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Transport Technology & Standards
UK- Department for Transport

- UK - Road Safety targets
- Evidence as the basis for change
- Current issues
- Advanced technologies
- Where next?

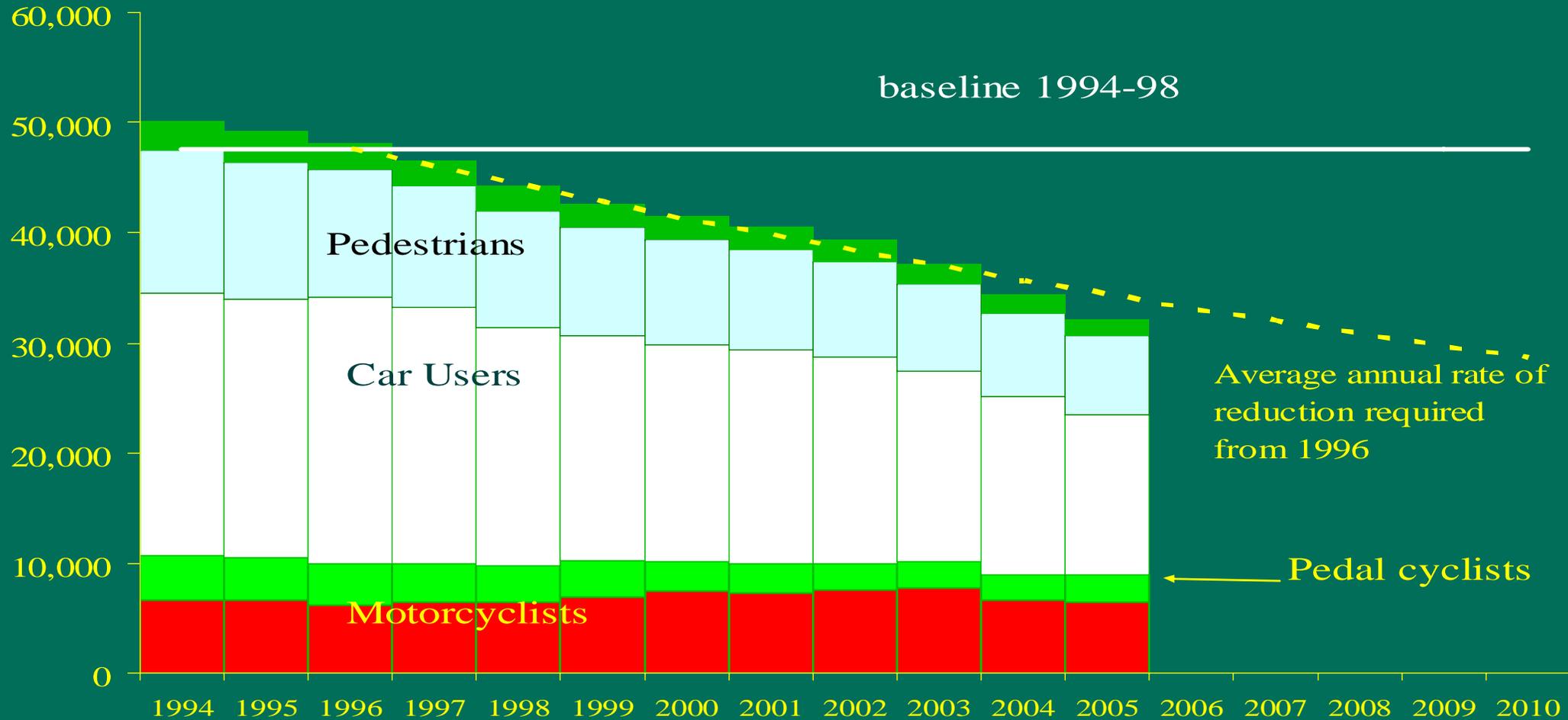
The casualty reduction targets

By 2010:

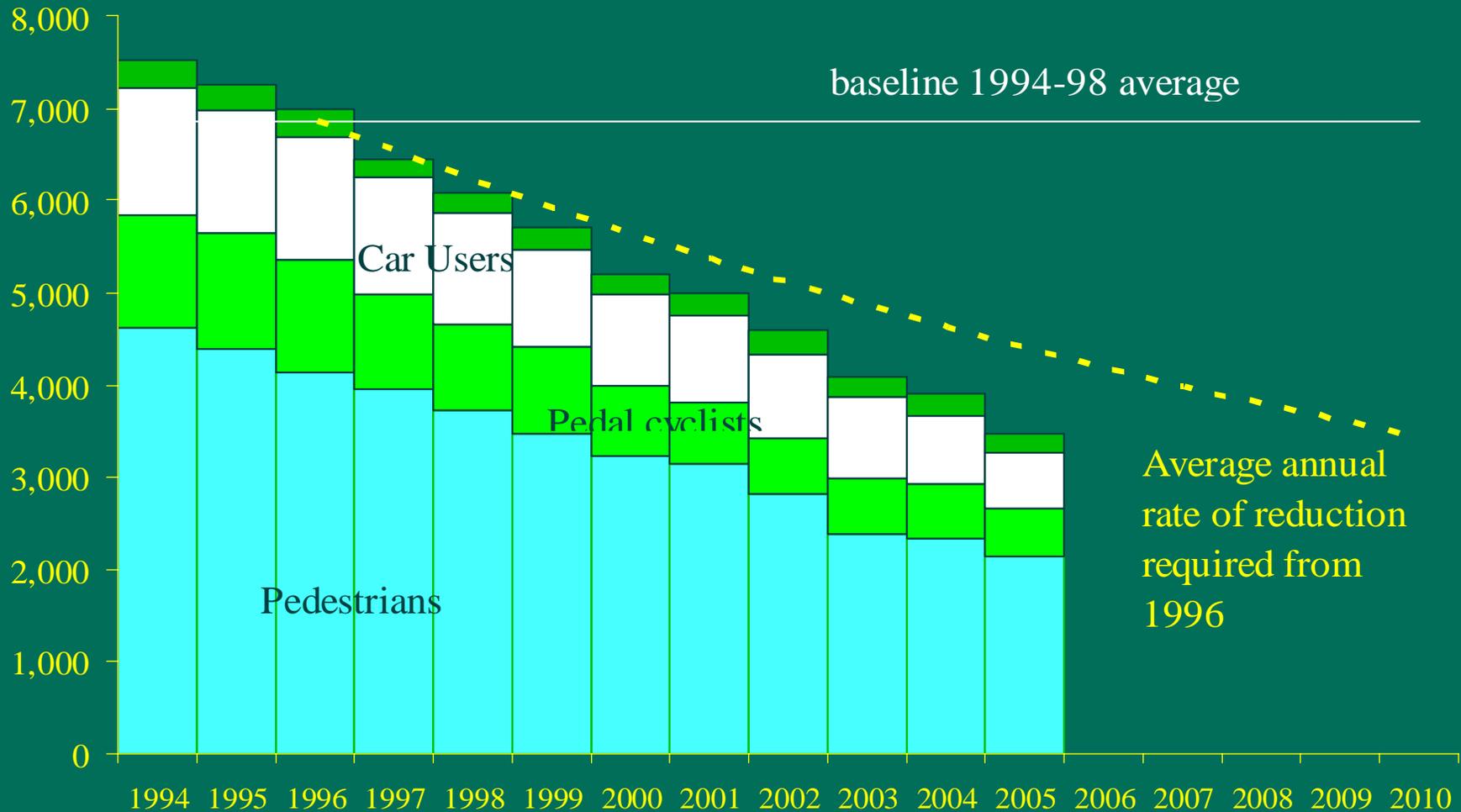
- 40% reduction in all KSIs
- 50% reduction in child KSIs
- 10% reduction in the rate of slight injuries

and tackling the significantly higher incidence in disadvantaged communities

Progress: all KSIs and KSIs by road user type



Progress - Child KSIs



Evidence & research

- UK has an evidenced based approach
- Accident analysis is a key area
 - databases on traffic & accidents – *setting the national context*
 - detailed investigation at the scene – *understanding the causes*
 - detailed post accident – *matching injuries to vehicles*
- Finding solutions
 - national research programmes
 - collaborative research: Gov'ts, EEVC/post IHRA, Industry, Users

Secondary safety

- Pedestrian Protection
- Side impact
- Dummy issues
- EuroNCAP
- Motorcyclist helmet consumer rating in 2007
- Child seat consumer rating in 2008

Primary safety

- Wheel security - heavy vehicles
- Tyre tread depth, Run Flat Warning
- Vision: A pillar, retrofit mirrors/fresnel lens
- Lighting: DRLs, bulb quality
- Speed limiters: fixed and intelligent

Advanced systems

- ESC positive benefits for the UK
- Autonomous Braking - tiered approach ?
- HMI – Satellite Navigation
- Driver underload/overload
- Understanding the benefits
- Assessing the risks

Where next?

- HMI: underload/overload
- ESC implementation
- Consumer information/ratings
- Understanding the benefits – key issue
- Research collaboration – key issue