



# Traffic Safety Roads

The Graham Feest Consultancy  
*Incorporating the UK Road Safety Network*

**AUGUST 2023**





# Traffic Safety Roads

**Traffic Safety Roads is published**  
by the  
**Graham Feest Consultancy**  
*incorporating the*  
**UK Road Safety Network**

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*Acknowledgement and appreciation are extended to the following principal sources of information along with the articles from individual contributors;*

AA, ADI National Joint Council, Agilysis, ARRM, CIHT, Clearview Intelligence, Brake, DfT, DIA, DfBB, DVSA, eDriving, ETSC, Fleet News, GEM Motoring Assist, Intelligent Instructor, Hadstrong, Highways Magazine, Highways on Friday, IAM RoadSmart, IHE, IMTD, LAPV, LCRIG, LGA, Living Streets, Logistics UK, London Road Safety Council, MCIA, MSA, National Highways, PACTS, RAC, RHA, RoadSafe, Road Safety GB, Road Safety Scotland, Roadpol, Road Safety Wales, RoSPA, SMMT, Sustrans, TfL, TRL, The RichWorks, Transport Scotland, TRL, Transport Network, UCL etc



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**Edition 8 Issue 08: August 2023**

## CONTENT OF THIS ISSUE

- ☐ The War on the Motorist'
- ☐ Driving Tests
- ☐ Roadpol Alcohol and Drugs Marathon
- ☐ Hands Up for Scotland Survey
- ☐ Inconsiderate and Hazardous Pavement Parking
- ☐ Essential Changes for Improved Motorcycle Training
- ☐ UKs Most Congested Roads and Polluted Areas Named as Traffic Increases
- ☐ Active Travel and Health Benefits
- ☐ Caffeine Nap Research
- ☐ Grant Money for Road Safety Initiatives
- ☐ Motorists Responsible for 73%
- ☐ Memorial for Road Traffic Victims
- ☐ Driver Testing and Education
- ☐ Tailgating
- ☐ The General and Pedestrian Safety Regulations
- ☐ No to Mandatory Driving Licence Renewal
- ☐ Primes
- ☐ Pothole Breakdowns
- ☐ Cut Back the Foliage
- ☐ Window Breaker and Seat Belt Cutter
- ☐ Fact for Your File
- ☐ Around the World Australia
  - USE
  - Poland
  - Europe
- ☐ Delivery Companies Urged to Do More to Protect Safety of GIG Motorcyclists
- ☐ E- Scooter Data for London
- ☐ Sentencing Guidelines for Offenders
- ☐ Plan to Increase Cycling Levels
- ☐ Drivers with a Licence
- ☐ Delivering the safe System Approach

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*(Front Cover Picture - Courtesy of Victoria Palombo)*

# Traffic Safety Roads



## THE 'WAR ON THE MOTORIST'

You may well remember this somewhat emotive phrase from around a decade ago and it would appear that in the opinion of many they believe we have now entered the second phase with motorists feeling that they are sitting ducks for any way to extract money and with no real effort being made to solve the ever growing congestion problems.



Recently we have seen a hike in most airports for people just dropping off passengers - never could quite understand why there should be any charge at all for me doing my family or neighbour a favour in taking them to the airport.

Our safety and behaviour on the roads is dependent amongst other things being content with the way in which we are being treated but according to a survey conducted for the Alliance of British Drivers (ABD), only four out of ten drivers believe that the government is giving them a fair deal when it comes to driving and car ownership.

61% of respondents concurred that the 35 million drivers in the UK were under attack, primarily as a result of gruelling traffic congestion, Ulez fees, widespread use of cameras to police speed limits, and other restrictions like bus lanes.

The impending ban on the sale of new petrol and diesel cars by 2030 was among the concerns felt by motorists. The survey revealed that 59 per cent of people want the Government to either postpone the transition to more environmentally friendly cars or scrap it entirely.

Bob Bull, of the ABD, said:

"If proof were needed, this poll shows that the British people believe that the authorities at every level are engaged in a war on the motorist. The official justification is often a woolly environmentalism, but we suspect that the real reason is that governments, councils and others regard the country's 35million drivers as a cash cow to be fleeced of their money at every turn.

Take the ban on new petrol and diesel cars after 2030. This crazy measure is both impractical and far from green. Impractical because electric cars are wildly expensive and because we don't have the charging points or grid to cope with such a rapid upheaval. Far from green because evidence mounts every day that making electric vehicles - especially their huge batteries - generates more carbon dioxide emissions than the manufacture of conventional vehicles."

With 52% of people over 55 saying that drivers are being targeted, older voters are the most likely to claim that there is a war on motorists. However, 44% of people aged 18 to 24 agree with the statement as well.

The poll's findings point to a desire for government intervention with more respondents agreeing that the government should attempt to halt the controversial Ulez expansion plan in London which is scheduled to take effect next month

Mark Harper, the transport secretary, has encouraged local governments to investigate "low traffic neighbourhoods" (LTNs), many of which have gained a poor reputation. However, the survey found that respondents continued to embrace LTNs and 20 mph speed restrictions in general.



# Traffic Safety Roads



## DRIVING TESTS

The DVSA has produced test pass statistics for the period April 2022 to March 2023 which shows that 1,688 955 tests were conducted during the period which resulted in 816,755 passes giving an overall pass rate of 48.4%. Of the test passes 32,034 had no faults recorded which apart from bragging rights in my opinion has no real significance.

The top ten recorded reasons for failing the driving test over this period were:

1. Junctions (observations)
2. Mirrors
3. Move off (safely)
4. Junctions (turning rights)
5. Control (steering)
6. Response to signals (traffic lights)
7. Response to signals (traffic signs)
8. Positioning (normal driving)
9. Response to signals (road markings)
10. Reverse Park (control)

Interestingly when one looks at the top ten reasons for crashes - lack of observation/not looking where you are going is the number one which is very much the same in why many people fail their driving test.

## ROADPOL ALCOHOL & DRUGS MARATHON

*ROADPOL is the network of European traffic police forces. Led by senior police officers, it is primarily committed to reducing the number of deaths and serious injuries on European roads. The members are the traffic police forces of various European countries. Accordingly they undertake a co-ordinated number of campaigns across participating countries at the same time.*



During June ROADPOL conducted a Alcohol & Drugs operation and featured broad 24-hour checks along the roads of 13 member countries.

According to the reports more than 262,000 drivers were checked throughout Europe during the day and night of the operation. Of these 12,284 drivers were under the influence of alcohol and 399 under the influence of drugs. (The violation rate was double the one from the same operation last year). In 1,210 cases the driver's license was seized, or a procedure was started to revoke the driver's license.

The enforcement operation was carried out against the backdrop of the larger week-long Alcohol & Drug campaign run from 14th to 20th June 2023. According to the reports of participating countries more than 495,000 drivers were checked throughout Europe during this operation. Of these 7,812 drivers were under the influence of alcohol and 1,920 under the influence of drugs. 173 drivers were under the influence of alcohol and drugs. In 2,186 cases the driver's license was seized.

Although the legislation in European countries differs slightly, driving under the influence is punishable in all of the countries. Some countries have a 0 limit (zero tolerance), while in other countries a low content of breath alcohol level is allowed.

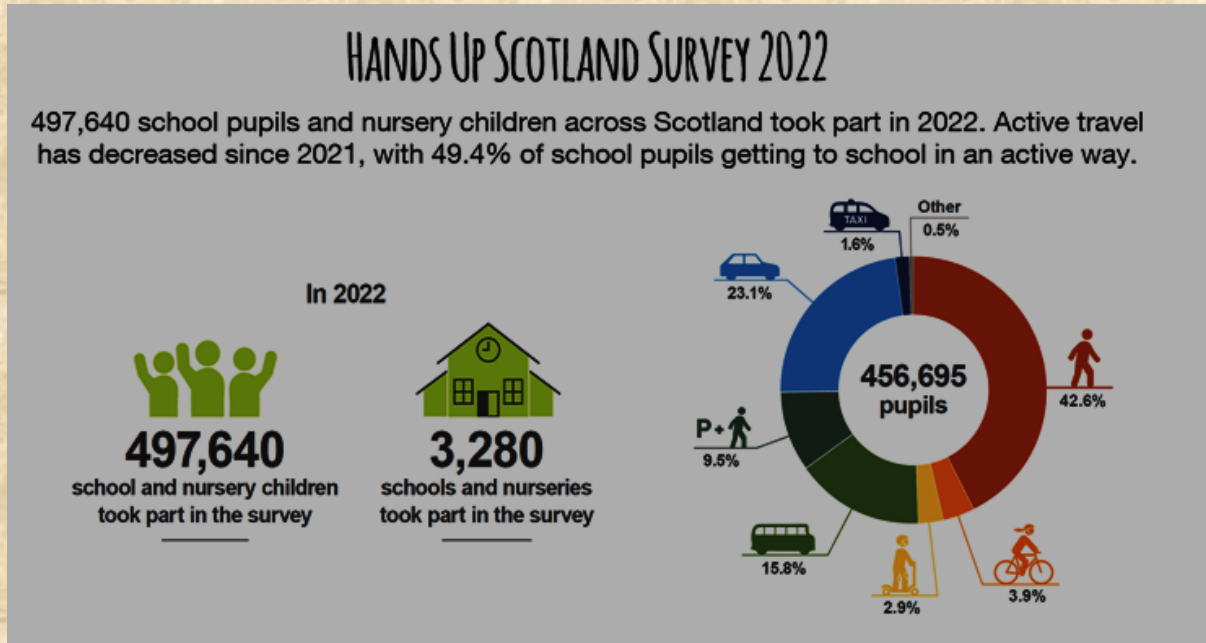
# Traffic Safety Roads



## HANDS UP SCOTLAND SURVEY

The Hands Up Scotland Survey looks at how pupils across Scotland travel to school and nursery.

Established in 2008, the survey has been providing an insight into journeys to school for more than a decade and is the largest national dataset on school travel.



In 2022, the percentage of school pupils travelling actively to school, either by walking, cycling, scootering or skating, is at 49.4%. This represents a continued decrease since a 51.2% high in 2020, but is still higher than the pre-pandemic levels of 2019 (47.8%). Walking rates decreased by a percentage point but walking is still by far the most common way school pupils get to school. Bus use has increased by 1.3 percentage points since 2021, to 15.8%, and is now comparable to pre-pandemic levels, though is still 3 percentage points lower than in 2013. The percentage of pupils scootering or skating to school has increased to a joint recorded high of 2.9%.

## INCONSIDERATE AND HAZARDOUS PAVEMENT PARKING

Pavement parking is one of the most common complaints made by people walking. Obstructing a walking and wheeling route is inconsiderate and is particularly hazardous to children, older people, people with visual impairments, with reduced mobility, and people using pushchairs.



Sustrans' Walking and Cycling Index report found that banning pavement parking would help 70% of all residents to walk or wheel more in towns and cities across the UK. Alongside this, Sustrans' Disabled Citizens' Inquiry, which gives disabled people a voice in walking and wheeling policy and practice, found that 79% of disabled people would find creating a national pavement fund to maintain and improve pavements useful for them to walk or wheel more.

How then should we resolve this matter as shown above. With no provision for the home owners to park on the street what do they do. Has the time come to consider with encouraging people to walk and cycle more that the yellow lines should be removed to permit on street parking?



# Traffic Safety Roads

## ESSENTIAL CHANGES FOR IMPROVED MOTORCYCLE TRAINING

The Motorcycle Industry Association (MCIA), alongside road safety charities, representatives from the business sector, local government, and motorcycle rider representative organisations, have signed a joint letter to the Secretary of State, highlighting the urgent need for improvements in Compulsory Basic Training (CBT) for motorcycles. The letter emphasises the critical role these changes can play in enhancing road safety across the UK.

The Driver & Vehicle Standards Agency (DVSA) indicated its support for various measures to improve moped and motorcycle safety as far back as 2017. Six years on, despite widespread support for CBT reform from road safety charities, motorcycle user groups, local authorities and business representatives, these vital improvements are yet to be implemented.

The current CBT framework, established over three decades ago, needs to be updated and improved to reflect the increasingly diverse nature of mopeds, motorcycles and other powered light vehicles (PLV) within our sector. MCIA and its partner organisations firmly believe that the time has come for the Government to revise the CBT program.



MCIA, in collaboration with the letter signatories, therefore, urges the Government to prioritise the implementation of these essential changes, which include:

Introduction of a training course to upgrade motorcycle licence entitlements.

Empowerment to revoke CBT certificates or impose measures for learner riders who accumulate six penalty points.

Restriction of learners who complete CBT on an automatic transmission machine to riding only automatic machines.

Provision for upgrading entitlement to manual for riders with such restrictions.

Establishment of a combined CBT and DAS instructor qualification assessment.

Limitation of the time period during which down-trained instructors can provide instruction.

Revision of the CBT syllabus, including the requirement for instructors to ensure appropriate attire for trainees.

Condensing the five elements of CBT into four.

Strengthening the quality assurance scheme for motorcycle instructors.

Introduction of a theory test as part of or prior to CBT.

Digitisation of the CBT administration process.

Implementation of earned recognition.

These changes are fundamental to the advancement of safer motorcycling throughout the UK according to the MCIA and the supporting bodies. With 1,623 deaths and nearly 30,000 serious injuries sustained by motorcycle riders in Britain over the past five years, swift action is imperative. While some changes can be implemented quickly through statutory instruments, others may require primary legislation.

Accordingly the MCIA urges the Government to initiate the drafting of potentially life-saving legislation in preparation for a suitable opportunity to ensure our sector can continue providing society with its plethora of environmental, congestion and future of mobility-related benefits.



# Traffic Safety Roads



## UK'S MOST CONGESTED ROADS AND POLLUTED AREAS NAMED AS TRAFFIC INCREASES

As traffic rates return to pre-pandemic levels, new research has found the most congested roads and most polluted areas of the country. The vehicle subscription service Car Sloth has revealed the most congested roads around the UK determining their results by looking at the delay in seconds per vehicle per mile (SPVPM), which details the difference between the speed limit and the average speed for a journey.

The study found that London the most congested to drive in, with nine of the top 10 roads in the country located in the capital.



The most congested road in the UK is the A5204 in Westminster, with the A2198 in Southwark and the A3207 in Wandsworth coming second and third.

Outside of the capital, the Car Sloth survey found that the busiest road was the A2010 in Brighton, which had an average SPVPM of 18.1 minutes. Brighton also features the third busiest road outside of London, with the A2023 having an average SPVPM of 13.2 minutes, making the city the second most congested in Britain.

With an average SPVPM time of 14.5 minutes, another particularly busy road is the A3039 in the centre of Bath, which comes under the centre's Clean Air Zone.

The survey also highlighted the most polluted areas of the country, by measuring the average levels of CO<sub>2</sub>. According to Car Sloth's data, the most polluted part of the UK is the North West, with the region estimating to generate 418.5 billion tons of carbon dioxide. This is followed by the West Midlands, which is said to produce 372.8 billion tons of CO<sub>2</sub>, with Birmingham featuring a Clean Air Zone which restricts some high-emission vehicles from travelling in the city centre. However, whilst London is the most congested area in the UK, its roads do not produce the most carbon dioxide, ranking 10th in the list of most polluted regions.

During the pandemic, traffic levels fell to their lowest since 1955, with most motorists in the UK working from home. Whilst traffic levels have once again reached pre-pandemic levels, Bristol Street Motors have advised drivers to avoid congestion by trying to drive outside of the typical rush hour times of 8am and 5pm. In addition, the company suggested covering longer distance trips on Sundays or either early in the morning or late at night.



## ACTIVE TRAVEL AND HEALTH BENEFITS

Active travel is one of the most powerful ways to improve people's health - but it must be safe for people of all ages.

That was the assessment of Professor Sir Chris Whitty, chief medical officer (CMO) for England, speaking at the London Road Safety Council's Annual General Meeting.

Professor Sir Whitty - is a member of Active Travel England's advisory panel - outlined that while more people are choosing to walk and cycle, safety concerns remain a barrier to increasing levels further.

From a health perspective, he expressed the importance of getting people who do a little bit of exercise to do more - as opposed to those who already do lots of exercise.



He also touched upon the fact that the risks of air pollution are down - but there is still a way to go to achieve safe levels.



# Traffic Safety Roads

## CAFFEINE NAP RESEARCH

With Government figures showing that fatigue was a contributory factor in 1,195 collisions during 2021 a new project funded by The Road Safety Trust and to be carried out by Loughborough University, will evaluate the efficacy of a 'caffeine-nap' - where drivers have a caffeinated drink and a 15 minute nap - as a countermeasure to driver sleepiness for OSA patients and also whether a 'caffeine-nap' can counteract sleepiness among drivers who suffer with obstructive sleep apnoea.



Obstructive sleep apnoea (OSA) patients are at increased risk of driver sleepiness, yet there is a gap in evidence for this specific demographic regarding what they should do if they feel tired when driving.

The study will seek to develop an evidence-based recommendation for best practice which will then be disseminated to OSA patients.

Dr Ashleigh Filtness, professor of transport, human factors and sleep science, University of Loughborough, said:

*"Sleepiness is a natural part of everyday life. All people get tired every day so all drivers should know what to do if they become tired when driving. Having a caffeinated drink and a 15 minute nap (if possible) helps to temporarily alleviate tiredness. This countermeasure of a 'caffeine-nap' has been evaluated in laboratory settings, however, it is not known how (if) drivers put this advice into practice in the real world. Additionally, while this advice is likely to be appropriate for the vast majority of people, for some its*

*efficacy has not been tested and it could be that alternative advice may be more effective.*

*This project will undertake a focused investigation to develop appropriate guidance for OSA patients and their physicians. Being alert when driving is everyone's responsibility, so it is important that we all have access to accurate information to help manage driver sleepiness."*

The outcome of the project will be an evidence-based recommendation for caffeine-nap best practice for tired OSA drivers. Recommendations will be targeted to OSA patients (disseminated through OSA charities), physicians and the Driver and Vehicle Standards Agency (DVSA).

## GRANT MONEY FOR ROAD SAFETY INITIATIVES

The Road Safety Trust has announced details of its Autumn 2023 funding round to support practical measures, research, dissemination and education initiatives and will open for applications between 4th October to 7<sup>th</sup> November 2023.

There will be two routes to funding - Small Grants of up to £50k and Large Grants of up to £500k.

The maximum project length for a Small Grant is 24 months. The minimum amount that can be applied for is £20K and the maximum is £50k.

The maximum project length for a Large Grant is 36 months and the maximum amount available is £500k. Organisations thinking of applying for between £301k-£500k should contact the Trust before preparing their submission.

Applications will be welcomed from public and private organisations, registered charities, university departments and not for profits bodies on and can be for any road safety topic - and all applications must include plans for monitoring and evaluation.

For guidance on the application process <https://www.roadsafetytrust.org.uk/>



# Traffic Safety Roads



## MOTORISTS RESPONSIBLE FOR 73%

New research, carried out by Cycling Scotland highlights that 54 cyclists were killed - and a further 1,836 seriously injured - in collisions on Scotland's roads between 2015 and 2021 with analysis of the contributory factors showing that 73% were the responsibility of the driver.

The most common cause of a collision was failure to look where 374 were assigned to the motorist.

Failure to judge the other person's path or speed was the second most common contributory factor, noted in 191 of the collisions with 133 being attributed to the driver (70%).

Third was being 'careless, reckless or in a hurry', resulting in 154 collisions - of which 101 (66%) were linked to the driver.



Cycling Scotland says the analysis 'helps us to challenge some of the myths about people on bikes, particularly about the causes of collisions and how to reduce the likelihood or severity of the collisions'.

It also points to data which shows a cyclist wearing dark clothing at night was noted in 22 collisions.

Cycling Scotland stresses that engineering, education and enforcement measures are critical to reducing fatal and serious injuries in collisions involving people cycling - and that these actions 'need to be prioritised across Scotland now'. It adds that engineering is the top priority and the development of a cycling network, separate from motorised traffic, is the best way to deliver a safer environment for people cycling.



## MEMORIAL FOR ROAD TRAFFIC VICTIMS

The first permanent memorial for road traffic victims funded by Warwickshire Road Safety Partnership has been unveiled in Warwickshire, with a special ceremony attended by representatives of the county's emergency services, road safety campaigners and local dignitaries.

The memorial has been carefully crafted with a decorative emblem featuring a tree of life, inscribed with: 'Remembering lives lost and injured on our roads in Warwickshire' and is found as part of Hartshill Hayes Country Park's commemorative wood and offers families a peaceful location to remember family members, friends or colleagues affected by a road traffic collision.

Philip Seccombe, Police and crime commissioner and chair of Warwickshire Road Safety Partnership, said:

"The idea for this memorial is to offer the families, friends and colleagues of those affected by a road collision a safe and peaceful place where they can come together to remember the person they have lost or suffered life-changing injuries.





# Traffic Safety Roads

## DRIVER TESTING AND EDUCATION

A new report published by Brake and AXA UK is urging the Government to implement a progressive licensing system that provides safeguards for learner and newly qualified drivers.

The report points to data which shows 17-24-year-olds account for only 6% of all licence holders in Britain, yet represent 18% of all car drivers killed or seriously injured.



It repeats the argument that normal brain development means young drivers are often more likely to take risks and are less able to regulate their impulses or understand the consequences of their decisions is calling on the Government to implement a progressive licensing system - which introduces elements such as a minimum learning period and a lower blood alcohol limit, while also reducing the number of similar-aged passengers a newly licensed driver can carry.

The report says this has proved successful in reducing road deaths and injuries of young drivers in other countries. For example, a similar system in New Zealand led to a 23% reduction in car crash injuries for 15-19-year-olds, and a 12% reduction for 20-24-year-olds.

Ross Moorlock, interim CEO at Brake, said:

“This report shows that nearly two-thirds (63%) of drivers surveyed said they would support a phased or progressive licensing system, and only one-sixth (16%) would be against it. This overwhelming majority demonstrates that there is clear public support and appetite for a system like this, and for ensuring we prioritise the safety of young drivers on our roads.”

However where is the initial training:

- We know that newly qualified drivers have problems in coping with rural county roads
- We know that newly qualified drivers fail to cope with the added distraction of passengers in cars
- We know that newly qualified drivers have issues about driving at night

All of the above we have known for a number of years and yet we do not address these in the training and testing of learner drivers of any age. These things do not need any legislation but just a more creative approach to driver training

A copy of the report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

## TAILGATING

As the number of motorists convicted with tailgating increases, Churchill have revealed how common the problem is on the motorways. The insurance company Churchill has revealed that on one day 19,137 cases of tailgating were spotted on three stretches of the M25.

Out of the recorded vehicles, the tailgaters were in cars, with 12,869 spotted, whilst 4,505 Light Good Vehicles (LGVs), such as vans and pick up trucks, were also spotted driving too closely to the vehicle in front.



# Traffic Safety Roads

## THE GENERAL AND PEDESTRIAN SAFETY REGULATIONS

PACTS is calling on the Government to align the UK's vehicle safety standards with those introduced in Europe last year - or risk being left behind when it comes to road safety.



The General and Pedestrian Safety Regulations (GSR)\* were adopted by the European Union in 2022 - mandating a series of technologies on new vehicles which includes enhanced direct vision in HGVs, automated emergency braking systems, and intelligent speed assistance. However having left the union the UK Government needs to endorse these measures as a matter of urgency.

*(\*The GSR specifies the type-approval requirements for the general safety of motor vehicles, their trailers, and systems, components and separate technical units; the PSR sets out the type-approval requirements for motor vehicles with regard to the protection of pedestrians and other vulnerable road users.)*

Jamie Hassall, PACTS executive director, said:

“The UK played a key role in the development of these vehicle safety measures but has now been left behind by not adopting them or indeed increasing the requirements. This means it will take longer for these features to appear in our fleets and help reduce the number of deaths on our roads. It appears that the UK market is being asked to pay more to have these life saving features activated while these are free in Europe. The adoption of the

GSR measures could kickstart a new era of road safety in the UK, at virtually no cost to the government or motorists. The benefits of these measures play a key role in reducing the harm caused to pedestrians and other vulnerable road users. The true cost of their delayed introduction and leaving them as an optional paid-for measure has a knock-on effect: otherwise preventable collisions will persist and more lives be lost.”

PACTS says endorsing these measures will not only secure the welfare of UK road users but also bolster the UK automotive sector, which exports most new cars to the EU, where these standards are now mandatory. It also points out that GSR technologies are crucial for the advancement of connected and autonomous vehicles and come at minimal cost to the taxpayer or consumer.

## NO TO MANDATORY DRIVING LICENCE RENEWAL

The chair of the Irish Society of Physicians in Geriatric Medicine Prof. O'Neill has spoken out against a European Commission proposal to introduce a mandatory driving licence renewal process for drivers aged 70+, saying the rule would be 'discriminatory'.

In a letter to the European Commissioner for Transport, he make the point that older drivers are some of the safest drivers and higher death rates in the age group are due to the fragility of older people, not an increased likelihood to cause a crash and therefore updating driving licence rules should focus on medical conditions across the lifespan, not just on older drivers.

Sweden has carried out a study looking into the introduction of age-based screening and concluded that the country should not introduce mandatory medical screening for older drivers but instead recommended further investigations for drivers of all ages suffering from substance abuse, mental disorders epilepsy and diabetes.

The ETSC is calling for the EU to introduce a screening protocol for doctors to use with all age groups to assess medical fitness to drive.



# Traffic Safety Roads



## PRIMES

(Perceptual Rider Information for Maximising Expertise and Enjoyment)

New road markings trialled across the west of Scotland have improved the riding behaviour of motorcyclists taking left hand bends, according to Transport Scotland.

The markings, Perceptual Rider Information for Maximising Expertise and Enjoyment (PRIMES), are designed to help riders make better decisions when approaching bends.

Grounded in the latest academic theory on human factors and applied psychology, PRIMES comprise new and innovative 'gateway' road markings and signage. They are intended to provide a tool for motorcyclists, 'priming' them to adapt their riding as they approach a bend.

Twenty-two trial sites were created on roads covering 750 square miles across the West of Scotland. Research was undertaken over three years in what is believed to be the most in-depth investigation of motorcycle rider behaviour anywhere in the world.



Professor Alex Stedmon, an expert in rider behaviour and psychology, led the research and ensured academic rigour throughout and will be speaking about PRIMES at the Cardiff road safety event - on Monday 23<sup>rd</sup> October 2023 (<https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/cardiff-2023/>) said

“Project PRIME is the first time this kind of research has been done to look at dedicated road markings for motorcyclists. It’s been a great opportunity to use applied psychology principles in the real world to support behaviour change for a specific group of vulnerable road users, which underpins the Safe System approach to road safety and supports Scotland’s Road Safety Framework to 2030. Throughout Project PRIME we have taken a user-centred approach to develop a safety solution that riders will accept and use. It’s very much for motorcyclists and by motorcyclists!”



## POTHOLE BREAKDOWNS

The RAC went out to more than 8,100 pothole breakdowns between April and June 2023, the highest number in five years which brings the total for 2023 to date of 18,250 recording breakdowns for damaged shock absorbers, broken suspension springs or distorted wheels - the call-outs which are most likely caused by defective road surfaces. This does not include punctures which may also be to blame. However, the number of punctured tyres RAC patrols went out to in the second quarter of 2023 (101,200) was 13% higher than the previous year (89,600), indicating that poor road surfaces may well have played a part.

A Freedom of Information request made by the RAC\* also reveals councils have forked out more than £11m over the last four years to drivers who successfully claimed their vehicles had been damaged by potholes.



# Traffic Safety Roads



## CUT BACK THE FOLIAGE

GEM is encouraging drivers to report obscured road signs to the appropriate local authority, and to remember that a limit of 30mph usually applies to all traffic on all roads with street lighting, unless there are signs to say otherwise.

Too many road signs are being obscured by foliage putting motorists at risk, according GEM Motoring Assist and it is calling on highways authorities and landowners to tackle the recurring menace.

The Highways Act 1980 (Section 154) says landowners must protect the safety of road users by ensuring they maintain roadside hedges and trees.

GEM chief executive, Neil Worth said

“Road signs provide vital instructions and information for drivers, who choose their speeds and actions based on what the signs tell them. If they can’t see the signs, then their ability to make safe decisions is compromised, especially if they’re on unfamiliar roads. Dealing with trees, branches and plants that hide traffic signs is a vital task, ensuring that speed limit and other signs are made as clear as possible to everyone using their roads.

We therefore ask any farmer and landowners to do their bit for road safety and ensure any signs are clearly visible for road users, and that drivers have a clear and unobstructed view ahead, particularly at junctions and on the inside of bends.”



## WINDOW BREAKER AND SEAT BELT CUTTER

A petition is calling for all new vehicles to be fitted with a window breaker and seat belt cutter as a standard safety feature has been launched by Andy Spavins, whose family were involved in a collision which saw their vehicle enter a dyke, turn upside down, and fill with water. Andy says it is only due to the help of onlookers that they were able to escape the vehicle and avoid potentially drowning.



Since the collision, Andy and his wife have launched a petition - which calls for motorists with older cars to be required to install such equipment in their vehicles.

The petition says a brightly coloured and easily accessible car window breaker and seat belt cutter could be used in any sort of emergency where conventional means of escape are hindered. It suggests these could be placed above the driver’s side window for ease of access.

The petition required 10,000 signatures to receive a Government response. At 100,000 signatures, it will be considered for a debate in parliament. You can sign the petition at <https://petition.parliament.uk/petitions/637783>



## FACT FOR YOUR FILE

For every 1% increase in mean speed, there is a 4% increase in risk of a fatal crash. A pedestrian hit by a car at 40mph faces more than 4 times the risk of death than if the car were driving at 30mph.



# Traffic Safety Roads



## AROUND THE WORLD

### Australia

There were 1,202 deaths on Australia's roads in the 12 months to 31 May 2023 - 24 more than in the previous 12-months, according to figures from the Bureau of Infrastructure and Transport Research Economics. Australian governments have agreed on the National Road Safety Strategy target of halving Australia's road toll through the decade to 2030. However, the AAA said the national road toll is now 20 percent higher than where it would need to be if the Strategy - agreed by federal, state, and territory governments - was 'on track' to meet its targeted pro rata reduction. The organisation is calling on the Government to require states to publish road safety data to create an evidence base for more effective policy responses.

Prospective car buyers in Victoria are being warned that a state-of-the-art sound system

and leather seats won't save your life in a crash. The Transport Accident Commission (TAC) 'find a safer car in your budget' initiative is urging anyone purchasing a new vehicle to prioritise safety features, in an effort to address the number of people dying in older vehicles. The campaign aims to educate Victorians on the lifesaving benefits of advanced active safety features in new and used cars and showcases widely available vehicle safety features that buyers should consider, including auto-emergency braking (AEB), lane-keep assist (LKA), blind spot monitoring, electronic stability control (ESC), and front, side, and curtain airbags. It comes as new figures reveal 56 of the 92 driver and passenger deaths on Victorian roads this year have been in crashes involving a vehicle aged ten years or older.

### USA

The US Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has called for automatic emergency braking and pedestrian AEB systems to be a requirement on new cars and light trucks. Announcing a Notice of Proposed Rulemaking, the NHTSA said the change could reduce crashes associated with pedestrians and rear-end crashes as well as saving at least 360 lives a year, and reduce injuries by at least 24,000 annually.

### Poland

The European Transport Safety Council (ETSC) has awarded its 2023 Road Safety Performance Index Award to Poland for the first time. The country cut road deaths by 47 percent between 2012 and 2022, a rate only bettered by Lithuania, last year's winner. The number of road deaths per inhabitant stood at 50 per million in Poland last year, down from 93 per million in 2012. In ten years, Poland has greatly improved road safety and set an example on how to take the issue seriously. There has been a genuine commitment to setting targets, improving infrastructure and boosting enforcement, all key factors in this impressive reduction.

### Europe

New analysis published this month by ETSC shows road deaths in the EU rose by four percent last year, to 20,679. That number is still nine per cent lower than in 2019, the last year before the Covid-19 pandemic dramatically altered traffic volumes. However, ETSC has warned that a 17.2 percent decrease would have been needed since 2019 in order to stay on track to reach the EU and UN target of halving the number of road deaths by 2030.



# Traffic Safety Roads



## DELIVERY COMPANIES URGED TO DO MORE TO PROTECT SAFETY OF GIG MOTORCYCLISTS

An IAM RoadSmart's survey discovered that almost half of consumers are willing to pay more for their food deliveries if companies agreed to an ethical standard to improve safety conditions for delivery riders. The findings come after a leading transport academic also called for sweeping changes to safety protocols and training to help protect motorcyclists who work in the gig economy.

- Around two-thirds (65 per cent) of over 2,000 motorists surveyed thought that it was unsafe for riders to work in snowy weather conditions, and yet only 46 per cent expressed discomfort in actually ordering food in such conditions.
- Similarly, 63 per cent of respondents said that it is unsafe for motorcyclists to deliver food when there is poor visibility, such as fog, but only 45 per cent stated that they would feel uncomfortable ordering food when it is foggy outside.
- Almost half (48 per cent) of those surveyed deemed rain as another condition that was unsafe for motorcyclists to deliver food in. However, only 34 per cent declared that they would feel uncomfortable requesting a delivery from a motorcyclist on such occasions.

The survey follows concerning research findings from leading behavioural scientist and transport safety expert at University College London (UCL), Professor Nicola Christie. Her research collected testimonies from those who ride a motorcycle for deliveries, both as an employee and as a member of the gig economy (who are effectively independent contractors).

The study showed that those in the gig economy are not always offered the same protection as employees, in terms of suitable rest periods, risk assessments, appropriate routes for their level of training or access to personal protective equipment (PPE). Due to the pressure of meeting customer demands and delivery platform targets, the riders are often incentivised to work long hours, and offered more money to go out in adverse conditions when demand might be higher - conditions which can heighten the risk of collisions for motorcyclists, who are already more at risk.



One suggestion of how to address this issue is to ensure there is financial support to increase safety provisions, such as additional PPE and advanced training, so the gig economy can potentially move away from higher prices in poor weather that incentivise taking on riskier jobs.

IAM RoadSmart's survey also found that there is an appetite for this kind of support, with almost half (48 per cent) of respondents voicing that they would be prepared to pay more for their deliveries if companies signed up to an ethical standard to help improve safety conditions for its riders. Accordingly IAM RoadSmart, is urging food delivery companies that employ gig workers who ride motorcycles, to introduce stronger measures to protect their safety, particularly in challenging weather and road conditions.



# Traffic Safety Roads



## E SCOOTER DATA FOR LONDON

Data published by TfL covering the first 18 months shows fewer than 0.01% of trips taken as part of the Capital's rental e-scooter trial have resulted in injuries with 22 being serious injuries and that there have been no fatalities. (Please note that this figure relates to the loan scheme e-scooters and not those privately owned being illegally used on the highway)

The trial was launched by TfL and London Councils in June 2021 - and is operated by Dott, Lime and TIER. Operators reported that during the first phase of the trial, more than 95% of trips complied with rules around parking.



It has expanded significantly since then, with ten participating boroughs, more than 600 designated parking locations and more than 5,000 e-scooter vehicles now available for hire. Since launching, more than 2.5 million journeys have been made, covering more than 6.46 million kilometres - the equivalent of travelling 161 times around the world. The average e-scooter trip duration was 17 minutes and the average distance travelled was 2.5km.

TfL says the trial has focussed on safety throughout and that it has taken steps to ensure the safety of anyone riding rental e-scooters and other members of the public. The rental vehicles in London have safety standards which 'go beyond the national standards', including a speed limit of 12.5mph, larger wheels and lights that are always on throughout any rental.



## SENTENCING GUIDELINES FOR OFFENDERS

Twelve new and revised sentencing guidelines for offenders convicted of motoring offences in England and Wales came into effect on 1st July 2023.

The package includes updated versions of six current guidelines - published in 2008 - and reflect new maximum sentences for some of the offences, including causing death by dangerous driving and causing death by careless driving when under the influence of alcohol or drugs.



The maximum sentence for these two offences increased from 14 years to life imprisonment under legislation introduced in June 2022.

The Sentencing Council has also developed three guidelines for offences of 'causing injury by driving'. The offences are causing serious injury by dangerous driving, causing serious injury by driving while disqualified, and the recently introduced offence of causing serious injury by careless driving.

Other new guidelines include causing injury by wanton or furious driving, which can be used where a cyclist causes death or injury, and driving or attempting to drive with a specified drug above the specified limit.

The guidelines will provide judges and magistrates with up-to-date guidelines that cover the full range of these offences."



# Traffic Safety Roads



## PLAN TO INCREASE CYCLING LEVELS

Transport for London has launched a new plan to increase levels of cycling, while ensuring that those riding become more representative of the capital's diverse communities.

The Cycling Action plan sets two major new targets:

- Growing the number of daily cycle journeys to 1.6 million by 2030, up by a third from 1.2 million in 2022
- Ensuring that 40% of Londoners live within 400 metres of the Cycleway network by 2030, up from the current level of 22% in 2022

TfL's research shows that people from under-represented groups are open to taking up cycling. The plan outlines ambitious evidence-led measures to support these groups by addressing the barriers they face.

This includes targets for installing 42,000 secure residential cycle parking spaces by 2030, funding cycle training for more than 40,000 children and 20,000 adults this year and supporting more community-led interventions. TfL will also be exploring the possibility of, subject to funding, adding concessionary fares to the capital's record-breaking Santander Cycles hire scheme to support the most disadvantaged Londoners.



The past two decades have seen significant growth in cycling in the capital, with a 155% increase in the number of daily cycle journeys since 2000. This includes a 13% increase in daily cycle journeys between 2019 and 2022, despite Londoners making fewer trips across all transport modes in 2022 than in 2019. Meanwhile, TfL and London boroughs have more than tripled the size of the London-wide strategic cycle network, from 90 km in 2016 to more than 340km in 2023.



## DRIVERS WITH A LICENCE

The Department of Transport and Driver and Vehicle Licensing Agency revealed that 41,570,822 people held a full UK driving licence in the UK in February, when analysing its most recent data.

According to the study, 5,967,076 or 14%, or around one in seven, of all licenced drivers in Britain are over the age of 70.



In the last 12 months, there has been a four per cent increase in the number of people aged 70 or over with full licences in the UK. This is a rise of more than 212,000 motorists, to almost six million in total.

The number of people aged 80 or over with a full driving licence has increased by almost 100,000 (94,818) compared to a year ago, according to DVLA figures.

Regarding the over 90s, it's a similar story, with numbers jumping by 93 per cent in a decade to 137,281 individuals this year.

Drivers over 100, now number 510. There were just 162 in 2012.

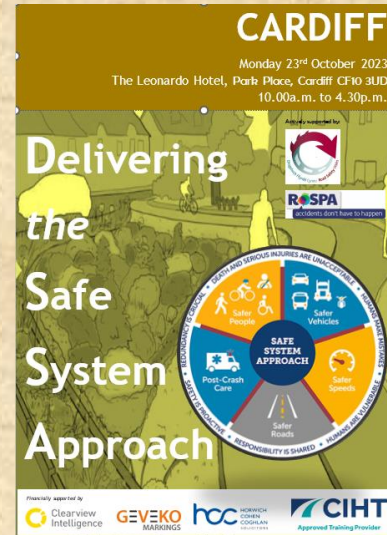
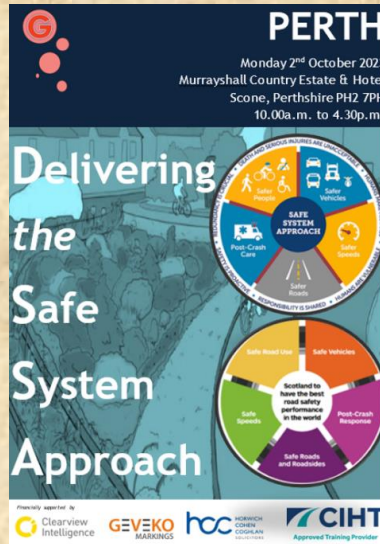


# Traffic Safety Roads



## DELIVERING THE SAFE SYSTEM APPROACH

Events brought to you from the Graham Feest Consultancy with the UK Road Safety Network in mind



I should like to tell you about the three events which are taking place in September and October strategically placed in England, Scotland and Wales

The programmes and speakers, are still being added to for each event and vary although some presenters and content may appear each time.

Find out more and make a booking to attend by following the appropriate link below to the event of your choice

**FACE – TO – FACE EVENT**  
**NO PRICE INCREASE FOR TWO YEARS**

**ALL REFRESHMENTS AND LUNCH WITHIN THE PRICE**  
**THE EARLY BIRD DISCOUNT RATE EXPIRING SOON**

**NETWORKING OPPORTUNITIES**  
**MEETING YOUR MANDATORY AND OTHER CPD REQUIREMENTS**

**CIHT APPROVED TRAINING PROVIDER**

**NEW KNOWLEDGE**  
**NEW EXPERIENCES**

For HULL <https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/hull-2023/>

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