



deaths and more than 60 serious injuries happen every day on UK roads. Brake is a national charity that exists to put a stop to them.



We work to make streets and communities safer for everyone, and care for families bereaved and injured in road crashes. We do this through national campaigns, community education, services for road safety professionals and employers, and by coordinating the UK's flagship road safety event, Road Safety Week, every November.

Brake is a national provider of support to families and individuals devastated by road death and serious injury, including through a professionally-delivered, accredited helpline and support packs. This service is part-funded by government.



After years of steady progress to reduce casualties, recent government statistics have shown **deaths and injuries on UK roads are back on the rise, including the first rolling year increase in child casualties for 20 years.** The time to act - to get us back on track towards a future free from the devastating and preventable trauma of road death and injury - is now. **Brake is appealing to parliamentary candidates to commit to three vital, evidence-led policies** that could make the greatest contribution to turning the tide.

Too young to die brake.org.uk/tooyoungtodie

Young drivers are involved in a huge proportion of road crashes, due to inexperience and a tendency to take risks. Less than one in 12 licence holders is under 25, yet one in five fatal and serious injury crashes involve a driver this age. Often the victims are young people themselves: road crashes are the biggest killer of young people in the UK and worldwide.

The next UK government should introduce graduated driver licensing, to allow new drivers to build skills and experience gradually while exposed to less danger. Graduated driver licensing is used successfully in other countries and could stop 400 deaths and serious injuries a year in the UK.



GO 20 brake.org.uk/go20

Everyone – adults and children – should be able to walk and cycle in their communities, for their health and enjoyment, and as a sustainable way to get about, without being put in danger. It's a fundamental right. That's what GO 20 is all about: putting people's safety first, and empowering us all to enjoy healthy, active lifestyles.

The next UK government should change the default urban speed limit to 20mph to protect people on foot and bike, and allow everyone to walk and cycle without fear. 20mph speed limits are proven to cut casualties and encourage more walking and cycling. Many communities are already benefiting, but it's time to end the postcode lottery by changing the national default.

NOT A DROP NOT A DRAG

brake.org.uk/notadrop

Drink driving remains one of the biggest killers on our roads: one in eight road deaths are at the hands of someone who got behind the wheel over the limit. Even drivers who have had a drink but are under the current UK limit are at least three times more likely to die in a crash.

The next UK government should introduce a zero-tolerance drink drive limit of 20mg per 100ml of blood, to stamp out the menace of drink driving once and for all. Scotland has led the way by cutting the limit to 50mg, but we need to go further to make it clear it should be none for the road.



Road crashes are not accidents; they are devastating, predictable and preventable events, not chance mishaps. Calling them accidents undermines work to make roads safer, and can cause insult to families whose lives have been torn apart by senseless deaths and injuries.