



Department
for Transport

From the Parliamentary
Under Secretary of State

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Gareth Jones
Assistant Coroner
West Sussex, Brighton, and Hove

5 May 2026

Dear Gareth,

RESPONSE TO REGULATION 28 REPORT TO PREVENT FUTURE DEATHS

Thank you for your letter of 12 March enclosing your Regulation 28 Report to Prevent Future Deaths dated 12 March 2026 made under the Coroners and Justice Act 2009 and the Coroners (Investigations) Regulations 2013, following the inquest you conducted into the death of Paul Walker Green.

I am deeply saddened by the circumstances of Paul Green's death and I would like to extend my sincere condolences to his family and friends.

Improving road safety is one of my Department's highest priorities. Too many people are killed and seriously injured in road traffic collisions, and this Government will work hard to prevent these tragedies for all road users. Whilst UK roads are among the safest in the world, there is no room for complacency, and I have carefully considered your report and its recommendations.

The latest statistics do show that the number of car fatalities involving 17 to 24-year-olds on Britain's roads is falling – from 448 in 1990 to 73 in 2024. This is an 84% total decrease. However, there is no room for complacency. In terms of population and the number of miles driven, 17– 24-year-olds, particularly young men, remain one of the highest fatality risk groups both as car drivers and passengers.

That is one reason why, on 7 January 2026 my Department published our new Road Safety Strategy, setting out our vision for a safer future on our roads for all. The Strategy sets an ambitious target to reduce the number of people killed or seriously injured on British roads by 65% by 2035. This target will focus the efforts of road safety partners across Britain, with measures to improve road design, protect vulnerable road users, and review motoring offences. All of this will be supported and monitored by a new Road Safety Board which I will chair.

Whilst we are not considering further restrictions on newly qualified drivers, such as carrying passengers, we are consulting on a Minimum Learning Period before learner drivers can take their practical driving test. This would allow learners more time to gain essential experience, for example in different weather conditions, before driving independently and reduce the risk to themselves and other drivers. We believe this strikes an appropriate balance between addressing specific risks pertaining to younger drivers, whilst allowing them to exercise new freedoms that passing your driving test can bring.

We are also consulting on a lower drink drive limit for newly qualified drivers in England and Wales with the intention of reducing collisions amongst this group.

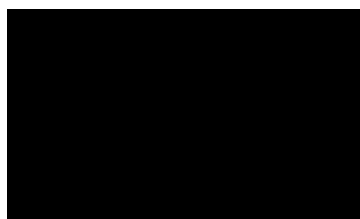
The consultation on introducing a Minimum Learning Period for learner drivers closes on 11 May and can be found at:
www.gov.uk/government/consultations/introducing-a-minimum-learning-period-for-learner-drivers/introducing-a-minimum-learning-period-for-learner-drivers-category-b-driving-licence.

I am also aware that seat belts were a factor in the death of Paul Green. We recognise the devastating consequences of failing to wear a seat belt. That is why, through the consultation on proposed changes to penalties for motoring offences, we are seeking views on whether drivers who fail to wear a seat belt, or who fail to ensure that a child under 14 is wearing an appropriate restraint, should receive 3 penalty points.

The consultation on motoring offences closes on 11 May and can be found at:
www.gov.uk/government/consultations/proposed-changes-to-penalties-for-motoring-offences. Once these and other road safety consultations have concluded, we will publish our responses in due course.

I want to reiterate that this Government treats road safety seriously, and we are committed to reducing the numbers of those killed and injured on our roads.

Best wishes,



MINISTER FOR LOCAL TRANSPORT