

UNITED KINGDOM



Population: 62 035 568
 Income group: High
 Gross national income per capita: US\$ 38 140

INSTITUTIONAL FRAMEWORK

Lead agency	Department for Transport (Great Britain) and Department of the Environment (Northern Ireland)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction targets set	Yes ^a
Fatality reduction target ^b	Northern Ireland: 60% of 2004–2008 average, Scottish Government: 40% by 2020

^a Northern Ireland: 2011–2020, Scottish Government: 2009–2020.
^b The new Great Britain Strategy includes a set of outcome indicators to measure progress, rather than setting targets. The Strategy's central projection indicates a fatality reduction of 37%–46% by 2020 and 41%–57% by 2030 (compared to 2005–2009 annual average).

SAFER ROADS AND MOBILITY

Formal audits required for new road construction	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users to protect VRUs	Subnational

SAFER VEHICLES

Total registered vehicles (2010)	35 170 629
Cars and 4-wheeled light vehicles	32 592 276
Motorized 2- and 3-wheelers	1 264 610
Heavy trucks	494 350
Buses	177 143
Other	642 250
Vehicle standards applied	
UN World forum on harmonization of vehicles standards	Yes
New car assessment programme	No
Vehicle regulations	
Front and rear seat-belts required in all new cars	Yes
Front and rear seat-belts required all imported cars	Yes

DATA

Reported road traffic fatalities (2010)	1 905 ^c , 74%M, 26%F
Estimated GDP lost due to road traffic crashes	1.2% ^d

^c Police records. Defined as died within 30 days of crash.
^d 2009. Calculated by Dept of Transport for GB from Kilbane (2009). A valuation of road accidents and casualties in Great Britain in 2009.

SAFER ROAD USERS

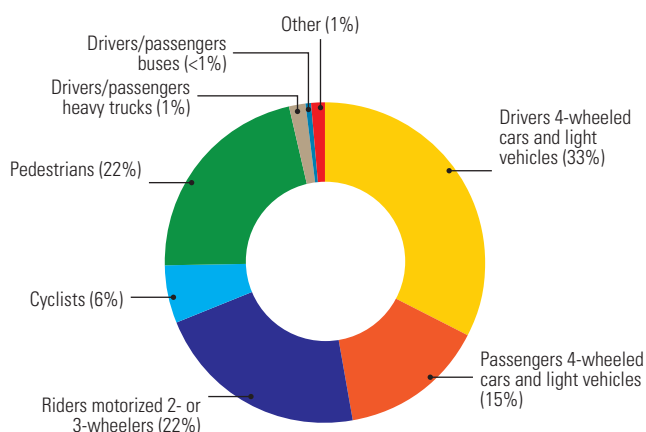
Penalty/demerit point system in place	Yes
National speed limits	
Local authorities can set lower limits	Yes ^e
Maximum limit urban roads	48 km/h
Enforcement	—
National drink-driving law	Yes
BAC limit – general population	0.08 g/dl
BAC limit – young or novice drivers	0.08 g/dl
BAC limit – professional/commercial drivers	0.08 g/dl
Random breath testing and/or police checkpoints	Yes
Enforcement	—
% road traffic deaths involving alcohol	19% ^{f,g}
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet standard mandated	Yes
Enforcement	— ^h
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	Yes
Enforcement	—
Seat-belt wearing rate	96% Front seats ^{i,j} 91% Rear seats ^{i,j}
National child restraint law	Yes
Enforcement	—
National law on mobile phones while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free mobile phones	No

^e Except in Northern Ireland.
^f 2010, Police Service of Northern Ireland and Department for Transport.
^g Great Britain 14%, Northern Ireland 24%.
^h No consensus reached.
ⁱ 2010, Police Service of Northern Ireland. Reported Injury Road Traffic Collision Statistics 2009. Walter, Department for Transport. Seatbelt and mobile phone usage surveys: England and Scotland 2009.
^j Northern Ireland, England and Scotland only.

POST-CRASH CARE

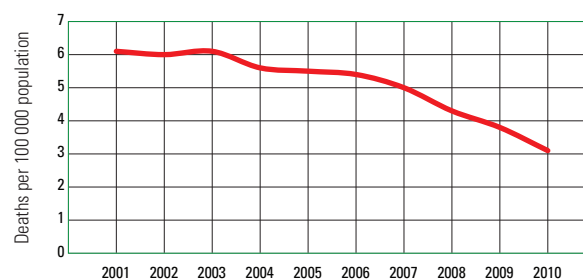
Vital registration system	Yes
Emergency Room based injury surveillance system	Yes
Emergency access telephone number(s)	999
Seriously injured transported by ambulance	—
Permanently disabled due to road traffic crash	—
Emergency medicine training for doctors	Yes
Emergency medicine training for nurses	Yes

DEATHS BY ROAD USER CATEGORY



Source: 2010 Office for National Statistics, Scottish Registrar General's Office, Police Service of Northern Ireland.

TRENDS IN ROAD TRAFFIC DEATHS



Source: Department for Transport and the Department of the Environment.

Further data on each country can be found in the statistical annex.