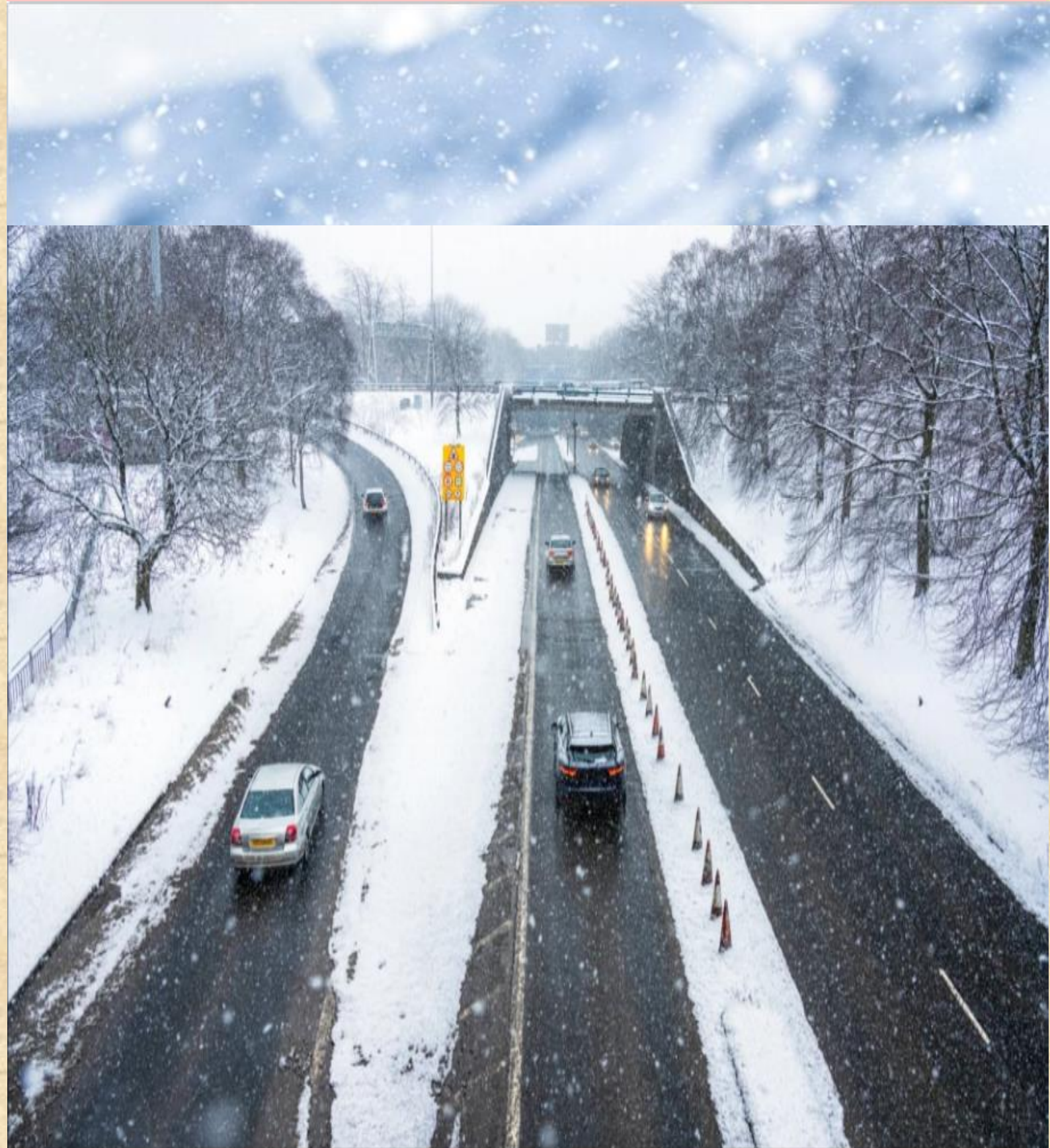




Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

February 2023



Traffic Safety Roads

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

Traffic Safety Roads (TSR) collates a range of information and opinion from various sources. Whilst every effort is made to ensure its accuracy the Graham Feest Consultancy cannot be held responsible for any incorrect information provided from third parties or the views expressed by individuals.

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 02: February 2023

CONTENT OF THIS ISSUE

- Parking on Pavements
- New Strategic Group for Motorcycling
- Looking at the Motorcycle Market
- Making Cyclists Visible
- Driving Instructor Arrested
- Theory Refresher Workshops Available for Mature Drivers
- Traffex and Parkex 2023
- Funding to Create National Network of Active Travel Experts
- Delivering the Safe System Approach - Change of Date
- Northern Ireland
- Institute of Master Tutors of Driving Awards 2023
- Selling your Car on Line
- Wavy Lines
- The Transport Select Committee
- Low Traffic Neighbourhoods
- Wales to Act on Parking on the Pavement
- The Dire State of Local Roads
- Hire Bicycles Still a Success
- Grant Funding for Road Safety
- Why People Fail their Driving Test
- Call to Increase Drink Drive Checks
- Most Scrapped Cars
- Drink and Drugs Snapshot
- Monday 31st January 1983
- Changes to the MoT Test Arrangements
- The Role of Education in Reducing Deaths
- PACTS Appoints New Working Group Chair
- Animal Incidents in the New Forest
- Surge in Dashcam Prosecutions
- Project Edward 2023
- Keep Left Arrow
- Driving Examiners to Wear Body Cameras
- Growth in the UK Commercial Vehicle Market

Front cover picture - Courtesy of the Scottish Sun

Traffic Safety Roads



PARKING ON PAVEMENTS

Frustrated pedestrians are fed up with the increasing obstruction caused by motorists who park on the pavement and yet many do with the best of intention to ensure that the road is kept free enough to allow traffic to move. The problem is that our roads were not built wide enough to allow people to stop by the roadside with enough room for traffic to move through.

Equally many residents have driveways but still park in the street when they could be off the road and the majority of houses now have more than one car but there is a general parking issue when one considers that a car is parked for up to 95% of its time. Whilst we continue to encourage people to make short journeys by a means other than the car, perhaps we should consider whether we could at the same time encourage reduce car ownership.

However a pavement parking ban may finally be introduced this year as campaigners continue to call on the Government to fine drivers who flout the rules. Parking on pavements is currently covered by criminal and civil law, with different rules in different parts of the country, and vastly different experiences of enforcement from district to district.

Scotland originally announced its intention to ban pavement parking and dropped kerbs in 2019, but was delayed due to the pandemic. A consultation was run by the Scottish Government between March and June 2022 regarding the proposed pavement parking laws.



Living Streets have demanded that the Government act and ban the parking on pavements before the end of 2023, saying any further delays would be “unacceptable”.

Drivers could face fines for parking on the pavement, if the laws are to be introduced. If and when passed, drivers could face a £70 fixed penalty notice for parking on a pavement. However many drivers are unsure of the rules around pavement parking, with a YouGov study, commissioned by Guide Dogs, finding that 46 percent of drivers are confused by pavement parking laws. Only five percent of motorists knew all aspects of the current law around pavement parking.

Pavement parking is already banned throughout the 32 London boroughs and the City of London under the Greater London (General Purposes) Act 1974. The Highway Code states “you must not park partially or wholly on the pavement in London”, although the Code does not have the legal standing to fine drivers. All councils in London can and should enforce this law by issuing parking tickets to any vehicles parked on pavements, unless there is a sign there that specifically permits it.

On the other hand if caught parking on the pavement by the police, you could be charged with “unnecessary obstruction of any part of the highway” and so in many respects we already have laws, if enforced which could eliminate this problem. However, the Living Streets charity claim that action is rarely taken because the existing laws are unclear and can be difficult to prosecute.

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NEW STRATEGIC GROUP FOR MOTORCYCLING

The National Motorcyclists Council (NMC) has strongly welcomed the announcement of a new strategic group for motorcycling which will be managed by DfT and DVSA and consider a range of issues affecting motorcyclists such as technology and future connectivity advances and how the Government embeds motorcycling more effectively in future policies and road safety strategies.



It will also consider motorcycling in the context of mobility, social inclusion, technical regulation and decarbonisation.

As part of a focus on developments affecting road safety, the group will also consider the training and testing of riders.

The formal formation of the Group has been welcomed by the NMC, as it comes after several months of dialogue with the DfT, DVSA and other government departments.

LOOKING AT THE MOTORCYCLE MARKET

The MCIA has reported that the Motorcycle and Scooter market continues to show growth during 2022, closing the year at 1.9% ahead of 2021. Whilst 1.9% does not seem much, when compared to the last “normal year” (2019), the market is over 8% up



This demonstrates not just the strength of the sector during the uncertainty of the pandemic, tough economic climate but also the growing importance and key role the sector will play as the transport ecosystem evolves.

The anticipation is that the market will continue to remain strong into 2023 as the relevance of motorcycles becomes more apparent to customers and users that have not considered this transport mode previously.

Freedom of choice, versatility of movement, environmentally efficient and relative low cost of travel are quickly becoming the main driving forces that are influencing the market. Whilst motorcycling for leisure continues to be attractive, growth is coming from new users on a wider range of options. As we see the lowered powered segments moving to battery electric, manufacturers are looking toward new innovation, fuels and power trains, the L-category segment will play a pivotal role in decarbonisation and congestion.

MAKING CYCLISTS MORE VISIBLE

Poorly illuminated cyclists in Hull are being given free bike lights and reflective gear to ensure they are as visible as possible. The Bike Lights for Dark Nights initiative, funded by Safer Roads Humber and run by Hull City Council, aims to help keep the city's increasing number of riders safe. The project is already under way, with the team focusing on busy junctions in and around Hull city centre.

On one evening, 27 lights were handed out to passing cyclists and fitted on the spot. Reflective rucksack covers were also given to those who needed them.

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DRIVING INSTRUCTOR ARRESTED

Thames Valley Police officers stopped a vehicle in Slough, Berkshire, in which a Driving Instructor was giving a lesson to a seventeen year-old student after they had received a 'tip-off' that the instructor was "under the influence of cannabis". The instructor was arrested and tested positive for cannabis.

In a statement posted online by Thames Valley Police:

"The driving instructor was arrested on suspicion of drug driving. Due to the profession that he is in, all necessary authorities will be notified as we have a duty of care to safeguard those involved."

Driving instructors typically face at least a four-year ban if they receive a drink or drug driving conviction. The sentencing guidelines take into consideration the important and responsible role they play in teaching and road safety and the influence they have on the wider community.



This arrest follows a similar incident in Surrey in 2015. In that case, local police detained a learner driver who tested positive for drugs and their instructor, who was four-times over the legal limit and in 2018, an instructor was arrested after failing a roadside test for cocaine while out with a pupil. However, considering the number of instructors working every day, and the convictions represent a small fraction of the total number of qualified instructors working.



THEORY REFRESHER WORKSHOPS AVAILABLE FOR MATURE DRIVERS

Powys County Council's Road Safety Unit is offering a free two-hour online driver theory refresher workshop for drivers over 65 years of age and living in the County wishing to improve their road knowledge and build their confidence on today's ever-changing roads.

The informal workshop covers subjects such as the Fatal 5, how to proceed when encountering vulnerable road users such as motorcyclists, pedal cyclists and equestrians, what to do if you're involved in a collision, eyesight requirements, medication and alcohol laws, and the important changes to the Highway Code that were introduced in 2022.

At the end of the course, attendees will also be given information about participating in the free, one hour 'Drive On' assessment with a local Approved Driving Instructor.

For more information email: miranda.capecchi1@powys.gov.uk or call 01597 826 924



TRAFFEX AND PARKEX 2023

Now in its 37th year, Traffex Parkex is the UK's largest road maintenance, infrastructure, traffic management & parking event will be held at the NEC Birmingham from 6th to 8th June 2023.

Further information at <https://www.traffex.com/>

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FUNDING TO CREATE 'NATIONAL NETWORK OF ACTIVE TRAVEL EXPERTS'



The funding from Active Travel England is set to provide money to Local authorities who will receive a share of nearly £33m to create skilled active travel workforces, as part of efforts to 'make places truly walkable and cyclable for everyone.

The Fund is intended to support local authorities across the country to train and retain local engineers and planners. The aim is to develop a workforce able to 'collaborate effectively with local communities and conduct high-quality engagement and consultation sessions. In addition the investment will also deliver specialised training aimed at driving up skills and ensuring consistent, high-quality schemes are delivered.

Examples of the activities which could receive funding are:

- bespoke training for local authority officers and local councillors
- development of Local Cycling and Walking Infrastructure Plans (LCWIPs)
- network design and planning
- feasibility studies
- public engagement/consultation and co-design
- data and evidence collection

DELIVERING THE SAFE SYSTEM APPROACH - CHANGE OF DATE



The Graham Feest Consultancy organise a number of Conference Style Events around the UK each year but have been forced due to unforeseen circumstances to move the date for their event in Coventry to Monday 6th March 2023.

The all important underpinning theme for 2023 will be based on "Delivering the Safe System Approach" which will, we understand, be central to the New Road Safety Strategic Framework.

With the support of the Sponsors, HCC Solicitors, Clearview Intelligence and Geveko we are please to confirm that despite the current cost of living rise, the price of these events will remain the same as this year and delivered on the basis of High Value at Low Cost.



The Graham Feest Consultancy is an accredited Training Provider for CIHT which support the requirements for CPD

Dates and Venues for 2023 include

- Monday 27th February 2023 The Queens Hotel, Cheltenham
- Monday 6th March 2023 The Holiday Inn, Coventry
- Monday 5th June 2023 The Vermont Hotel, Newcastle
- Monday 25th September 2023 The Guildhall, Hull
- Monday 2nd October 2023 The Radisson Hotel, Perth
- Monday 23rd October 2023 The Lenardo Hotel (formerly Jury's), Cardiff

Although some of the actual details have not been published as yet for these events you can book you place for any of the above by going to <https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/> linking to the event you wish to book and then completing the form

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NORTHERN IRELAND



Provisional figures for Northern Ireland show that 55 deaths were recorded on roads in 2022.

The statistics from the Department for Infrastructure and Police Service Northern Ireland revealed this was five more road deaths than in 2021.

16 of the 55 people who died were pedestrians, compared to eight last year. Within the 55 three children (under 16) were recorded in 2022, the same as both 2021 and 2020

Final overall totals for 2022 will be confirmed in the spring.

INSTITUTE OF MASTER TUTORS OF DRIVING AWARDS 2023



Supported by the Graham Feest Consultancy the Institute of Master Tutors of Driving are seeking nominees for their 2023 awards.



The awards are the Institute's annual opportunity to recognise outstanding contribution to driver training and road safety. They will recognise individuals and/or organisations whether that be from the voluntary, public or commercial sector that have contributed significantly to driver training and or road safety in the United Kingdom. In addition to the main awards, where appropriate, certificates demonstrating a highly commended status may well be awarded.

Nominations for consideration can be submitted by any person or persons and self-nomination is perfectly acceptable but should be accompanied by supportive evidence from a third party. Achievements which are worthy and related to the areas of driver training and road safety will be considered.

The awards are judged in one open class which could include nomination in the areas such as:

- a new initiative or project which supports driver training and/or road safety;
- a sustained and evaluated programme which deserves recognition;
- a business or company who can demonstrate sustainable good practice,
- an individual who is worthy in his work as a driver trainer and/or road safety practitioner;
- a person or company which has made an outstanding contribution over time in driver training and/or road safety.

The closing date for nomination is 30th June 2023 and the awards will be presented on Sunday 10th September 2023 at the IMTD Annual Lunch.

Details about the awards and the nomination form can be downloaded from <https://www.grahamfeest.com/resources/latest-uploads/>

SELLING YOUR CAR ONLINE



The DVLA has warned those who are looking to sell their vehicles on line not to post a picture of the log sheet/ V5C as it puts you at risk from scammers stealing your identity.

When people are listing their vehicle on sites like Autotrader, it's surprisingly common for people to share an image of the log book. However, few realise how easy it is for scammers to steal their identity, which can then leads to gaining access to the person's bank accounts, or even forging fake number plates and ownership of another person's car from the information.

Traffic Safety Roads



WAVY LINES

Painting imaginative road marking and lines on roads is becoming quite common now in various parts of the UK. I guess our first real sit and look was in the creative artwork which was used in place of black and white stripes at Zebra Crossings and despite concerns over safety they do not appear to have caused a problem.

Now North Somerset Council is having to defend itself against accusations that its new road safety scheme is 'bizarre' and could actually prove to be a risk to drivers following the painting of a wavy line on the road that runs along seafront in an attempt to slow traffic down.



The Council said

"The short stretch of wavy line at the roadside on seafront is a design feature that creates an unconventional highway environment with the combined effect of both slowing traffic down and discouraging parking at the roadside. The markings are not yet complete and once the road's top surface has been applied - as shown in the image - the full effect will be realised. This work will be carried out in the spring."

However, the RAC has warned that the measure could be a road safety risk.

"This is one of the most bizarre new road schemes we've ever seen. We fear North Somerset Council is making waves for all the wrong reasons as their new wavy road markings could accidentally prove to be a road safety risk due to the confusion they create for drivers. This would no doubt be the very opposite of what they were trying to achieve."

THE TRANSPORT COMMITTEE

The Transport Committee is looking for ideas from experts, researchers and innovative thinkers to share their ideas on what the Committee should investigate for its next in-depth inquiry.

The cross-party Committee regularly scrutinises government policy on transport and the way services are provided across the UK. The committee under the chairmanship of Iain Stewart MP are particularly looking to consider the impact that new and disruptive technologies and trends might have across all modes of transport.



To help the Committee look towards the future, members want to hear about subjects they may have never come across before from people in the road safety/transport sectors etc who are in the know about innovations that deserve more attention and investigation.

The committee are keen to identify issues that would benefit from Parliamentary scrutiny and would warmly welcome any short proposal for an inquiry and are therefore inviting a maximum 500 word written proposal(s) on subjects which should be investigated.

The deadline for proposals is midday on Monday 6th February 2023 after which all the ideas which have been put forward will be considered.

More details and information as to how to submit your ideas online can be found at <https://committees.parliament.uk/work/7200/our-future-transport/>

Traffic Safety Roads



LOW TRAFFIC NEIGHBOURHOODS

A low traffic neighbourhood (LTN) is a scheme where motor vehicle traffic in residential streets is greatly reduced which is achieved by minimising the amount of traffic that comes from vehicles using the streets to get to another destination.

Private motorised vehicles still have easy access to all homes and businesses without driving directly



through the neighbourhood and this opens up networks of streets so people can safely travel through the area on foot, bicycle, by wheeling or by bus. Emergency vehicles can also be prioritised to reach their destinations quicker. Traffic is reduced by using temporary or permanent barriers called “modal filters”. These can include putting up bollards or planters. Or they can be camera operated. Residents and businesses still have access to the neighbourhood by motor vehicle using different routes, but through-traffic is greatly reduced

Now a study into the impact of low traffic neighbourhoods (LTNs) conducted by the University of Westminster's Active Travel Academy, in London found that they have led to ‘substantial declines’ in motor traffic. The research focused on 46 LTN schemes in 11 London boroughs which were introduced between May 2020 and May 2021.

It found that the average traffic reduction within LTNs was 46.9%. Two-thirds of these neighbourhoods now have vehicle flows below 1,000 vehicles a day, compared to only two-fifths before.

The research, which was commissioned by campaign group Possible, also found that there was little indication of this traffic being simply displaced onto boundary roads. Average motor traffic counts showed that there was a less than 1% increase on the mean average of 11,000 vehicles that pass through boundary roads on a typical day.

WALES TO ACT ON PARKING ON THE PAVEMENT

The Welsh Government plans to bring in legislation to allow the existing offence of obstruction to be used to tackle parking on the pavements, deciding no longer to wait for the Westminster Government to take action.



In a statement to the Senedd, deputy minister for climate change Lee Waters pointed out that the devolved administration had accepted all 10 recommendations made in a report from the Wales Pavement Parking Taskforce.

It has also ‘committed to work with stakeholders to further develop and refine the proposal to give local authorities the powers to tackle pavement parking by introducing subordinate legislation to allow civil enforcement’.

You can find a copy of the Wales Pavement Taskforce report at <https://www.grahamfeest.com/resources/latest-uploads/>

Traffic Safety Roads

THE DIRE STATE OF LOCAL ROADS

Every road users is expressing the view that in particular the state of our local roads and indeed many distributor roads within our towns and cities is dire and local highway authorities are paying out ever increasing amounts of money in compensation.



Although the Motoring organisations have called for a major cash injection to improve local roads although its not just money which is required its the staff and in some cases the materials to undertake the repairs.

Whilst there are overall concerns about revenue budgets in the coming year may be we should put back any new schemes in favour of putting the money into maintenance for a year or so?

The RAC have reported the highest number of pothole-related breakdowns in the fourth quarter of 2022 since 2019.

The motoring organisation said research for the its latest Report on Motoring found most drivers (55%) rated pothole repairs in their local areas as 'poor' or 'very poor'.

The AA said that in its survey more than half of drivers (53%) in the North West and South East say their residential roads are in poor condition, scoring between zero and four on a scale where zero is 'terrible' and ten 'excellent'.

A similar majority 51% in Eastern

England said their residential roads were poor, compared to 42% in London, the area with the lowest dissatisfaction rating.

The AA said it had asked more than 12,000 drivers to rate the condition of local road surfaces where they lived. Half of Scottish drivers (50%) said their roads were poor, with two fifths (41%) of Welsh streets and 37% of local roads in Northern Ireland considered poor.

The AA said that with local authorities setting their budgets for the coming financial year, it is concerned that they could cut back on road maintenance spending to balance the books elsewhere.

In addition it is not just road surfaces that need upgrading. Worn road markings, damaged signs, streetlights no longer working, and overgrown hedgerow covering signs are all too common on UK roads.

HIRE BICYCLES STILL A SUCCESS

Affectionally still referred to as Boris Bikes and now sponsored by Santander Transport for London has reported a record breaking year for their hire use in 2022

In total, 11,506,889 hires were made across the year - 565,625 hires more than in 2021 and reflects wider increases in walking and cycling seen in London over recent years.

In October 2022, TfL and Santander introduced a new fleet of 500 docked e-bikes to the scheme that help to break down the barriers that stop some people from cycling, including fitness, age and journey length. Data indicates that the e-bikes have been a success, with 129,232 hires made so far with Waterloo Station being the most popular docking station in with 131,005 hires.



Traffic Safety Roads

GRANT FUNDING FOR ROAD SAFETY

Local authorities, charities, community groups and other organisations with a commitment to road safety are being invited to apply for funding from The Road Safety Trust.



The trust will open its Small Grants Programme for applications on 28 March 2023 and will welcome bids until 4th May 2023. The Small Grants Programme funds local projects with a practical focus that 'show a proposed link to reducing casualties'.

Each successful project will be awarded between £10k and £50k for up to two years - and can include pilots or trials, expansions of successful trials across a new area, and the evaluation of road safety interventions. Details can be found at <https://www.roadsafetytrust.org.uk/small-grants>

WHY PEOPLE FAIL THEIR DRIVING TEST

The DVSA have revealed the most common reasons learners have failed their driving tests.

- Not making effective observations at junction
- Not using mirrors correctly when changing direction
- Not having proper control of the steering
- Incorrect positioning when turning right at junctions
- Not moving off safely
- Not responding appropriately to traffic lights
- Poor positioning on the road during normal driving
- Not responding correctly to traffic signs
- Not having control of the vehicle when moving off
- Not keeping control of the vehicle during reverse parking

All of the above relate to mechanical skills which whilst important one has to ask whether driving is just about these when most casualties surround issues of drink and drug driving, not wearing a seat belt, using a mobile phone or driving above the posted speed limit or too fast for the conditions - driving at night or when passengers are in the car particularly in the early years but these things are just not regarded as something that we should be training and testing.

CALL TO INCREASE DRINK DRIVE CHECKS

According to the European Transport Safety Council (ETSC) at least 4,000 deaths could be prevented in the Union each year if drink-driving was eliminated and they are calling on Governments in Europe to increase the number of drink-driving enforcement checks, and simplify procedures for carrying them out.

Data has shown the number of checks declined during the pandemic and while some are increasing again, it is not fast enough with the percentage of drivers found to be over the limit.

As well as increasing and monitoring the number of drink-driving checks, ETSC is calling on governments to ensure that tests can always be carried out randomly and without the requirement that police first suspect drink-driving has occurred.

ETSC is also calling for all countries to follow the model in Norway where so-called 'evidential' breathalysers can be used by police at the roadside. Many countries still require follow-up blood tests at a police station or hospital, which takes up police time and leads to fewer checks.



Traffic Safety Roads



MOST SCRAPPED CARS

New data has revealed the most “popular” cars which have come to the end of their life in 2022.

Scrap Car Comparison revealed both the top models being broken up and recycled last year and revealing that for the sixth year running the Ford Focus hit the scrap heap the most in 2022.

The average age of scrapped vehicles is around 14 years old and it is perhaps on that basis not surprising that the Ford Focus topped the charts as it was the most sold car in 2001 a position in sale terms which was maintained through to 2007. So it could mean that they will continue to be the most disposed of car for a few years to come.

The Vauxhall Astra and Corsa follow as the second and third most scrapped car models last year whilst bringing up the rear of the top five are the Ford Fiesta and Volkswagen Golf.

Top 10 most scrapped car models in 2022

- Ford Focus
- Vauxhall Corsa
- Vauxhall Astra
- Ford Fiesta
- Volkswagen Golf
- BMW 3 Series
- Ford Transit
- Mini Hatch (Cooper/One)
- Vauxhall Zafira
- Renault Clio



The Ford's Fiesta has been the most popular car in sales over the last decade. Last year the model was discontinued but it's likely to remain in the top five for years to come. In fact, the top ten is likely to be largely unchanged over the next few years.

Despite last year's list being largely the same as 2021 in terms of scrapped models, there were a few new additions to this 2022's top ten. This includes the executive BMW 3 Series, the first time a BMW vehicle has ranked in Scrap Car Comparison's top ten list. Also the Ford Transit (often the van of choice for tradespeople) and the retro Mini Hatch (Cooper/One) were also new additions to the list.



DRINK AND DRUGS SNAPSHOT

The Gloucestershire Road Safety Partnership's annual Christmas anti drink and drug driving campaign saw just under 100 people arrested between 1 December 2022 and 1 January 2023. Other parts of the Country have yet to publish their results.

Overall, 46 people were arrested for driving whilst under the influence of alcohol, 38 people on suspicion of driving under the influence of drugs and 13 people for failing to provide a specimen.

Some of those arrested for drink or drug driving also face further prosecution for additional offences such as speeding, using a mobile phone driving without due care and in some cases, vehicle defects

Of the 97 arrests, 48 people have now been charged and are due to appear at court or have already appeared over recent weeks.

Traffic Safety Roads



MONDAY 31st JANUARY 1983
A Landmark Day for Road Safety



One of the most significant laws in road safety came into being 40 years ago on 31st January 1983 and is adjudged to have saved thousands of lives and serious injuries when the wearing of seat belts in the front of cars became compulsory. 40 years ago, history was made when the UK Parliament finally passed legislation to make seatbelt wearing compulsory where fitted in the front of cars.

Observations soon showed that 90% of car drivers and front seat passengers were wearing seatbelts and a 29% reduction in fatal injuries of front-seat passengers and a 30% drop in serious injuries were reported that year.

The introduction of compulsory wearing of seat belts in 1983 was a follow on from the 1966 legislation which made it compulsory for all new cars to have seatbelt fittings. In 1989 it became a legal requirement for children travelling in the back of cars to wear seat belts and in 1991 adult passengers had to also wear seat belts in the back of cars.

We learned that statistically you are twice as likely to die if you don't wear a seatbelt and the various campaigns over the years have played a crucial role in encouraging people about the importance of belting up.

For the past 10 years the number of people wearing seatbelts has consistently been above 90%, with a high of 98% of car drivers recorded wearing a seatbelt in 2014.

However it would still seem that a significant number of car occupants who are killed are not wearing a seat belt. Looking at the 2021 figures it showed that not wearing a seatbelt contributed to 30% of road deaths, a figure that increased to 47% at night. This was made up of 34% men and 20% of women. It also showed that people aged between 17 and 29 were the most likely to lose their life when not wearing a seatbelt, making up 40% of the overall figure.

Now the Parliamentary Council for Transport Safety along with others has called for further penalties for those who fail to wear a seat belt by the addition of three penalty points as well as the fine. Currently, drivers and passengers over the age of 14 years caught not wearing their seatbelts can be given an on-the-spot penalty of £100. *(However, this can be waived if the driver takes a £52 awareness course instead of paying the fine.)* With Speeding, Drink and Drug Driving and Using a mobile phone all subject to penalty points it makes sense that the fourth of the fatal four should be on the same footing.

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CHANGES TO THE MOT TEST ARRANGEMENTS?

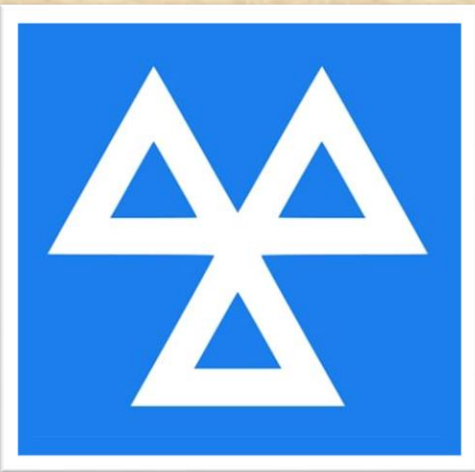
The Department for Transport (DfT) has launched a new (well another!) consultation on possible changes to the MOT. Central to the proposed changes and not for the first time of asking is the first MoT for light vehicles moves from three years to four years.

In 2017-18 the idea was put forward, not for the first time and it drew a backlash across the board as potentially dangerous and unnecessary.

The MoT test has been in place since the early 1960s and the 3 year threshold for the first MOT test since the late 1960s. The MOT test was first introduced to assure the safety of a vehicle, in practice the effectiveness of safety-critical components such as tyres and brakes. In recent years, the concept of roadworthiness has expanded to and now also encompass vehicle emissions and effects on the environment.

Since the MOT was introduced - and especially in recent years - there have been major

advances in vehicle technology. These include the development of hybrid and electric vehicles; rapid progress in systems that automate actions such as parking or provide information to the driver. Looking to the future, rapid progress is being made in developing vehicles with self-driving features. It is therefore appropriate to consider whether changes need to be made to ensure that the system for assuring that vehicles are roadworthy remains fit for purpose.



The consultation is in two parts

The first part considers the case for changing the date at which the first MOT is required and proposes that the date of the first MOT is changed from 3 to 4 years and some related changes.

The second part of the consultation asks broader questions about the nature of the MOT - what is tested and how and the frequency of tests. We also ask whether there are other approaches that could achieve our road safety and environmental objectives.

The Department is seeking to identify the strengths and weaknesses of the current system, options for change and the issues that arise.

Many of the questions asked concern the linkages between developments in vehicle technology and MOT testing. To assist with the technical aspects of the review, the government is appointing a consultant to advise on the review and will draw on the expertise of industry groups from the motoring and garages sectors.

This consultation is only considering light vehicles. Heavy freight and passenger carrying vehicles are subject to annual roadworthiness tests starting from the year they are first registered plus additional requirements for regular maintenance inspections and on road enforcement by the Driver and Vehicle Standards Agency (DVSA).

The consultation document along with the response form can be found <https://www.gov.uk/government/consultations/>

Traffic Safety Roads



THE ROLE OF EDUCATION IN REDUCING DEATHS

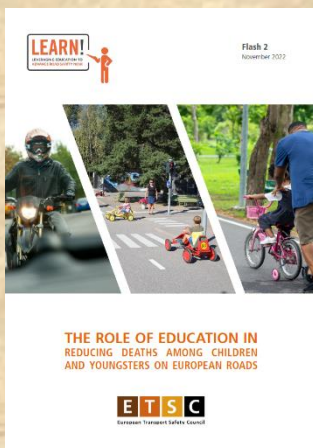
More than 11,000 children and youngsters have been killed in road traffic collisions over the last ten years in the European Union. In 2020 alone, 809 children and youngsters died on European roads.

On average, in the 23 countries of the EU for which data was available, the road safety of children and youngsters has improved faster than the road safety of the rest of the population. While road deaths among the adult population decreased by 35% during the previous decade, the mortality of children decreased by 46% and that of youngsters by 43%.

Children and youngsters however do not benefit from the same level of safety everywhere in Europe. For example, the road mortality of children and youngsters in Bulgaria is over seven times higher than in Norway.

Road mortality increases steeply as of the age of 14, when youngsters gradually travel independently and some acquire access to motorcycles. The age group of 15-17 year olds accounts for 50% of all road deaths under the age of 18 years. Moreover, one in every five deaths among seventeen-year-olds results from a collision on the road.

The road mortality of children and youngsters is predominantly a male problem, as they account for two-thirds (66%) of road deaths under the age of 18. This gender divide increases with age, with boys accounting for 77% of road deaths among 17-year-olds.



Improved knowledge of how children and youngsters are killed in traffic help devise targeted interventions, including appropriate training and education policies. It is vital that every measure is taken to improve the safety of children and youngsters on European roads. In addition to improving vehicles, infrastructure and enforcement, traffic safety and mobility education has an important role to play in making Europe's roads safer for children.

The LEARN! project aims to improve traffic safety and mobility education, part II of this LEARN! Flash report provides recommendations on what can be done at EU, national, local, school and educational project levels to improve the provision and quality of traffic safety and mobility education.

You can find a copy of the report at <https://www.grahamfeest.com/resources/latest-uploads/>



FACTS APPOINTS NEW WORKING PARTY CHAIR

Kate Fuller who is the Road Safety Engineering Director at the Road Safety Foundation and has 30 years' experience working in the fields of Road Safety, Traffic Management and Transportation has been appointed Chair of the Parliamentary Advisory Council for Transport Safety (FACTS) Road Environment Working Party taking over from Matthew Lugg OBE.

Kate worked in the public sector for a number of Local Authorities where she was responsible for running casualty reduction programmes, Safer Routes to Schools projects, Local Safety Schemes programmes and education, training and publicity work. In a period of time at TRL, she managed projects in the UK, Europe and the Middle East in both the private and public sectors.



Traffic Safety Roads

ANIMAL INCIDENTS IN THE NEW FOREST

The New Forest Verderers (the body who Protect and regulate the New Forest's unique agricultural commoning practices; *Conserve it's traditional landscape, wildlife and aesthetic character, including it's flora and fauna, peacefulness, natural beauty and cultural heritage; Safeguard a viable future for commoning upon which the foregoing depends*) have reported that 41 New Forest animals were killed or injured and destroyed in 2022, compared to 44 in 2021.

This includes 34 ponies, three pigs, two cows and two donkeys with a further 19 animals being injured compared to 15 last year. However there is still a great deal of concern about speeding in the forest boundaries.

The Agisters (*the employees of the Verderers*) attended 82 incidents in 2022 of which 26 happened in daylight, 13 in twilight and 43 in the dark with 12 of these being hit and runs. However this was a deuction from 2021 when they attended overall 103.



SURGE IN DASHCAM PROSECUTIONS

A surge in dashcam and mobile phone footage sent to police has resulted in a record year of action against drivers.

Devon and Cornwall Police said there were a record 4,736 submissions of footage in 2022, up 151% on 2021 and the force took action against a record 3,400 motorists an 135% increase on 2021.

"Dangerous" manoeuvres and overtaking, insecure loads and drivers jumping red lights were some of the offences captured on dashcams. Once received the footage is uploaded to the Operation Snap page for viewing and consideration by police.



PROJECT EDWARD 2023

Project Edward for 2023 has been launched with the main week of activity centering around 15th to 19th May 2023 which also coincides in part with the Global Road Safety week.

The theme for project Edward this year will be **Safer Mobility, Everyone's Responsibility**

Safe, sustainable journeys all year
message 22/365

On the motorway

Always ensure you have time and space to stop safely. Leave a minimum two-second gap between you and the vehicle in front.

In poor weather, double that gap to four seconds.

#Project **EDWARD**
Every Day Without A Road Death

Project EDWARD (Every Day Without A Road Death) is the biggest platform for showcasing good practice in road safety in the UK. It is backed by government, the emergency services, highways agencies, road safety organisations and British businesses. It promotes an evidence-led, 'safe system' approach - the long-term objective of which is a road traffic system free from death and serious injury.

Between now and the designated week regular short messages such as the one to the left will appear on social media as one part of the overall strategy.

Watch the next few newsletter for more information and how to get involved either individually or as an organisation. Take a look at <https://www.youtube.com/watch?v=YKlKjukuZv0> to find out about Project Edward and for more information and its activities follow <https://projectedward.org/>

Traffic Safety Roads



KEEP LEFT ARROW

The Department for Transport has been approached and asked about the idea of displaying a 'keep left' arrow on the car dashboard for non-UK drivers.

The Department is keen to understand whether members of the UK Road Safety Network are aware of any similar ideas and would welcome your thoughts on this proposal.

As far as I am aware there is no statistical evidence to suggest that we have any serious issue with regard to drivers - driving on the wrong side of the road or whether such an intervention would ease any problems which may arise should any overseas drivers find themselves on the wrong side of the road.

If you have any views, please email them to me and I will share them with the Department.



DRIVING EXAMINERS TO WEAR BODY CAMERAS

DVSA Driving Examiners are to wear body cameras to help tackle an increase in abuse a decision which has been taken due to an increase in unacceptable violent and abusive incidents against examiners since testing restarted after the pandemic restrictions.



Although the most recent figures show incidents of abuse have dropped they still remain on course to be higher than before the pandemic.

The cameras will now be an essential part of uniform for examiners' safety. They will only be switched on if the examiner feels threatened or to capture inappropriate behaviour. The footage, where appropriate, will be used to prosecute offenders if abuse occurs.

The cameras cannot and will not be used to dispute a candidate's test result.

GROWTH IN THE UK COMMERCIAL VEHICLE MARKET

Figures from SMMT show that UK commercial vehicle grew by 39.3% in 2022, with 101,600 vans, trucks, taxis, buses and coaches leaving factory lines across Britain and represents the UK sector's best annual performance in a decade. (A breakdown of vehicle types will appear in the next newsletter)

There were 11 months of consecutive growth from January to November and although there was a slight decline for December it did not change the overall growth position for 2022.

In the longer term, success is contingent on industry's ability to remain competitive, particularly in energy costs, but also in the global race to net zero. As such, making progress in these areas will be a top priority in 2023, as it was last year, with proactive measures needed to bring down the soaring cost of energy, as well as a long-term plan to secure investment in zero emission technologies.

There are further reasons to be optimistic, as the growth in zero emission vehicle production in 2023 means that UK output is expected surpass 160,000 units this year, with the opportunity for the UK to become a leader in for zero emission CV production.