

## Road safety policy priorities for the Transport Safety APPG for discussion

Following discussion with the Co-Chairs of the Transport Safety APPG, PACTS (as Secretariat) circulated for the December 2022 meeting a list of possible policy priorities for the APPG. They are set out below in order of importance with some additional details and suggested actions .

- 1. Vehicle Safety Regulations.** During EU membership, the UK was at the forefront of vehicle safety regulation. However, GB regulations now lag behind to world-leading standards <sup>1</sup> *The APPG could urge the Government to bring UK vehicle safety regulations up to world-leading standards.*
- 2. Penalty points for seat belt non-wearing.** 30% of car occupants who died in road collision in 2021 were not wearing seatbelts. The penalty for not wearing a seat belt is inadequate. It is the only one of the Fatal Four that carries no penalty points. *The APPG could urge the Government to impose penalty points for non-compliance with seat belt wearing laws.*<sup>2</sup>
- 3. Young drivers** – Delivering driver 2020. Young drivers are more likely to be involved in road accidents than older drivers. *The APPG could support delivery of Driver 2020, which allow young drivers to gain experience gradually.*
- 4. E-scooters** – The rental trials has now been extended with no legislation in sight. E-scooters are a new form of transport that is becoming increasingly popular. The government is currently conducting a trial of e-scooters.<sup>3</sup> *The APPG could urge the government to introduce legislation to regulate the use of e-scooters.*
- 5. Pavement parking-** Introduce a national pavement parking ban. Parking on pavements can cause obstruction and hazards, particularly for pedestrians. *The APPG could propose a national ban on pavement parking, ensuring that pavements remain safe and accessible for all users.*
- 6. Road Safety Strategic Framework.** Much work has taken place to produce a new Road Safety Strategic Framework. However, its launch has been repeatedly deferred and it is now questionable if it will be published at all. The government has indicated that RSSF will be published in Spring 2023.<sup>4</sup> *The APPG could keep up pressure on the Government to publish it – ideally an ambitious strategy based on safe system principles, with an action plan and performance indicators etc.*
- 7. Road Safety Investigation Branch.** [The government has announced its intention to establish an RSIB.](#) The proposal has widespread support, but legislation is required to establish it, with investigatory powers etc. This was to have been included in the Transport Bill – now delayed,

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<sup>1</sup> [Vaccine-for-Vehicles.-Final-1.pdf \(pacts.org.uk\)](#)

<sup>2</sup> [PACTS Briefing: Seat Belts - Time for Action - PACTS.](#)

<sup>3</sup> [The safety of private e-scooters in the UK - PACTS research - PACTS](#)

<sup>4</sup> [Baroness Vere - RSSF - PACTS 25Apr2022.pdf](#)

with no firm timetable.<sup>5</sup> *The APPG could keep up pressure on the Government to find a suitable legislative vehicle.*

- 8. Infrastructure** – raise existing and new infrastructure to safe system standards, including safety and accessibility provisions for pedestrians and cyclists. The UK’s road infrastructure is in need of improvement. *The APPG could work with the W&CAPPG and support their campaigns for improved active travel infrastructure.*
- 9. Casualty reduction targets.** The DfT has refused to adopt national casualty reduction targets since 2010. This has coincided with a period of “plateau” in UK casualty reduction. The Government has however supported the UN’s global target of a 50% reduction in road deaths between 2020 and 2030.<sup>6</sup> *The APPG could urge the Government to adopt the global target of a 50% reduction in road deaths between 2020 and 2030 for the UK.*
- 10. Roads policing** – Government should publish its response to the Call for Evidence on Roads Policing Review.<sup>7</sup> Road policing has now been listed as a Strategic Policing Requirement.
- 11. Drink Drive** – Lower the BAC limit to 50 mg in line with Scotland and allow courts to impose alcohol interlocks for high-risk/repeat offenders. The current legal limit for blood alcohol concentration (BAC) in England is 80 mg per 100 ml of blood.<sup>8</sup> *The APPG could urge the government to lower the BAC limit to 50 mg per 100 ml of blood.*
- 12. Speed limits** – 20 mph in urban areas with traffic calming; review of rural road speed limits. The current speed limit in urban areas is 30 mph.<sup>9</sup> *The APPG could urge the government to introduce a 20 mph speed limit in urban areas with traffic calming measures. The APPG could also urge the government to review the impact of the 20mph rural road speed limit in Wales.*

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<sup>5</sup> [Road Collision Investigation Branch - PACTS response to DfT consultation. - PACTS](#)

<sup>6</sup> [FOI appeals.docx](#) p 2.

<sup>8</sup> [PACTS Response to DfT Drink Drive Monitoring Consultation - PACTS](#) ; [Locking Out The Drink Driver: Using alcohol interlocks to reduce drink driving in the UK. - PACTS](#)

<sup>9</sup> [Lustre-Report-2023-Funded-by-the-RST.pdf \(pacts.org.uk\)](#)