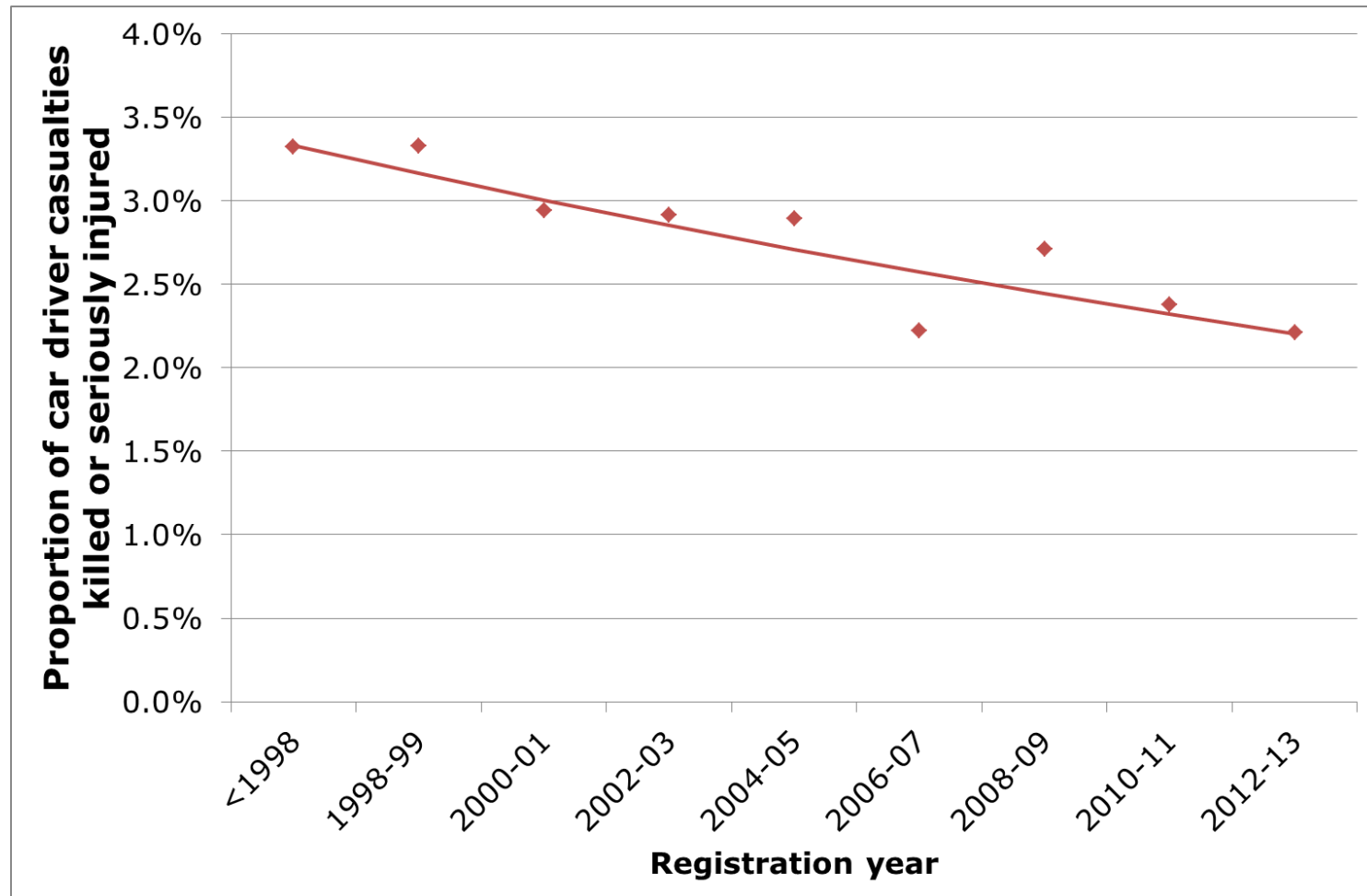
Source: EC

Average pedestrian protection scores of cars sold in 2013



Source: EC

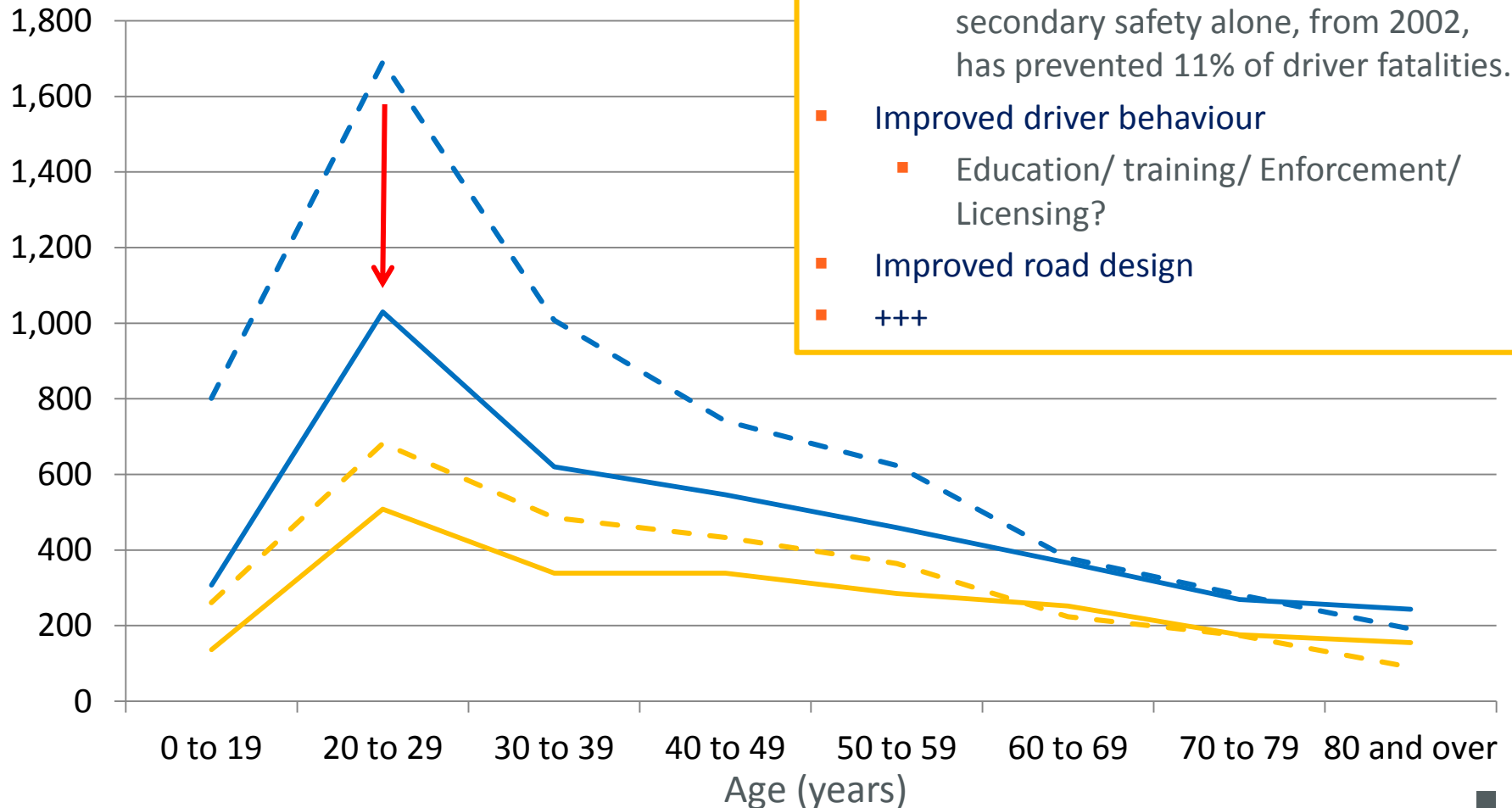
Car secondary safety – KSI drivers, GB



Source: TRL

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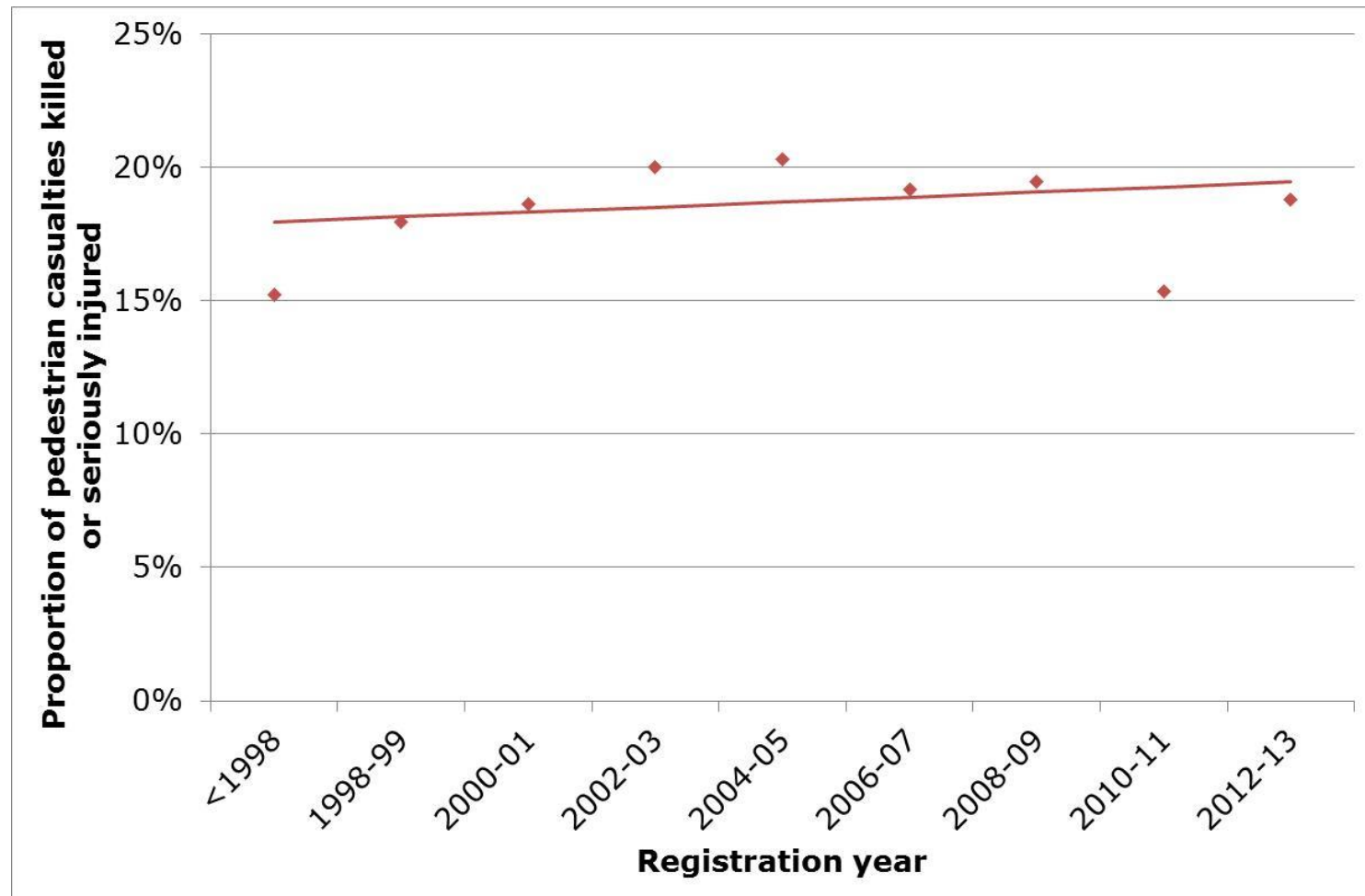
Car secondary safety – KSI driver



Car driver casualty reduction:

- Largest reduction for younger males
- Changes in exposure
 - Less driving by younger people?
- **Improved vehicle safety**
 - Cuerden *et al.* (2015) estimated that secondary safety alone, from 2002, has prevented 11% of driver fatalities.
- Improved driver behaviour
 - Education/ training/ Enforcement/ Licensing?
- Improved road design
- +++

Car secondary safety – pedestrians, GB



Source: TRL

Recommendations

This work has highlighted various areas in which Britain's road safety outcomes, though good, do not appear to be as good as those of some other countries. They point to the following broad recommendations:

- Higher standards of protection for vulnerable road users in vehicle safety regulation and Euro NCAP;
- Measures to improve the safety of young drivers and their passengers;
- Further investment in motorway safety (despite good current performance);
- A review of the safety of roads with speed limits of 60mph and above, including motorways;
- Better data to enable international comparison and evaluation.



**THE FUTURE
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Report by Brian Lawton and Caroline Fordham

Presented by Richard Cuerden, Chief Scientist

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