

United Kingdom of Great Britain and Northern Ireland



Population: 65 788 572 | Income group: High | Gross national income per capita: US\$ 42 390

INSTITUTIONAL FRAMEWORK

Lead agency Department for Transport (Great Britain); Transport - Policy, Planning and Partnership Division (Wales); Transport Scotland (Scotland); Department for Infrastructure (Northern Ireland)

Funded in national budget Yes
National road safety strategy Yes
Funding to implement strategy Partially funded

Fatality reduction target 40-60%^a

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure Yes
Design standards for the safety of pedestrians / cyclists Yes
Inspections / star rating of existing roads Yes
Investments to upgrade high risk locations Yes
Policies & investment in urban public transport Yes

SAFER VEHICLES

Total registered vehicles for 2016 38 388 214
Cars and 4-wheeled light vehicles 35 681 940
Motorized 2- and 3-wheelers 1 270 216
Heavy trucks 517 144
Buses 167 056
Other 751 858

Vehicle standards applied (UNECE WP.29)

Frontal impact standard Yes
Electronic stability control Yes
Pedestrian protection Yes
Motorcycle anti-lock braking system Yes

POST-CRASH CARE

National emergency care access number National, single number
Trauma registry Subnational
Formal certification for prehospital providers Yes
National assessment of emergency care systems No

DATA

Reported road traffic fatalities (2015) 1 804^b (76% M, 24% F)
Reported rate per 100 000 population (2015) 2.8^a
WHO estimated road traffic fatalities (2016) 2 019^c
WHO estimated rate per 100 000 population (2016) 3.1^c

^a Wales 40%; Scotland 40%; NI at least 60% (2004-2008 average to 2020)
^b Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland). Defined as died within 30 days of crash
^c WHO's method to obtain comparable country estimates: Group 1. Countries/areas with good death registration data. See explanatory note 3 in *Global status report on road safety 2018* for full details

SAFER ROAD USERS

National speed limit law Yes
Max urban speed limit ~ 48 km/h
Max rural speed limit ~ 96 km/h
Max motorway speed limit ~ 112 km/h
Local authorities can modify limits Yes
Self-reported enforcement 0 1 2 3 4 5 6 7 8 9 10

Predominant type of enforcement Automated
National drink-driving law Yes
BAC limit - general population ≤ 0.08 g/dl^d
BAC limit - young or novice drivers ≤ 0.08 g/dl^d
Random breath testing carried out Yes^e
Testing carried out in case of fatal crash All drivers tested
Self-reported enforcement 0 1 2 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol 13% (GB), 23% (NI)^f

National motorcycle helmet law Yes
Applies to drivers and passengers Yes
Helmet fastening required Yes
Helmet standard referred to and/or specified Yes
Children passengers on motorcycles Not restricted
Self-reported enforcement 0 1 2 3 4 5 6 7 8 9 10
Helmet wearing rate -

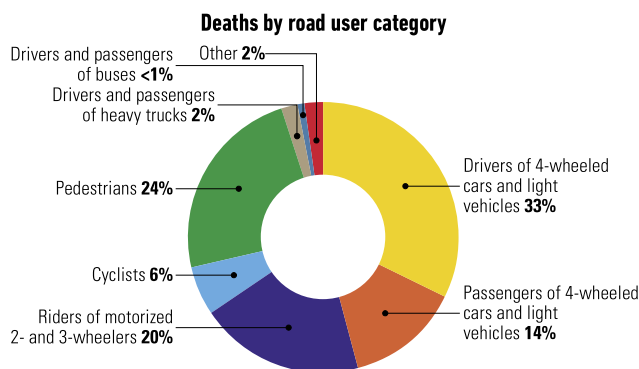
National seat-belt law Yes
Applies to front and rear seat occupants Yes
Self-reported enforcement 0 1 2 3 4 5 6 7 8 9 10
Seat-belt wearing rate 95% (England and Scotland), 98% (NI) Front seats^g, 90% (England and Scotland), 94% (NI) Rear seats^g

National child restraint law Yes
Children seated in front seat Allowed in a child restraint
Child restraint required Up to 12 yrs/135 cm
Child restraint standard referred to and/or specified Yes
Self-reported enforcement 0 1 2 3 4 5 6 7 8 9 10
% children using child restraints 95% (NI)^h

National law on mobile phone use while driving Yes
Ban on hand-held mobile phone use Yes
Ban on hands-free mobile phone use No

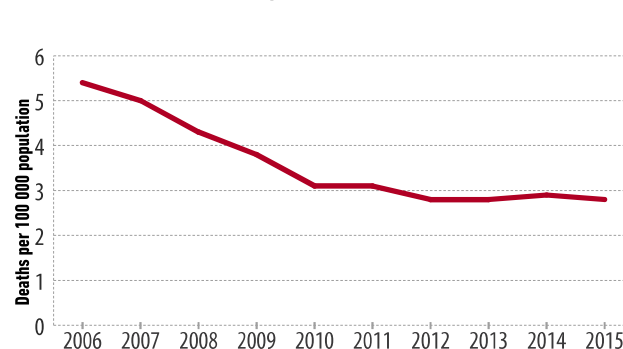
National drug-driving law Yes

^d In Scotland legal BAC limit is ≤ 0.05g/dl
^e Legislation requires probable cause to test drivers
^f 2014, Police Services of Northern Island statistics (NI); Department for Transport Statistical Release 2016 (GB)
^g 2014, Seatbelt and mobile phone use surveys 2014 (England and Scotland); Survey of Seat Belt Wearing 2014 (NI)
^h 2014, Northern Ireland Survey of Seat Belt Wearing (figure for all ages and for children seated in the back)



Source: 2015, Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland)

Trends in reported road traffic deaths



Source: Department for Transport, Road accidents and safety statistics (Great Britain), Police Recorded Injury Road Traffic Collision Statistics (Northern Ireland)