United Kingdom

Structure and Culture

- **Basic data**

Table 1: *Basic data of the UK in relation to the European average (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] DG-TREN, 2005; [4] CIA)*

Basic data of the UK	European average
– Population: 62 million inhabitants (2010)	17.1 million (2010[i])[1,2]
– Area: 243 800 km^2 (2010) (0.7% water) (2010) [4]	156 225 km^2 (2010)[1,3] 3% water (2010)[4]
– Climate and weather conditions (capital city; 2010): Average winter temperature (Nov. to April): 6°C Average summer temperature (May to Oct.): 15°C Annual precipitation level: 516 mm	(2010) 6°C 16°C 747 mm
– Exposure: 533 billion vehicle km (2006) Division in road transport modes not available	168 billion vehicle km (2010[ii])[1]
– 0.57 motorised vehicles per person (2009)	0.7(2010[i, iii])[1,2]

The United Kingdom has a high population density.

- **Country characteristics**

Table 2: *Characteristics of the UK in comparison to the European average (Sources: [1] OECD/ITF, 2011; [2] Eurostat; [3] national sources).*

Characteristics of the UK	European average
– Population density: 254 inhabitants/km^2 (2010)	110 inhabitants km^2 (2010[i]) [1,2,3]
– Population composition (2008): 18% children (0-14 years), 67% adults (15-64 years), 16% elderly (65 years and over)	 16% children, 67% adults, 17% elderly (2009[iii])[1,2]
– Gross Domestic Product (GDP) per capita: €27 200 (2010)	€26 100 (2010)[1,2]
– 66% of population lives inside urban area (2010)	42% (2010[iv])[1,2]
– Special characteristics: In the UK, vehicle drive on the left hand side of the road.	

[i] Based on 30 European countries; data of HU = 2009.
[ii] Based on 15 European countries (excl. BG, CY, EE, EL, ES, HU, IT, LT, LU, LV, MT, PL, PT, RO, SK); data of CZ, IE, SE, NO (2009); data of AT, BE, DK (2008); Data of UK (2006); data of NL (2003).
[iii] Based on 27 European countries (excl. LT, NO, PL); data of BE, UK (2008).
[iv] Based on 29 European countries (excl. IS).

Project co-financed by the European Commission, Directorate-General for Mobility and Transport

Road Safety Country Overview- UK

- **Structure of road safety management**
  - Policy making is centralized in the UK, except for Northern Ireland.
  - The implementation is decentralized.
  - Targets are set at national level, and local authorities set their own targets in their Local Transport Plans, consistent with national targets. Local authorities have a statutory duty to ensure safety on their roads.

The following key-actors are responsible for road safety (RS) management:

Table 3: *Key actors per function in the United Kingdom. (Source: DG-TREN, 2005; 2010; national sources)*

Key functions	Key actors
1. – Formulation of national RS strategy – Setting targets – Development of the RS programme	– The Department for Transport (DfT) is the lead agency for national road safety policy. – The Road Safety Advisory Panel (RSAP) helps the government take forward the Road Safety Strategy and to review progress. Panel members: representatives of some of main stakeholders. – In Northern Ireland, the Department of the Environment (DOE) has the overall lead of implementing the road safety strategy. In Scotland the Scottish Government is responsible. – Besides the national governments, local governments and organizations can set targets and develop RS programs.
2. Monitoring of the RS development in the country	National and local governments.
3. Improvements in road infrastructure	– The Highways Agency: operating, maintaining and improving the strategic road network (England). – The Scottish Executive, the Welsh Assembly and the Northern Ireland Assembly have devolved power and responsibility for the strategic road network. – Northern Ireland: Roads Service. – Local authorities: responsible for local safety engineering schemes.
4. Vehicle improvement	Vehicle and Operator Services Agency (VOSA) of the DfT: provides a range of licensing, testing and enforcement services.
5. Improvement in road user education	– Driving Standards Agency (DSA) of the DfT: responsible for testing drivers, motorcyclists and driving instructors (theory and practice). – Northern Ireland: DOE – Scotland: Scottish Government. – Local authorities: responsible for road safety education
6. Publicity campaigns	DfT, DOE in Northern Ireland, Scottish Government in Scotland, Local authorities. Association of Chief Police Officers (ACPO), the Association of Chief Police Officers Scotland (ACPOS).
7. Enforcement of road traffic laws	The police
8. Other relevant actors	– The Driver and Vehicle Licensing Agency (DVLA): responsible for vehicle taxation and registration, number plates and registration marks and issuing of driving licenses; – The Vehicle Certification Agency (VCA): UK approval authority for the type approval of new road vehicles, agricultural tractors and off-road vehicles.

The Department for Transport is an important key actor in the United Kingdom.

Road Safety Country Overview- UK

The perceived probability of being checked for speeding is relatively high in the UK.

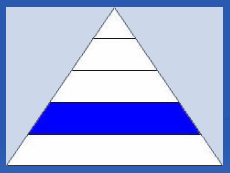
- **Attitudes towards risk taking**
  - The proportion of people who experience a high chance to be checked for speed is high compared to other countries.

Table 4: *Road safety attitudes and behaviour of drivers (Source: SARTRE, 2004)*

	UK	SARTRE average
Self-reported driving behaviour	**% of drivers that show behaviour often or more**	
Too close following	4%	9%
Inappropriate overtaking	2%	5%
Exceeding speed limit on motorways	26%	25%
Exceeding speed limit on main inter-urban roads	13%	18%
Exceeding speed limit on country roads	8%	13%
Exceeding speed limit in built-up areas	4%	8%
Support of stricter legislation	**% of drivers that support stricter legislation**	
Higher penalties for speeding offences	57%	60%
Higher penalties for drink-driving offences	94%	88%
Lower BAC levels	2%	8%
Perceived probability of being checked	**% of drivers that believe that probability is high**	
Speeding	38%	18%
Alcohol use	2%	9%

Legend
(comparison of country attitude in relation to average attitude of other SARTRE countries):

- 2-9% better
- 10-19% better
- ≥ 20% better
- 2-9% worse
- 10-19% worse
- ≥ 20% worse



The UK has a separate RS strategy for Great Britain and for Northern Ireland.

Programs and measures

- **National strategic plans and targets**

– There are two separate road safety strategies in the UK:
  - The Strategic Framework for Road Safety, which was accepted in 2011 and covers Great Britain (i.e. England, Scotland and Wales).
  - Northern Ireland Road Safety Strategy to 2020 was accepted in 2010.

– Targets:
Great Britain has left the idea of targets, and uses forecasted scenarios.

Table 5: *Road safety targets for Great-Britain.*

Year	Fatalities Scenario with no new measures	Fatalities Scenario new measures from 2020	KSI Scenario new measures from 2020
2020	-37%		
2030		-57%	-70%

Northern Ireland (referred to average figures of 2004-2008)

Table 6: *Road safety targets for Northern Ireland.*

Year	Fatalities	Serious injuries	KSI among children	KSI among youngsters
2020	-60%	-45%	-55%	-55%

– Priority topics:
Great Britain's overall approach reflects the principle of localism, and focuses on a more targeted approach to tackle the irresponsible few.
  - Make it easier for drivers to do the right thing;
  - Better education for children and novice drivers;
  - Remedial education after mistakes and low level offences;
  - Tougher enforcement for deliberate dangerous driving;
  - Cost-benefit analyses, including assessment of impact on business;
  - More local community decision making and information;
  - Effort on making better tools for road safety professionals.

Northern Ireland has defined the following challenges:
  - Improving safety on rural roads;
  - Protect young drivers and motorcyclists;
  - Reducing inappropriate road user behaviour;
  - Improving and involving more knowledge about road safety problems.

(Sources: DG-TREN, 2005; 2010; national sources)

- **Road infrastructure**

Table 7*: Description of the road categories and their characteristics in the United Kingdom (Source: TiS.PT, 2003).*

Road type	Speed limit
Urban roads	20/30 m/h (32/48 km/h)
Rural roads	60/70 m/h (97/113 km/h)
Motorways	70 m/h (113 km/h)

Road Safety Country Overview- UK

The UK uses black spot treatment, audits and inspections to improve infrastructure.

- Special rules for:
  - Heavy goods vehicles: 60 mph
- Guidelines and strategic plans for infrastructure are available in the UK, and consider topics such as:
  - traffic calming schemes,
  - infrastructure improvements,
  - guidance on engineering for safer roads.

Table 8: *Obligatory parts of infrastructure management in the UK and other European countries (Source: DG-TREN, 2010).*

Obligatory parts in the UK:	European countries with obligation
Safety impact assessment: -	-
Road safety audits: yes	50%
Road safety inspections: yes	60%
Black spot treatment: yes	47%[v]

- Recent infrastructural actions have been addressing: no information

• Traffic laws and regulations

The BAC level in the UK is higher than in most other European countries.

Table 9*: Description of the regulations in the United Kingdom in relation to the most common regulations in other European countries. (Sources: [1] DG-TREN, 2005; [2] national sources; [3] DG-TREN, 2010; [4] DG-TREN, 2008).*

Regulations in the UK	Most common in Europe (% of countries)
Allowed BAC level: 0.8‰; – Novice drivers: 0.8‰; – Professional drivers: 0.8‰ [1].	0.5‰ (60%) 0.5‰ and 0.2‰ (both 30%) 0.5‰ (30%) [1,2]
Phoning: – Hand held: not allowed [2] – Hands free: allowed [3]	 Not allowed (97%) [2,3] -
Use of restraint systems [3]: – Driver: obligatory – Front passenger: obligatory – Rear passenger: obligatory – Children: obligatory [2]	 Obligatory (all countries) Obligatory (all countries) Obligatory (all countries) Obligatory on all seats (73%) [2,3]
Helmet wearing [3]: – Motor riders: obligatory – Moped riders: obligatory – Cyclists: not obligatory [2]	 Obligatory (all countries) Obligatory (all countries) Recommended (25%[vi]) [2,3]
– No mandatory DRL. – From 2011, new cars will be fitted with dedicated DRL [4,3]. – A demerit point system is planned [2].	

[v] Based on data of 18 countries (excl. AT, BE, CH, CZ, FI, FR, HU, IE, MT, NO, RO, SE).
[vi] Based on data of 24 countries (excl. CH, CY, HU, LU, NO, PT).

Road Safety Country Overview- UK

- **Enforcement**

Table 10: *Effectiveness of enforcement effort in the United Kingdom according to an international respondent consensus (scale = 0-10) (Source: DG-TREN, 2010)*

Issue	Score for the United Kingdom	Most common in Europe (% of countries)
Speed legislation enforcement	No information	7 (35%)
Seat-belt law enforcement	No information	7 (43%)[vii]
Child restraint law enforcement	No information	6 (27%[viii])
Helmet legislation enforcement	No information	9 (39%[ix])

Enforcement effort on seat-belt use in the UK is one of the best in Europe.

Table 11: *Performance of enforcement effort in the United Kingdom according to an international respondent consensus (scale = is good, is improving, needs to do more) (Source: DG-TREN, 2010)*

Issue	Score for the UK	Most common in Europe (% of countries)
Speeding	Is improving	Is improving (50%)
Drink driving	Is improving	Is improving (79%)[ix]
Seat belt use	Good	Is improving (52%[x])

- **Road user education and training**

Table 12: *Road user education and training in the United Kingdom, compared to the situation in other European countries. (Sources: [1] ROSE25, 2005; [2] ETSC, 2011a; [3] national sources)*

Education and training in the UK	Most common in Europe (% of countries)
General education programmes: – Primary school: voluntary – Secondary school: voluntary – Other groups: no information	 Compulsory (65%[xi]) Compulsory (50%[xii]) [1,2] -
Driving licences thresholds: – Passenger car: 17 years – Motorised two wheeler: 19 years – Busses and coaches: 21 years – Lorries and trucks: 21 years	 18 years (79%) 18 years (low categories) and higher ages for faster vehicles (66%) 21 years (76%)[xiii] 21 years (79%[xiv]) [2,3]

For motorised two-wheelers, the minimum age is 19 years and for car driving 17 years, which differs from the 18 years which is most common in Europe.

[vii] Based on data of 23 countries (excl. DE, DK, IE, IS, LU, NL and UK).
[viii] Based on data of 22 countries (excl. DE, DK, IE, IS, LU, NL, RO and UK).
[ix] Based on data of 24 countries (excl. BG, CH, IS, NO, PL and RO).
[x] Based on data of 25 countries (excl. BG, CH, IS, NO and RO).
[xi] Based on data of 26 countries (excl. BG, CH, NO and RO).
[xii] Based on data of 24 countries (excl. BG, CH, MT, NO, RO and SK).
[xiii] Based on data of 29 countries (excl. NO).
[xiv] Based on data of 28 countries (excl. IE and NO).

Road Safety Country Overview- UK

- **Public campaigns**

Table 13: *Public campaigns in the United Kingdom, compared to the situation in other European countries. (Sources: SUPREME, 2007; national sources)*

Campaigns in the UK	Most common issues in Europe (% of countries)
Organisation: – DfT; – DOE in Northern Ireland; – Scottish Government in Scotland; Association of Chief Police Officers (ACPO); – Association of Chief Police Officers Scotland (ACPOS); – Local authorities.	
Main themes: – Drink-driving and drug-driving – - – Speed – Child restraint – Texting while driving – Tired driving – (THINK! road safety campaigns)	Drink-driving (83%) Seat-belt (73%) Speeding (53%) - - - -

Mandatory inspection periods are similar in the UK as the most common periods in other European countries.

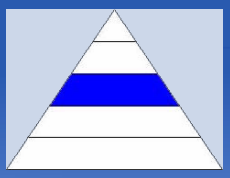
- **Vehicles and technology (national developments)**

Table 14: *Developments of vehicles and technology in the United Kingdom, compared to the situation in other European countries. (Sources: TiS.PT, 2003; national sources)*

Mandatory technical inspections	Most common in Europe (% of countries)
Passenger cars: every 12 months	Every 12 months (41%)
Motor cycles: every 12 months	Every 12 months (35%)
Buses or coaches: every 12 months	Every 12 months (41%)
Lorries or trucks: every 12 months	Every 12 months (41%)[xv]

[xv] Based on data of 17 countries (excl.BG, CH, CY, CZ, EE, HU,LT, MT, NO, RO, SI, SK).

Road Safety Country Overview- UK



Between 2001 and 2008, the largest decrease in the share of speed offenders was reached on urban roads with a speed limit of 48 km/h.

The number of drink-driving tests per population in Great Britain lies below the European average.

Road Safety Performance Indicators

- **Speed**

Table 15: *Number of speed checks in the UK/Great Britain versus the European average (Source: ETSC, 2010)*

Measure	2006	2008	% change	European average (2008)
Number of tests/1000 population	Not available	Not available	Not available	90.8[xvi]

Table 16: *Percentage of speed offenders per road type in Great Britain compared to the European average (Source: ETSC, 2010)*

Road type	2001	2008	Average annual change	European average (year)
Motorways	54%	49%	-1.3%	Not available
Rural roads	51% (70 m/h) 9% (60 m/h)	41% (70 m/h) 10% (60 m/h)	-2.8%(70 m/h) -1.6% (60 m/h)	Not available
Urban roads	25% (40 m/h) 65% (30 m/h)	23% (40 m/h) 49% (30 m/h)	-1.1% (40 m/h) -3.5% (30 m/h)	Not available

Table 17: *Mean speed per road type in Great Britain compared to the European average (Source: ETSC, 2010)*

Road type	2001	2008	Average annual change	European average (year)
Motorways	113 km/h	111 km/h	-0.2%	Not available
Rural roads	113 km/h (70 m/h) 73 km/h (60 m/h)	110 km/h * (70 m/h) 77 km/h * (60 m/h)	-0.6% 1.3%	Not available
Urban roads	58 km/h (40 m/h) 52 km/h (30 m/h)	58 km/h (40 mph) 48 km/h (30 m/h)	0% -0.9%	Not available

* 2006

- **Alcohol**

Table 18: *Road side surveys for drink-driving in Great Britain compared to the European average (Source: ETSC, 2010)*

Measure	2006	2007	% change	European average (2008)
Number of tests/1000 population	10	10	0%	145.8[xvii]
% tested over the limit	17.4%	16.3%	-6.3%	Not available

[xvi] Based on data of 21 countries (excl. BE, CH, DE, EE, IE, IS, MT, PT and UK).
[xvii] Based on data of 17 countries (excl. BE, BG, CH, CZ, DE, IS, LU, LV, MT, NL, RO, SK and UK.).

Road Safety Country Overview- UK

The car fleet in Great Britain is newer than the European average.

Seat-belt and helmet wearing rates are quite high in Great Britain.

- **Vehicles**

Table 19: *State of the vehicle fleet in Great Britain compared to the European average (Source: ETSC, 2009; Eurostat)*

Vehicle fleet in Great Britain	European average
Cars per age group (2009): – 15% ≤ 2 years, – 24% 2 to 5 years, – 37% 6 to 10 years, – 24% > 10 year.	Passenger cars (2009)[xviii] 12% ≤ 2 years, 19% 2 to 5 years, 27 % 6 to 10 years, 42% >10 years
EuroNCAP occupant protection score of cars (new cars sold in 2008): – 5 stars: 54% – 4 stars: 31% – 3 stars: 7% – 2 stars: 0%	 49% 35% 6% 1%[xix]

- **Protective systems**

Table 20: *Protective system use in Great Britain versus the average in Europe (Source: Vis & Eksler, 2008, national sources; ETSC, 2010; 2011b)*

Use of protective systems in Great Britain	European average
– Daytime seat belt wearing in cars and vans (2009): – 95% front, – No information on % driver – No information on % front passenger – 89% rear, – 93% child restraint systems (2007)	(2007) 85% front[xx], Not available Not available 60% rear[xxi], Not available
Helmet use: – No information on % motor rides – No information on % moped riders – 34% cyclists (2008)	 Not available Not available Not available

[xviii] Based on data of 22 countries (excl. BG, DK, EL, FR, IS, MT, PT and SK).
[xix] Based on data of 27 countries (excl. CY, IS and MT).
[xx] Based on data of 25 countries (excl. AT, EL, IS, LT and RO); data of SK (2008); data of BE, CH, DK, IE, MT, NL (2006); data of HU, IT, NO, PT (2005); data of LU (2003)
[xxi] Based on data of 22 countries (excl. CY, EL, ES, IS, IT, LT, RO and SK); data of BE, CH, DK, IE, MT, NL (2006); data of HU, NO, PT (2005); data of LU (2003).

Road Safety Country Overview- UK

Road Safety Outcomes

- **General positioning**

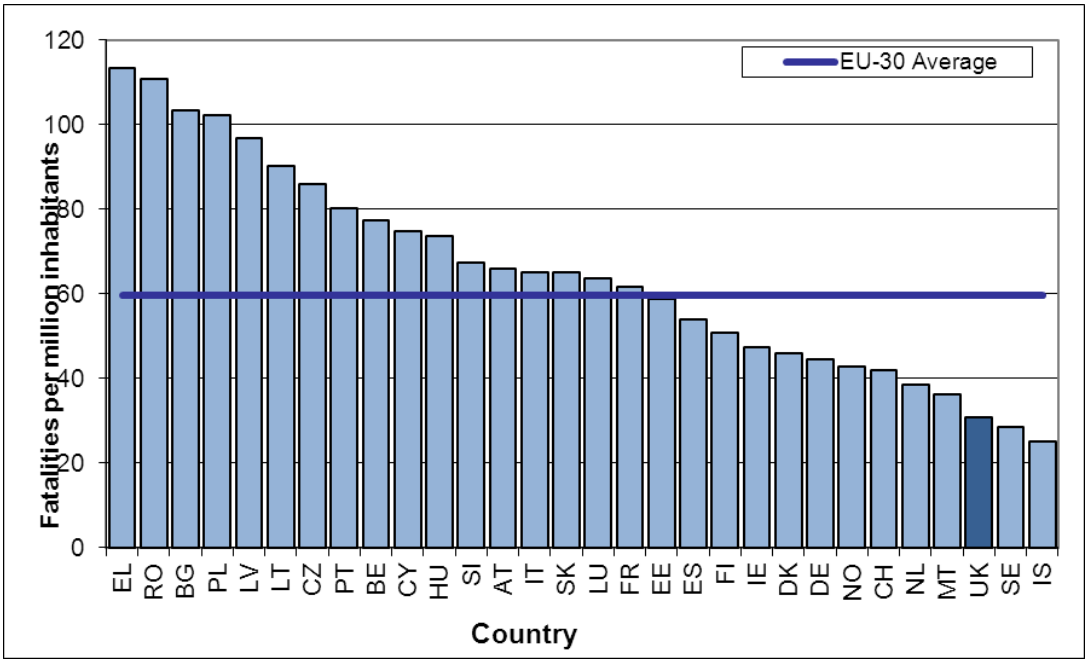


Figure 1: *Fatalities per million inhabitants (2010). (Source: CARE, Eurostat).*

The UK is one of the best performing countries, and the decline in number of fatalities per million inhabitants is about average.

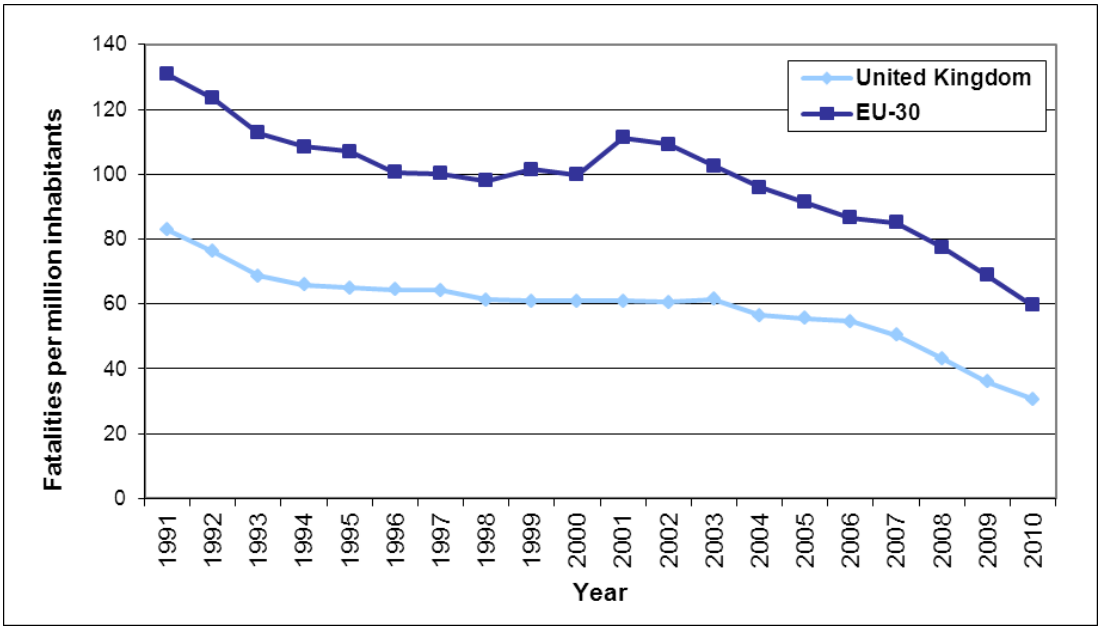


Figure 2: *Development of fatalities per million inhabitants between 1991 and 2010. (Source: CARE, Eurostat).*

Road Safety Country Overview- UK

Relative many fatalities occur among pedestrians and motorcyclists in the UK.

Young men are highly represented in the number of fatalities in the UK; fatalities among boys showed the largest decrease last years.

Relative many fatalities occur on rural roads and junctions in the UK.

• Transport mode

Table 21: *Reported fatalities by mode of road transport in the United Kingdom compared to the European average of the last year available (Source: CARE, national sources).*

Transport mode	2001	2009	Average annual change	% in 2009	European average (2009[xxii])
Pedestrians	858	500	-6%	23%	18%
Car occupants	1 812	1 113	-6%	50%	47%
Motorcyclists	580	472	-2%	21%	13%
Mopeds	14	16	5%	1%	2%
Cyclists	140	104	-3%	5%	5%
Bus/coach occupants	42	16	-7%	1%	<1%
Lorries or truck occupants	125	55	-8%	2%	4%

• Age, gender and nationality

Table 22*: Reported fatalities by age, gender and nationality in the United Kingdom versus the European average of the last year available (Source: CARE, national sources).*

Age and gender	2001	2009	Average annual change	% in 2009	European average (2009[viii])
Females					24%
0-14 years	62	27	-8%	1%	1%
15 – 17 years	61	29	-8%	1%	1%
18 – 24 years	115	88	-3%	4%	4%
25 – 49 years	223	174	-3%	8%	7%
50 – 64 years	118	85	-4%	4%	3%
65+ years	278	194	-4%	9%	7%
Males					75%
0-14 years	130	42	-10%	2%	2%
15 – 17 years	144	97	-4%	4%	2%
18 – 24 years	575	379	-5%	17%	13%
25 – 49 years	1 156	739	-5%	33%	31%
50 – 64 years	329	245	-3%	11%	12%
65+ years	373	238	-5%	11%	12%
Nationality of driver or rider killed					
National	n.a.	n.a.	n.a.	n.a.	Not available
Non-national	n.a.	n.a.	n.a.	n.a.	Not available

• Location

Table 23: *Reported fatalities by location in the United Kingdom compared to the European average of the last year available (Source: CARE, national sources). Motorways and junctions are part of built-up and rural areas.*

Location	2001	2009	Average annual change	% in 2009	European average (2009[viii])
Built-up areas	1 448	982	-5%	44%	33%
Rural areas	2 150	1 240	-6%	56%	49%
Motorways	206	132	-4%	6%	5%
Junctions	1 325	783	-6%	35%	12%

[xxii] Based on data of 28 countries (excl. NO, LT); data of FR, IE, MT, SE (2008).

Road Safety Country Overview- UK

Relative many fatalities occur during rain and in a single vehicle crash.

- **Lighting and weather conditions**

Table 24: *Reported fatalities by lighting and weather conditions in the United Kingdom compared to the European average of the last year available (Source: CARE, national sources).*

Conditions	2001	2009	Average annual change	% in 2009	European average (2009[xxiii])
Lightning conditions					
During daylight	2 057	1 268	-6%	57%	55%
During nighttime	1 541	954	-6%	43%	39%
Weather condition					
While raining	410	281	-4%	13%	10%

- **Single vehicle crashes**

Table 25: *Reported fatalities by type in the United Kingdom compared to the European average of the last year available (Source: CARE, national sources).*

Crash type	2001	2009	Average annual change	% in 2009	European average (2009[VIIIxxiv])
Single vehicle crash	1 584	1 524	0.2%	69%	40%

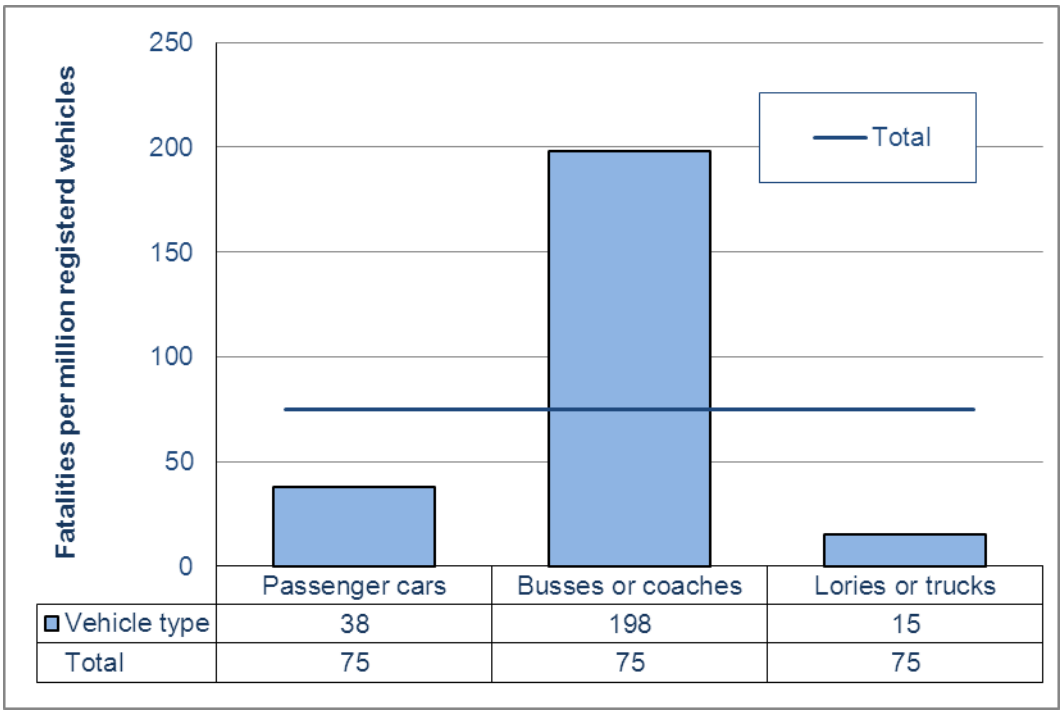
- **Under-reporting of casualties**
  - Fatalities: 100%. This amount is suspected since adequate alternative registration systems are missing for a check.
  - Hospitalised: no information.

(Source: WHO, 2009)

[xxiii] Based on 25 countries (excl. IE, IT, LT, NO, SI); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).
[xxiv] Based on 27 countries (excl. IE, LT, NO); data of AT, BE, DK, EE, FI, FR, MT, SE (2008).

Road Safety Country Overview- UK

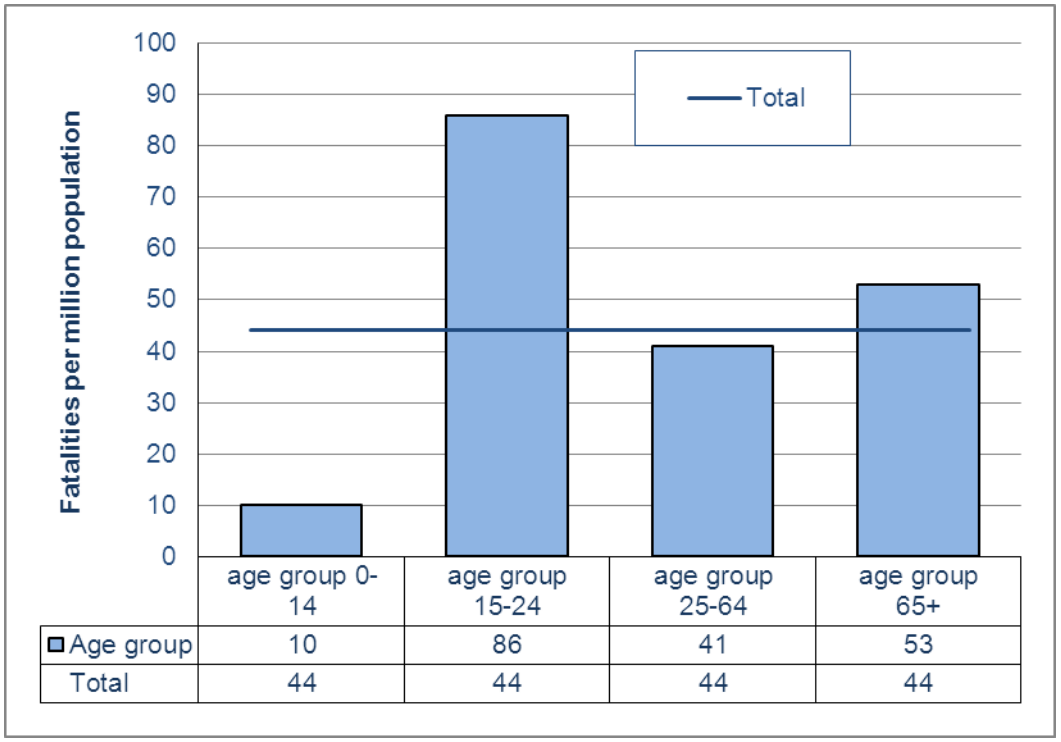
- **Risk figures**



	Passenger cars	Busses or coaches	Lories or trucks
Vehicle type	38	198	15
Total	75	75	75

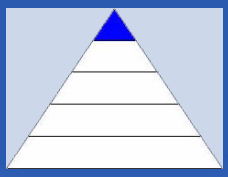
Figure 3: *Fatalities by vehicle type for the United Kingdom in 2008 (Sources: CARE).*

Young people have a higher fatal risk than other age groups in the population.



	age group 0-14	age group 15-24	age group 25-64	age group 65+
Age group	10	86	41	53
Total	44	44	44	44

Figure 4: *Fatalities by number of inhabitants in the United Kingdom in 2008 (Sources: CARE, OECD/ITF, 2011).*



Estimated costs of road injuries are somewhat higher in the UK than on average in Europe.

Social Cost

- Total costs of road crashes: 19.5 billion euros (2006)
- Percentage of GDP: 1.13% (2006)

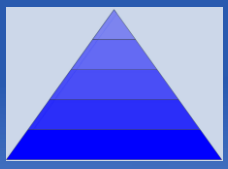
(Source: WHO, 2009)

Table 26: *Cost (in million Euro) per injury type in the United Kingdom versus the European average (Source: Bickel et al., 2006).*

Injury type	Value	European average[xxv]
Fatal	1.82	1.28
Hospitalised	0.24	0.18
Slightly injured	0.02	0.02

[xxv] Based on data of 20 countries (excl. BG, DE, FI, FR, HU, IS, LT, NO, RO and SK).

Road Safety Country Overview- UK



The UK is one of the best performing countries in the world and aims at reaming this position. The number of fatalities still drops every year.

Synthesis

- **Safety position**
  - The United Kingdom is one of the best performing countries in Europe.

- **Scope of problem**
  - A large number of fatalities are car occupants, followed by a relatively high proportion of motorcyclists and pedestrians (compared to the European average).
  - Young men are highly represented in the number of fatalities in the UK and young people have also a higher fatal risk than other age groups in the population.
  - Relative many fatalities occur on rural roads and junctions in the UK.
  - The share of fatalities in single vehicle crashes and during rain is considerably higher than the European average.
  - The number of drink-driving tests per population in Great Britain lies below the European average.

- **Recent progress**
  - The number of fatalities per million inhabitants still dropped over the years.
  - Fatalities among boys showed the largest decrease last years.
  - The percentage of speed offenders in Great Britain dropped on all road types (between 2001 and 2008), especially on urban roads with a speed limit of 48 km/h.

- **Remarkable road safety policy issues**
  - On the long term, the UK wishes to remain one of the best performing countries in the world with regard to road safety.
  - The UK already uses audits and inspections to improve infrastructure.
  - Enforcement effort on seat-belt use in the UK is one of the best in Europe.
  - For motorised two-wheelers, the minimum age is 19 years and for car driving 17 years, which differs from the 18 years which is most common in Europe.

DaCoTA

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