



accidents don't have to happen

**Response to the**

**Road Safety Trust**

**“Road Safety Trust Stakeholder Consultation:  
General Consultation Identified Gaps”**

30 October 2018



Response to Road Safety Trust Stakeholder Consultation

## Introduction

This is RoSPA's response to the Road Safety Trust online consultation, "Road Safety Trust Stakeholder Consultation: General Consultation Identified Gaps". The Road Safety Trust has identified some gaps in its work and research and as a result would like to get a range of views from within the road safety sector to help it select areas of priority for the next 5-10 years.

**1. Name:**

Becky Needham.

**2. Organisation:**

The Royal Society for the Prevention of Accidents (RoSPA).

**3. How important do you consider this identified research gap: Extending and deepening knowledge for an improved evidence base in Fitness to Drive health issues, especially re impacts of ageing.**

Important.

**4. How important do you consider this identified research gap: How can the Safe System approach best be integrated into the mainstream of road safety activity, including highway engineering, road assessment, planning and asset management?**

Crucial.

**5. How important do you consider this identified research gap: How can technology best be used to reduce criminality and unsafe driving, e.g. by preventing offences such as disqualified driving, hit and run collisions, and driver distraction offences, and supporting compliance with safe practices?**

Crucial.

**6. How important do you consider this identified research gap: Future-proofing, preparing for and adapting to new technologies (e.g. semi/autonomous vehicles) such as altered behaviour patterns, vehicle use changes, new driver skills etc.**

Crucial.

**7. How important do you consider this identified research gap: Prevention and mitigation of death and serious injuries in road crashes (including the potential to reduce the consequences of serious injury through improved access to the emergency medical system, better trauma care and rehabilitation of crash victims) and the cost of long-term care of permanent impairment from road traffic injury.**

Crucial.



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8. How important do you consider this identified research gap: **National review of urban design standards with pedestrians in mind, extending Road Assessment Programmes (RAP) to pedestrians and aligning with Safe System principles.**

Crucial.

9. How important do you consider this identified research gap: **Evaluation of national road safety interventions e.g. Safe Drive Stay Alive, Community Speed Watch etc.**

Important.

10. How important do you consider this identified research gap: **Innovative traffic calming and provision for pedestrians and cyclists.**

Crucial.

11. How important do you consider this identified gap: **Development of a Cycle Helmet Safety Rating.**

Important.

12. How important do you consider this identified research gap: **Evidence base for effective national work-related safety.**

Crucial.

13. How important do you consider this identified research gap: **Using a socio-legal framework in enforcement.**

*Explanatory notes: Socio-legal research is law in action; how the law is understood, interpreted and applied in practice in its social and legal context by all legal actors/ parties in the criminal (or civil) justice system (players, institutions and procedures). In our case this is likely to concern road traffic law and regulations and criminal law and how they are applied at all stages of the criminal justice process from the commission of an offence through the enforcement stages to the outcome, and the interpretation of that law in practice.*

*So, e.g. are new laws achieving their desired objectives? What is their impact on particular groups, e.g. crime victims, law enforcement personnel, offending drivers. Are the outcomes better or more efficient or effective than they were? What are the views and experiences of the parties?*

*Socio-legal research may not be empirical – where collecting already existing facts and figures, but where it creates new knowledge it will be empirical. Socio-legal data could include attitudes, opinions, beliefs, views, perceptions of the parties (legal practitioners, professionals like police, court staff, victims, defendants, litigants).*

Important.

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- 14.** And finally, as a more specific aspect of the 'Fitness to Drive' topic outlined in Q3, how important do you regard the following: **Consideration of regulation frameworks for Fitness to Drive health issues- present and recommended- perhaps from a socio-legal and/or cross-cultural perspective.**

Important.

- 15. Have we missed any research or work topics out that you feel are important, or comments on those listed?**

As per Q12, RoSPA recognises that there are issues surrounding workplace safety and driving for work and there is a crucial need to conduct research and road safety advice that will be relevant and practical for companies, such as delivery firms, who employ self-contractors.

RoSPA thanks the Road Safety Trust for the opportunity to comment on identified research gaps. We have no objection to our response being reproduced or attributed.





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