

Delivering the casualty reduction target on the Strategic Road Network

The role of Safer Vehicles

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Our ambition for safety

The safe system approach

The role of safer vehicles



Our ambition

 Provide a safer network for all road users and reduce number of casualties

 Target 40% reduction in number of killed or seriously injured

 No-one should be harmed while using or working on our network





Road safety delivery model transportfocus ** Department for Transport Office of Rail & Government policy ■ Road Safety Statement December 2015 Road Transport Focus ■ Working Together to Build a Safer Road System highways england highways england Corporate strategy Road Investment Strategy Performance S&P Strategic Business Plan Specification Delivery Plan OMM Other strategies i.e. cycling and accessibility 40% KSI reduction Customer insight highways england highways england Policy Health and Safety Monitoring & Intelligence PTS 5-year Plan Continuous Monitoring National Incident Improvement = KSI Forecasting Tool and Casualty Annual Casualty Reduction Plan Report Route Strategy Intelligence Profiles Regional Safety highways england Reporting Delivery MP, OD, Comms Regional Incident & Road Safety Regional KSI Interventions Toolkit **Monitoring Points** Casualty Reduction Plans Road Safety KSI Forcasting Tool Designated Funds **Portal Regional Road Safety Co-ordination North West North East** Midlands East South West South East

Today Future

> **ROAD SAFETY MANAGEMENT SYSTEM Partnerships** Reporting Research

Coordination

SAFER ROADS

Minimum 3* rated roads

Strategy

- **Smart Motorways**
- **Expressways**
- **Average Speed** Cameras
- Protected turns
- Safer verges
- Signing/lining

SAFER VEHICLES

- Collision survivability
- Road-vehicle interaction
- **Collision avoidance** technology
- (Semi)-**Autonomous** vehicles
- **Road Worthiness** tyres, fuel and maintenance

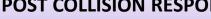
SAFER PEOPLE

- **Compliance**
- Education
- **Driver behaviour** and attitudes

POST COLLISION RESPONSE

Partnerships

Debriefs



CLEAR



2014 "Avoidable Incidents"



Over 185,000 breakdowns



Over 8,000 out of fuel breakdowns



Over 42,000 tyre related breakdowns



Over 46,000 debris incidents



Over 500 oncoming vehicles

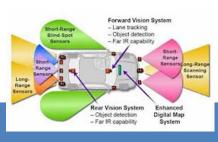


Safer vehicles





Collision survivability –
Time Saved = Lives Saved

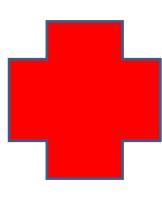




Road-vehicle interaction



Collision avoidance technology



Connected/autonomous vehicles



TOYOTA VARIS PRE JENTS

Bridgestone print advert



Road worthiness (tyres/fuel/maintenance)

Highways England Policy – 5 year health and safety plan

81	Commission a range of road safety research projects to improve understanding of incidents including: the causes of fatalities in collisions on the network;	
	the current state of the roadworthiness of vehicles;	
	the impact of road works on driver stress.	
	= the impact of foad works off driver stress.	
Start Date: April 2015	Target End Date: March 2016	Owner: Executive Director Professional and Technical Solutions
113	Work with car manufacturers and other organisations to develop technologies that improve safety, such as collision avoidance technology and autonomous vehicles which mitigate against key contributory factors in accidents.	
Start Date: October 2017	Target End Date: March 2020	Owner: Executive Director Professional and Technical Solutions
114	Review and revise our hire car policy to ensure all hire vehicles meet a minimum 5* New Car Assessment Programme (NCAP) rating.	
Start Date: January 2016	Target End Date: September 2016	Owner: Chief Finance Officer



Improving our understanding

- Understand how safer vehicles help us achieve our KSI targets
 - KPMG report: 2,500 lives saved 2014-2030
 - 25,000 serious accidents prevented 2014-2030



- Understand how we safely operate a network where our customers drive connected/autonomous vehicles
 - Impact of connected vehicles on safety/capacity

- Department for framport

 The Pathway to Driverless Car
- Future proofing the network reducing/changing roadside infrastructure, road surface, road markings



- Appropriate governance for trialling these vehicles on the strategic road network
- Freight platoon management (like abnormal loads?)





Any questions?