



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

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Traffic Safety Roads

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CONTENT OF THIS ISSUE

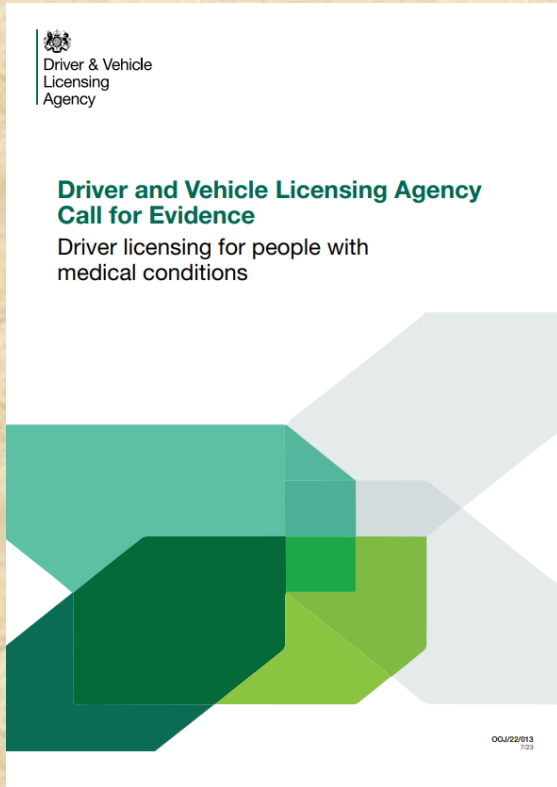
- ◆ Driver Licensing for People with Medical Condition
- ◆ Pothole Report
- ◆ Around the World
- ◆ Talking Graduated Licences Again
- ◆ Road Maintenance
- ◆ Direct Vision Standard for HGV's Adopted by 29 Countries
- ◆ Driving Test Not Successful
- ◆ Time to Change CBT Focus
- ◆ The EV Barrier
- ◆ London to Expand 20mph Limits
- ◆ Driving and Eyesight
- ◆ School Keep Clear Markings controlled by Camera Technology
- ◆ Fixed Penalty for 31mph
- ◆ Ultra Low Emission Zone (ULEZ)
- ◆ More E-Scooter Research
- ◆ We are Walking More
- ◆ Local Traffic Neighbourhoods (LTN's)
- ◆ The School Run Adds to the Road Casualty Peaks of Commuting
- ◆ Motorcycle Delivery Charter
- ◆ Logistics and Coach Survey
- ◆ Road Safety Week 2023
- ◆ Fatigue and Shift Workers
- ◆ Drones
- ◆ Institute of Master Tutors of Driving Awards
- ◆ Celebrating 40 Years
- ◆ Delivering the Safe System
- ◆ Support for Road Victims
- ◆ New Road Safety Strategy for the West Midlands
- ◆ TyreSafe Month

Front Cover Picture - 20mph for Wales

Traffic Safety Roads

DRIVER LICENSING FOR PEOPLE WITH MEDICAL CONDITIONS

There has been much press speculation and scaremongering since the DVLA announced its call for evidence regarding medical fitness to drive whereas at this stage it is looking to draw on evidence about any future changes that there should be particularly with an aging population.



It has for instance recently been announced that there are now in excess of 500 people who have a driving licence who are over 100 years of age although that does not mean that they are driving. The call for evidence however recognises that medical conditions which affect one's ability to drive is not just confined to older people.

DVLA determines medical fitness to drive for holders of and applicants for driving licences relating to all classes of vehicle in GB (driver licensing is devolved in Northern Ireland).

DVLA administers this statutory function on behalf of the Secretary of State for Transport, who is ultimately responsible for deciding whether the holder or applicant for a driving licence meets the required medical standards for driving. DVLA assesses the fitness to drive of individuals with medical conditions and makes licensing decisions to make sure that driving licences are only issued to those who meet the required medical standards.

It is important that licensing decisions are made based on the correct information and strike the right balance between the road safety risks and the needs of a driver to maintain mobility.

This call for evidence explains the current driver licensing framework and provides an insight into other countries' medical licensing processes. This is not a consultation on developed proposals, but rather an early-stage request for input to help formulate proposals that could support potential future changes to the legislative framework.

A copy of the call for evidence, well worth a read can be found at <https://www.grahamfeest.com/resources/latest-uploads/> and submissions should be made by 22nd October 2023.

POTHOLE REPORT

RAC patrols attended the highest number of what it calls 'pothole breakdowns' in five years during between April and June 2023 its patrols went out to more than 8,100 breakdowns for damaged shock absorbers, broken suspension springs or distorted wheels - 'the call-outs which are most likely caused by defective road surfaces'.

The RAC said a Freedom of Information request had revealed that councils have paid out more than £11m over the last four years for pothole damage to vehicles.

Despite the best efforts of councils, our local roads repair backlog is now the biggest it has ever been. and it is estimated that it would cost £14bn and take 11 years to clear without additional funding.

Traffic Safety Roads



AROUND THE WORLD

USA

An estimated 7,508 people were hit and killed by vehicles in the US last year - the highest figure since 1981, according to a new report by the Governors Highway Safety Association (GHSA). The report also includes analysis of 2021 data from the National Highway Traffic Safety Administration (NHTSA) which reveals the number of people killed while walking has increased 77 percent since 2010, compared to 25 percent for all other traffic-related fatalities.

The GHSA Chief Executive Officer said

"Every day, 20 people go for a walk and do not return home. These are people living their daily lives - commuting to and from school and work, picking up groceries, walking the dog, getting some exercise - who died suddenly and violently. The saddest part is that these crashes are preventable. We know what works - better-designed infrastructure, lower speeds, addressing risky driving behaviors that pose a danger to people walking."

Raising speed limits may do little to save time and increase traffic flow but could lead to more crashes, injuries, and deaths, according to a new study. The AAA Foundation for Traffic Safety research analyzed before-and-after data on a dozen roadways that raised or lowered posted speed limits.

The results varied across all 12 roadway sites examined. All had new posted speed limits—six raised and six lowered— and included various road types. Raising posted speed limits was associated with increased crashes on two interstate highways. At the same time, the study also found that lowering posted speed

limits led to fewer crashes in many cases examined. But the likelihood of speed limit violations increased after lowering posted speed limits, suggesting the need for better public awareness education tied to these changes.

According to the National Highway Traffic Safety Administration (NHTSA), there were more than 42,000 traffic deaths in 2021 in the US and again in 2022, the highest levels in 16 years. NHTSA reports that speeding was a factor in nearly 29 percent of the fatalities in 2021 and 27 per cent in 2022.

AUSTRALIA

The Safe System is a holistic approach to road safety that recognises different elements of the road environment must work together to keep everyone safe - these elements include roads and roadsides, vehicles, travel speeds, and road users. Therefore the Victorian Government is offering grants to local governments to improve road safety, particularly for pedestrians and cyclists. This year's TAC Local Government Grant Program includes funding of up to \$30,000 for developing Road Safety Strategies and Action Plans, and a further \$30,000 for purchasing Variable Message Signs.

Also drivers in Victoria behaving badly behind the wheel are being warned that high-tech road safety cameras currently being trialled are now enforcing fines. The mobile device and seatbelt detection cameras began operating in April this year, using AI technology to capture high-resolution images of vehicles and detect offences. Drivers face penalties of four demerit points and a \$577

fine when caught using a mobile phone while driving, and three demerit points and a \$385 fine for drivers and passengers not wearing a seatbelt. During April and May this year, the cameras detected 7,160 offences, including 3,523 drivers and 767 passengers not wearing seatbelts and 2,870 drivers using mobile phones.

Traffic Safety Roads

TALKING GRADUATED LICENCES AGAIN

Nearly two-thirds of people surveyed would support a phased driving licensing system to safeguard young drivers on UK roads, according to new research.

The study from Brake, the road safety charity, and insurance company AXA UK, revealed 63 percent of people would support such a scheme for young and newly qualified drivers - with only 16 percent saying they wouldn't. 17-24-year-olds account for only six percent of all licence holders in Britain but represent 18 percent of all car drivers killed or seriously injured and Brake confirmed that young drivers were at greater risk because of age and inexperience and were more likely to take risks.



In a recent report, which can be found at <https://www.grahamfeest.com/resources/latest-uploads/> its recommendation is to implement a progressive licensing system that provides safeguards for learner and newly qualified drivers. 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 - has proved successful in reducing road deaths and injuries of young drivers in other countries. A similar system in New Zealand led to a 23 percent reduction in car crash injuries for 15-19-year-olds, and a 12 percent reduction for 20-24-year-olds.

However successive UK Governments have resisted the call for restricted licenses in the UK and one questions overall the value of such without proper planned educational interventions within the areas of restriction. It is however known that when Teresa May from Prime Minister she asked the Department of Transport to look at the issue. According to Choose my Car they found that at the time 70% of conservative politicians appeared to support the idea whereas only 38% of Labour and 62% of Lib Dems appeared to be in favour.

What is clear however is that we will not see anything in the lifetime of this parliament.

ROAD MAINTENANCE

An analysis of government data by the RAC indicates that the number of miles of road in England resurfaced or given life-extending treatment is at its lowest point in five years. The motoring organisation said figures show that 1,123 miles of all types of road were resurfaced in 2021-2022, compared to 1,588 in 2017-2018 - a 29% reduction.

For surface dressing - a technique that extends the life of roads - the figures were 3,551 miles in the last financial year compared to 5,345 five years ago - a 34% drop.

Three in 10 (31%) of the 153 highway authorities included in the latest data (2021-2022) did no resurfacing, while half (51%) carried out no surface dressing work. The average length of road resurfaced for all authorities over the 12 months was 13 miles, or 42 miles for surface dressing.

Traffic Safety Roads

DIRECT VISION STANDARD FOR HGV's ADOPTED BY 29 COUNTRIES

Pioneering work, research and implementation in London by Loughborough University has led to the creation of a new European standard for HGV design which will help prevent hundreds of people from being killed or seriously injured each year.

The research was carried out to define and test a Direct Vision Standard (DVS) for HGVs wanting to travel into and around London. Introduced in 2021, the standard defines minimum direct vision requirements, which if not met, result in six extra safety features being fitted to HGVs.

Since which it has now been adopted by over 29 countries, including every EU member state and Japan. The legislation means all new HGV designs have to meet the Direct Vision Standard (DVS) from 2026, and all HGVs from 2029.



The DVS requires significant changes to existing HGV designs that improve the ability of drivers to see cyclists and pedestrians directly, instead of relying on the use of six mirrors. It represents 13 years of work by the University's Design Ergonomics Research Group into HGV driver vision and will vastly improve the safety of cyclists and pedestrians.

The EU parliament was lobbied by TfL and the Transport and Environment NGO to include direct vision requirements for HGVs and now a UN standard 167 has now been formally published and adopted.

DRIVING TEST NOT SUCCESSFUL

The DVSA have released the top ten reasons why people failed - *oops are not succesful* - the driving test between April 2022 and March 2023.

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



In general we accept that drivers make mistakes and get it wrong but it is noteworthy that many mistakes are as a result of not looking properly ie making effective observations.

The DVSA have done a great deal of work recently in a campaign about being test ready to try and ensure that people do not come to the driving test before they are ready. Despite the confidence shown by the driver trainer in their pupils the pass rate is still less than 50% so clearly there are other factors which come into play. Drivers must be competent if they are to pass but are we doing the test in the right way nowadays?

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TIME TO CHANGE CBT FOCUS

I confused a member of my audience recently when I started to talk about CBT as not being a motorcyclists but a clinician he thought I was speaking about Cognitive Behavioural Therapy - well I guess in road safety terms I may well have been but I was on this occasion referring in context to Compulsory Basic Training.



Transport for London (TfL), the Motorcycle Industry Association, the National Motorcyclists Council, and other transport authorities and road safety charities are calling on the Government to make changes to Compulsory Basic Training (CBT) for motorcycles. In London, people riding motorcycles, mopeds and scooters represent only 2.6 per cent of vehicle kilometres driven, but tragically have accounted for around 27 per cent of deaths and serious injuries over the last five years. On average, around 1,000 people are killed or seriously injured riding motorcycles in London, with the most frequently injured being riders on low-powered bikes and scooters who are riding on L-plates.

Current CBT for motorcycles and mopeds, which enables the use of motorcycles up to the national speed limit with L-plates after one day of training and without a theory test, was developed more than 30 years ago.

The letter calls on the Government to introduce:

- powers to revoke CBT certificates or take other measures for learner riders who have accrued six penalty points
- restrictions limiting learners who complete their CBT course on a machine with automatic transmission to riding an automatic machine
- a combined CBT and DAS instructor qualification assessment
- changes to the CBT syllabus, including requiring instructors to ensure trainees are appropriately dressed
- a theory test as part of or prior to CBT

Strengthening CBT would be a positive step to ensure safer motorcycling across the UK. The Driver and Vehicle Standards Agency (DVSA) and Department for Transport (DfT) held a consultation regarding changes to motorcycle training in 2017. There was very strong support for the proposals in the consultation document, including 85 per cent of respondents supporting changes to the CBT syllabus, 83 per cent agreeing that trainee riders should take a theory test before attending a CBT assessment, and 84 per cent agreeing that the Secretary of State should have powers to revoke a CBT certificate.

TfL is working in partnership with the food delivery industry specifically to improve safety for their riders and other road users. TfL believes better training for motorcycle riders is crucial and therefore offers a range of free enhanced motorcycle training courses, including the Beyond Compulsory Basic Training course aimed at delivery riders. This work also includes a partnership with the Met Police to deliver BikeSafe training.

Traffic Safety Roads

THE EV BARRIER



Despite the 2030 deadline to stop the sale of new petrol and diesel cars, new research reveals that 43% of Brits say they won't consider switching to an EV when they purchase their next vehicle.

New research from Turo, the world's largest car sharing marketplace, found that the top three barriers preventing car owners from switching to EVs are concerns about

- initial purchasing costs (87%),
- battery life (88%)
- the lack of public charging (87%).

With the cheapest EVs on the market costing as much as £22,000 and installing a charging point costing on average another £1,000 is making drivers are hesitant and even those who would consider purchasing an EV, more than half (58%) are still concerned about the cost.

Despite the initial outlay, drivers could be convinced to go green if there was more accessible charging, with 64% of people saying

they would be more likely to purchase an EV if there were more public charging points and 61% more likely to make the switch if they had their own charging point at home.

However almost three quarters (72%) of drivers feel that EVs are uncharted territory. Almost half (46%) say that they would be more likely to purchase an EV if they were able to take it for a prolonged test drive.

There is however no doubt that consumer interest in EVs is moving upward, with the number of registered electric cars having increased by 20% between 2022 and 2023.

LONDON TO EXPAND 20MPH LIMITS



It very much seems as if we are on course for a 20mph default speed limit across most of the UK residential and business streets in the coming years. With Wales already leading the way as a nation having now introduced the 20mph limit on a massive part of its network and other city areas taking similar action one wonders just how much longer it will be before 30mph becomes 20mph across Great Britain?



Transport for London (TfL) has just announced 65km of new 20mph speed limits to be introduced across eight London boroughs by the end of the year. The new limits will be introduced in Greenwich, Kensington and Chelsea, Lewisham, Southwark, Wandsworth, Merton, Bromley and Lambeth over the last four months of the year, meaning that TfL will have delivered 140km of 20mph roads, ahead of its target of completion by May 2024. TfL said the new limits will help make a large area of south London safer and more attractive for people to live and work in. Data for the period May 2020 and June 2022 shows a 25% fall in collisions and a 24% fall in collisions resulting in someone being killed or seriously injured when compared to a similar period before lower limits were implemented. However this was a period when the pandemic was having an effect on reductions everywhere so it is really too early to state categorically what the overall effect might be.

Traffic Safety Roads



DRIVING AND EYESIGHT

A study of DVSA (Driver and Vehicle Standards Agency) data reveals a rise in the number of people failing their driving test before even getting the car as a result of poor eyesight and not being able to read a number plate.

According to analysis from the learner driver insurance company Veygo, 2,190 candidates have failed their driving tests in the last five years due to poor eyesight.

Driving tests cost £62.90 so Veygo estimates that in the region of £136,000 has been wasted overall before the cars exited the test centre.

Eyesight-related failures were at their highest in 2018, when 572 people failed, followed by 541 in 2019.

The figures for 2020 and 2021 were slightly lower at 280 and 339, respectively, as fewer tests happened overall due to the Covid pandemic.

However, 2022's figures showed a substantial increase to near pre-pandemic, with 486 people unsuccessful tests due to bad vision.

The number of men with immediate failures was also higher than women over the five years, with 1,311 compared to 879.

Many however believe the current eye sight test is outdated and that a professional eyesight test certificate would be a better process. It would not only be more accurate and save on wasted tests, it would also help encourage all drivers to get regular sight tests. Many also believe an up to date certificate should be supplied when applying to renew a driving licence every ten years.

SCHOOL KEEP CLEAR MARKINGS COINTROLLED BY CAMERA TECHNOLOGY

New automatic number plate recognition (ANPR) cameras have been installed outside two schools as a trial project, to help Wokingham Borough Council improve road safety.

The council has been enforcing the School Keep Clear markings since 2017, mainly with officers on the ground issuing Penalty Charge Notices (PCN) to vehicles who stop in these restricted areas. When officers are patrolling in the area an immediate reduction in people parking in the keep clear areas is seen.



The ANPR cameras will monitor the School Keep Clear markings daily and a PCN will be issued to offending vehicles. If the six month trial is successful, the council will look to roll-out ANPR to other schools in the borough.

School Keep Clear markings are in place to help keep children safe when travelling to and from school. It is essential that drivers do not stop in these areas as doing so can prevent a child from being able to see to cross the road safely and prevent them being seen by road users.

People are more likely to follow the rules where enforcement is in place. ANPR is less labour intensive than officers patrolling each area, and this frees the officers to focus on areas that can only be enforced by patrols, such as double yellow lines.

Traffic Safety Roads



FIXED PENALTY FOR 31MPH

A group of MPs and peers are calling for police forces to scrap tolerances when prosecuting drivers for speeding, a move that some say may lead to paranoia on the roads. Under the proposal drivers could be fined for driving 1mph above the speed limit.



The proposal emerges from the All Parliamentary Group for Cycling and Walking (APPG) who want to see stricter rules for speeding with drivers fined for straying by just 1mph.

The group, made up of MPs and peers from all-parties, have recommended various steps to discourage drivers from speeding, including scrapping police tolerances. Currently, the majority of police forces across the UK will only prosecute drivers found travelling 10

percent higher than the speed limit plus 2mph, such as 35mph in a 30mph area.

However, there are fears that enforcing stricter speed limit laws will lead to drastic increases in fines and processing issues given the predicted volume which could potential see every driver and rider receiving a barage of fixed penalties.

This is not to say that drivers and riders should not adhere to the speed limit and statistics published by the Department for Transport (DfT) have revealed that 85 percent of car drivers in Great Britain broke the law by driving faster than the speed limit in 20mph zones last year and a DfT's report also noted that 50 percent of drivers admitted to speeding in a 30mph zone during 2022.

Edmund King, president of the AA, warned of the risks that could come with stricter enforcement.

He said: "If people are too paranoid about going 1mph or 2mph above the speed limit, that's not conducive to road safety. It is better to be able to see a cyclist on the left-hand side of the road, or a pedestrian stepping out from the right, rather than just to stare at the speedometer."



ULTRA LOW EMISSION ZONE - ULEZ

The Ultra Low Emission Zone (ULEZ) operates 24 hours a day, 7 days a week, every day of the year, except Christmas Day (25 December). The zone operates across all London boroughs, but does not include the M25.

If your vehicle doesn't meet the ULEZ emissions standards and isn't exempt, you need to pay a £12.50 daily charge to drive within the zone. This applies to cars, motorcycles, vans and specialist vehicles (up to and including 3.5 tonnes) and minibuses (up to and including 5 tonnes).

Lorries, vans or specialist heavy vehicles (all over 3.5 tonnes) and buses, minibuses and coaches (all over 5 tonnes) do not need to pay the ULEZ charge. They will need to pay the LEZ charge if they do not meet the Low Emission Zone (LEZ) emissions standard.

Owners of non-UK registered vehicles also need to meet the ULEZ emissions standards or pay the daily charge to drive within the zone. Vehicles need to be registered with our partner EPC plc, even if they meet the emissions standards.

You can find out whether your vehicle is compliant or whether you will need to pay the ULEZ charge at <https://tfl.gov.uk/modes/driving/check-your-vehicle/>

Traffic Safety Roads

MORE E-SCOOTER RESEARCH

It would seem that we are still way off making any formal regulation about E-Scooters as we find that TRL and researchers at the University of Warwick are carrying out a project to establish what the future technical requirements for e-scooters should be to ensure that they are as safe as possible for riders and other road users. The project sets out to ensure e-scooters are inclusive for people with disabilities and are making a net positive contribution towards reducing carbon emissions.

The DfT has announced plans to create a new Low-Speed Zero Emission Vehicle (LZEV) category, that has the aim of encouraging the growth and adoption of light electric vehicles while maintaining safety standards and E-scooters will be the first vehicles to be included in their own sub-category.



It is hoped that the final recommendations from the project will assist the DfT in developing effective regulations for e-scooters that are 'sufficiently flexible and proportionate to promote innovation and minimise the regulatory burden on industry. The project is expected to take 10 months.

The DfT will require a Transport Bill to provide regulatory powers for new LZEVs. The timing for this bill is currently unknown.

WE ARE WALKING MORE

The National Travel Survey 2022 data shows increases in walking trips, stages and miles travelled compared to 2021. Moreover, walking is currently the only mode of transport where average trips per person are above pre-pandemic levels. The statistics show that in 2022, people in England walked 318 stages, up from 279 in 2021.

The Government published its second Cycling and Walking Investment Strategy (CWIS) in July 2022, aimed at making walking and cycling the natural choices for short journeys. In it, there is a target of 365 walking 'stages' per person per year.

Living Streets has stressed the importance of continuing to prioritise healthier transport modes and is calling on the Government to continue reducing congestion on residential streets and investing in infrastructure, on the back of figures showing people in England are walking more often.

LOCAL TRAFFIC NEIGHBOURHOODS (LTN's)

Research carried out by London School of Hygiene & Tropical Medicine (LSHTM), University of Westminster and Imperial College London shows people living in four new LTNs introduced in 2020 have decreased their annual driving by 6% in the two years since their introduction compared to other control areas residents in Lambeth. This equates to each driver cutting the distance they drove by around 1.3km a day, relative to drivers in control areas.

LTNs aim to reduce motor traffic in residential areas by closing off side roads to cars, while still allowing pedestrians and bicycles to move freely. LTNs seek to reduce car use, by making driving less convenient and simultaneously making walking and cycling more appealing. However, some critics have warned that LTNs could have the opposite effect - increasing total car use by forcing drivers to use less direct routes for some trips.

Traffic Safety Roads

THE SCHOOL RUN ADDS TO THE ROAD CASUALTY PEAKS OF COMMUTING

According to data from the Department for Transport, 1 in 6 weekday car crashes resulting in injury occur during school run hours of 8-9am and 3-4pm. However it's not just the school run, these also coincide with peak points of the commute too and from work often including the school run. Analysis of 5 years of data reveals Friday is the most common day of the week for road crashes.

Stress, time keeping, traffic jams and unexpected hold ups, mental organising of the day ahead and past, mean that drivers are not always fully focused behind the wheel. As a result experts at Confused.com motor insurance are warning drivers to be vigilant on the road during these peak times.

School run hours are some of the most common times for incidents resulting in injuries, alongside the traditional rush hour beginning after 4pm and peaking after 5pm.

Between 2017 and 2021, the DfT recorded 423,770 crashes involving injury on weekdays. Of these, 68,650 (16%) were recorded during typical school run hours of 8-9am and 3-4pm.



When it comes to incidents involving injury during school run hours, Thursday is the most common day for morning accidents with 7,062 recorded by the DfT. Wednesday (7,057) and Tuesday (7,045) are the next most common days for morning school run accidents. In the afternoon, Fridays are the most common for crashes involving injuries - 7,792 recorded.

MOTORCYCLE DELIVERY CHARTER

Transport for London (TfL) has forged a relationship with leading delivery companies who use motorcyclists in a bid to keep them safe on the capital's roads by the introduction of a road safety charter. Deliveroo, Getir, Just Eat, Stuart and Uber Eats have all signed up to the charter which consists of 10 road safety principles that aim to keep motorcycle couriers safe on the road.

In London, people riding motorcycles, mopeds and scooters represent only 2.6% of vehicle kilometres driven, but accounted for around 27% of deaths and serious injuries from 2017-2021.

Road safety principles set out by the charter include: a commitment to Vision Zero and eradicating deaths and serious injuries from London's roads; ensuring couriers meet the legal requirements for working and riding in the UK; supporting couriers in understanding how to ride safely and within the law and supporting couriers to ensure that vehicles are legally compliant and roadworthy.



As part of committing to this shared charter, TfL has also asked meal and grocery delivery companies to attend TfL's six-monthly Meal and Grocery Delivery Company Road Safety Forum where they will discuss progress around implementing the charter, and new ideas to improve road safety.

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

Traffic Safety Roads



LOGISTICS AND COACH SURVEY

In a new survey undertaken by Transport User Voice, Logistics and Coach Businesses were asked how satisfied they are with England's motorways and major 'A' roads when it comes to meeting their business needs.

Responses from more than 1000 businesses showed a small jump in satisfaction from the survey last year, with 46 per cent of freight and coach managers satisfied with the country's major roads. The survey also asked questions about information on the road network, response to incidents and accidents, road surface quality, rest stop quality and how National Highways manages the roads.



The finding below probably mirror the responses that would be received from all road users.

Key survey findings:

Overall 49 per cent of the freight sector is satisfied and 46 per cent of the coach sector

Less than half of freight and coach businesses are satisfied with the availability of live travel information or advance planning information

Information about overrunning roadworks is particularly low, with only 22 per cent rating it good

Rest facilities had low ratings. Less than one in ten rated the value for money of rest stops as good (8 per cent)

On the day-to-day management of National Highways' roads, safety scored highest with 60 per cent rating it good

Asked what they want done better, businesses said they wanted National Highways to:

- Reduce the length of the roadworks and do roadworks in smaller bites
- Improved roadside facilities including more secure parking and toilet facilities
- Clear incidents more quickly



ROAD SAFETY WEEK 2023

This year the BRAKE Road Safety Week from the 19th to 25th November will have a focus on Speed with a daily focus on different sectors of the population which use our network starting off on the Sunday which is traditionally the World Day of Remembrance for all those killed or seriously injured throughout the world

- Sunday 19 November: Road crash victims, including commemorating the World Day of Remembrance for Road Traffic Victims
- Monday 20 November: Team Brake and media coverage
- Tuesday 21 November: Emergency services
- Wednesday 22 November: Educators (schools and youth groups)
- Thursday 23 November: Professional organisations - local authorities, road safety professionals, employers
- Friday 24 November: Fleet Friday
- Saturday 25 November: Local communities

Traffic Safety Roads



FATIGUE AND SHIFT WORKERS

The Road Safety Trust has awarded Nottingham Trent University (NTU) funding to carry out a three-year SleepiEST project, working with the National Police Wellbeing Service.



The research will focus on police officers and other police employees. However, the findings will be applicable to a wide range of shift workers and people who drive to and from work outside normal working hours and the project will result in a publicly available online fatigue management tool.

The project is being led by psychologists and sleep experts Professor John Groeger and Dr Fran Pilkington-Cheney from NTU and aims to explore the risk of sleepiness when driving, both during shifts, but also before and after shifts, as commuting can often be overlooked in terms of risk.

The project team will first conduct a large, nationwide survey of police officers and employees to collect information on sleep, fatigue, shift patterns and driving behaviour. The team will then collect information from officers in a two week diary study and online vigilance assessment, before combining this with other data such as on-board telematics, to model effects of fatigue and sleep patterns.

The intention will then be to develop a publicly available online tool to enable the 'sleepiness risk' to be estimated and is aiming to reduce road crashes caused by sleepiness through monitoring shift workers who drive, either as part of their jobs or to and from work.



DRONES

New reports suggest the Met Police is considering deploying drones to help catch dangerous drivers.

Devon and Cornwall Police started to use drones to record dangerous driving and catch offenders in April. However, no other forces have so far introduced them.

A spokesperson for the Met Police said:

"The use of this tactic is being kept under consideration. However, the MPS currently isn't deploying drones to target dangerous drivers."

The news follows calls from technology firm Road Angel for all UK police forces to start using drones.

Road Angel says drones have

"The potential to transform UK roads and reduce accidents and fatalities. The drone initiative has already proved successful and useful for Devon and Cornwall police forces, so the delay in introducing it nationwide is disappointing. Not only does the technology help police to find and punish dangerous drivers, but it will also deter them from driving recklessly knowing they are more likely to be caught."



Traffic Safety Roads

INSTITUTE OF MASTER TUTORS OF DRIVING 2023 AWARDS



The Institute of Master Tutors of Driving held their annual award ceremony and lunch at the Holiday Inn on Sunday 10th December 2023 when it honoured the following:



**Institute of Master
Tutors of Driving**

Three awards were presented to acknowledge contributions to driver training and road safety;

- **The ADAS Hub** - for an on-line resource publically available and also to assist the driver training industry with the many and varied Driver Assistant Systems which are fitted to cars
- **Road Safety Smart** - for the creation of a strong online presence with his online interactive website offering advice to all exponents of road safety with the aim of mitigating road collisions within the driving community nationwide undertaking crucial work that has a direct impact on everyone who drives, regardless of whether it is their profession or a social activity.
- **Stuart Walker** - for his outstanding production of a skid control DVD described by the judges as one of the best that they have seen.

A certificate of Commendation was also awarded to;

- **The DVSA** for their Ready to Pass Campaign but unfortunately no one was available to collect the Certificate on the day.

The Chairman's Special Recognition Award went to;

- **Tom Harrington** from Ireland for his long service in the driver training industry and his informative views articles and papers on a range of topics which have been delivered consistently over many years.

The Institute's Life Time Achievement Awards was presented to;

- **Peter Harvey** for his long term commitment to the driver training industry including his long and dedicated service as Chairman of the MSAGB

Nomination forms for the 2024 Awards will be available shortly and will be publically available for people to make nominations for individuals or businesses who make a significant contribution to driver training and road safety linked to driving.

CELEBRATING 40 YEARS



The Heavy Transport Association (HTA) was formed in 1983 by a group of heavy haulage operators struggling to cope with less than clear regulations regarding the movement of abnormal loads. It seemed apparent that enforcement authorities/police officers were not happy to have abnormal



loads on the roads and so the operators decided that something had to be done. Initial meetings were informal and then as news of the meetings spread and more and more operators wanted to attend.

They advise members so they operate safely/within legislation. Represent members at a local and national level, lobby Ministers and Government. Attend liaison meetings, respond to consultations and publish articles in a range of trade publications. Also develop and introduce new National training standards, industry best practice as well as cultivating relationships with other like-minded trade associations and bodies.

Traffic Safety Roads



DELIVERING THE SAFE SYSTEM A Road Safety Event

The Graham Feest Consultancy is delivering his final conference style event this year at the Leonardo Hotel, Cardiff on Monday 23rd October 2023.

This is a one day event with accreditation to meet CPD requirement.

If you are in the statutory, voluntary or commercial sector concerned with Education, Training, Enforcement, Engineering, Driver Rider Cyclists Pedestrian, Collision Investigation, Fleet Management, Logistics, Transport Management, Road Safety Audit, Health & Safety, Managing the Road Network, Road Planning, Road Maintenance, Etc



DETAILS AND BOOKING:

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



SUPPORT FOR ROAD VICTIMS

Transport for London (TfL), in collaboration with the Mayor's Office for Policing and Crime (MOPAC), Police, RoadPeace and Brake, is to launch a new pilot victim support service aimed to significantly improve support for victims of the most serious road traffic collisions and make it easier to access the support they need following incidents that can often devastate lives in London.

Last year 102 people were tragically killed and 3,859 seriously injured on London's roads. The devastating consequences for the families, friends and communities impacted by these deaths and life-changing injuries is immense. The new service will help support people affected by the most serious collisions and those experiencing a bereavement or catastrophic injury, through:

Caseworkers recruited by Brake, will provide trauma-informed, emotional and practical support for each victim and their family, including help navigating the justice system, advocacy and help accessing specialise services if needed.

Aftercare support will be provided by RoadPeace, specialising in support from people with experience of the devastation caused by road traffic collisions, via dedicated London support groups, a telephone befriending service and an eight-week trauma

support programme for families bereaved by road deaths

Support will be available in person for those who need it, as well as over the phone and online

Direct referral from the police into support services, which will mean that victims of the most serious traffic collisions will no longer be responsible for sourcing help and initiating contact themselves

Working in partnership with the Metropolitan Police Service (MPS) and City of London Police (CoLP), the service will be launched as a pilot in the autumn and will be accessible through direct referral from the MPS's Serious Collision Investigation Unit. Victims will be offered a referral into the service.

Over the one-year pilot period, TfL will evaluate how the service is working. This will inform the future approach beyond the trial.

Traffic Safety Roads

NEW ROAD SAFETY STRATEGY FOR THE WEST MIDLANDS

The West Midlands Combined Authority (WMCA) Board had agreed a new Regional Road Safety Strategy 2023-2030 in consultation with a range of partners including local authorities and the emergency services.

Driven by the West Midlands Road Safety Partnership comprises the seven member councils, West Midlands Police, Office of Police and Crime Commissioner, West Midlands Fire Service, Motor Insurers' Bureau, National Highways, RoadPeace, Road Safety Foundation, RoSPA, and Department of Health and Social Care the strategy sets out the long-term ambition to reach a point where nobody is killed or seriously injured on the region's roads - known as 'Vision Zero'.



Andy Street, Mayor of the West Midlands and WMCA Chair, said:

"It's imperative that we continue our efforts to improve safety on our roads and this strategy sets out our collective ambition to do just that. We're stating here that even one life lost is one too many although we also recognise that this is a challenging task hence why we're setting incremental targets to guide us along the way. Key to this is not only targeting issues as they arise, but also designing our roads and networks to reduce risk from the outset. That's why we're developing new safe cycle routes, boosting

public transport priority arrangements and ensuring safer junctions. Safer roads relieve pressure on our emergency services, enhance our environment and foster wellbeing."

"With this strategy as the foundation, we now need to translate ambition into tangible action - taking further steps to reduce speeding and dangerous driving. Together, we can and will make our roads safer for all users whether they're in a car or lorry, on a bike or on foot.

An interim target has been set to reduce the numbers of killed and seriously injured casualties by 50% by 2030. The partnership has committed to work together and take collective responsibility for achieving this important target using an approach combining street design, enforcement and education.

The new strategy updates the previous 2019 strategy; since that launch there has been a 16% reduction in serious or fatal collisions.

TYRESAFE MONTH

October is traditionally known as TyreSafe month which has taken place every year since 2010. The



annual event sees TyreSafe raising the awareness with the aid of its partners about the importance of looking after your tyres, and highlighting the dangers that uninflated, damaged or worn-out tyres can bring.

Tyresafe reveal from their research that:

- On average 159 drivers are killed or seriously injured each year in a tyre related incident
- In total 4596 casualties have been as a result of a tyre related incident in the last five years
- It is estimated that 1 in 5 drivers have never checked their tyres
- An estimated 1 in 4 vehicles are being driven with a tyre defect
- 15,000 tyre related convictions in the last three years
- 2,200,000 Mot failures due to tyre defects every year

Find out more about TyreSafe at <https://www.tyresafe.org/>