

Dear Prime Minister,

We are writing to you on the first anniversary of the adoption of the updated General & Pedestrian Safety Regulation in the EU, a comprehensive set of vehicle safety measures, to reflect on the impact of the European Union's initiative and the implications for the United Kingdom. An integrated package of 15 measures (Table A) was developed by UK vehicle safety research, working with partners in the EU to revise the General Safety and Pedestrian Safety Regulations. The UK government was fully involved and supportive. These measures were implemented for new vehicles across the EU and Northern Ireland in July 2022.

We understand and appreciate the complexities of implementing the UK's independent vehicle type-approval system post-Brexit, as the government consulted on this in 2021. The initiative has the potential to reinstate the UK as a global front-runner in vehicle safety standards and technology. However, the prevailing circumstances highlight the urgent need to adopt this set of comprehensive standards in their entirety to achieve maximum safety benefits.

Research from Austria indicates that drivers perceive and utilize driver assistance systems positively, hinting at the high potential of such technology in improving road safety. However, here in the UK, we have been compelled to pay extra to access these safety-critical measures, when they are available as the standard in the EU. This fee-driven approach seems counterintuitive when the overall objective is to improve road safety.

Last year's letter from six former Transport Ministers to the then Transport Secretary, Grant Shapps, highlighted the package of 15 vehicle safety measures that the UK had been instrumental in developing, but has failed to adopt.¹ These integrated measures have the potential to prevent approximately 1,762 deaths and over 15,000 serious injuries by 2037, all at virtually no cost to taxpayers. The full implementation of this package, as opposed to a 'cherry-picked' approach, will also yield economic benefits of approximately £7 billion.²

With these standards in place, the UK can once again establish itself as a global leader in vehicle safety and technology. By failing to adopt these measures, the UK risks not only impairing our automotive industry's competitiveness but also impeding the progress of connected and autonomous vehicles, which we know the government is ambitiously working on.

We reaffirm the importance of the UK implementing this comprehensive vehicle safety standard package. We believe that this move is the most impactful measure you can take to reduce road casualties and injuries in the UK. We sincerely urge you to act quickly for the safety of all UK road users and to further establish the UK's position as a global leader in road safety.

Yours Sincerely

APPG for Transport Safety

¹ [Still Unvaccinated: GSR One Year On - PACTS](#)

² [Vaccine-for-Vehicles.-Final-1.pdf \(pacts.org.uk\)](#) p6.

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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 ³
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) ⁴
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

³Official 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.

⁴ 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.

