



# Traffic Safety Roads

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

**December 2023**

**ADI**  
NATIONAL  
JOINT COUNCIL



Graham Feest is the Road Safety Advisor to the ADI National Joint Council and is pleased to share this version of his frequently published Traffic Safety Roads Bulletin with Members. Graham is also available to speak at any association meetings/conferences throughout the UK. He makes no charge for speaking to those associations who are part of the National Joint Council but reasonable travelling and subsistence expenses need to be met. As part of his consultancy, he presents at national and local conferences/seminars and workshops both in the UK and overseas and provides support and guidance to other people drawing on more than forty years' experience in the field of road and traffic safety. He is a former County Road Safety Officer and Head of Road Safety for IAM RoadSmart. Graham is the immediate past chair of the National Road Safety Committee a position he held for twelve years. Currently Graham is Chairman of the Institute of Master Tutors of Driving. As part of his consultancy, he runs the UK Road Safety Network which is free to register.



# 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 12: December 2023**

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*Front Cover Picture  
Christmas lights in London*



# Traffic Safety Roads



## THE KINGS SPEECH

We are moving at a rapid pace but there is still a long way to go but the Government is getting prepared with the announcement of an Automated Vehicles Bill which will set a rigorous safety framework for self-driving vehicles, with safety at its core as set out in the King's Speech on 7<sup>th</sup> November 2023 which is designed to 'unlock a transport revolution' by enabling the safe deployment of self-driving vehicles.



Self-driving vehicles will make transport safer, more convenient and more accessible, improving the lives of millions of people and with 88% of collisions currently involving human error the potential for automated vehicles to reduce costs, injuries, and fatalities is 'enormous'.

The bill will set the threshold for self-driving vehicles in law. Only vehicles that can drive themselves safely and can follow all road traffic rules without the need for a human to monitor or control the vehicle to maintain that level of safety will be classified as self-driving and allowed on UK roads.

The DfT and its agencies will be given new powers to authorise these vehicles and ensure in-use compliance with the safety standards that will be set and the bill will help hold companies 'firmly accountable' once vehicles are on the roads.

Companies will have to meet safety requirements from the point a vehicle is introduced onto the road or face new sanctions and penalties if they fail in their duty. These include fines, requirements to take corrective action, and suspension of operation. Criminal offences will apply in serious cases.

The bill will also set out new processes to investigate incidents involving self-driving vehicles to ensure that lessons are fed back into the safety framework.

However

While welcoming the bill, the RAC says "it's hard to fathom" how driverless cars can safely operate given the state of UK roads.

Simon Williams, RAC head of policy, said:

"While the concept of truly driverless vehicles being commonplace on our roads might still be a little sci-fi to the average driver, there is no doubting the need for this bill. The technology is moving at pace and it's vital the UK isn't left behind. However, if we're ever to truly realise the benefits of autonomous technology we have to sort out the state of our roads once and for all. It's hard to fathom how driverless cars will be able to safely navigate our streets when so many road markings are faded, and then there's the prospect of vehicles getting needlessly damaged by the UK's pothole plague as they surely won't be programmed to avoid them."

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## PRINCE MICHAEL INTERNATIONAL ROAD SAFETY AWARDS

The winners for the 2023 annual Prince Michael International Road Safety Award are emerging with the announcement that the Australian AI road safety company Acusensus has won an Award for its 'Heads-Up' technology, which spots drivers using mobile phones at the wheel, or vehicle occupants not wearing a seat belt.



Pioneered in Australia, the Heads Up technology is now being deployed in the UK and the United States. It uses bespoke roadside cameras and Artificial Intelligence-based image analysis to flag up likely violations involving people holding a phone or not wearing a seat belt. Anonymised images of possible rule-breakers are sent for human review, to decide if a potential offence has occurred.

More award winners will be found in the January newsletter.

## KEEP YOUR COAT ON - OR STOP

Motorists could be issued with a £100 fine and penalty points for wearing a coat inside their vehicle this autumn or winter.

While having a coat on is not against the law but taking it off could render a driver to not be fully in control of their vehicle since it will force motorists to take their hands off the steering wheel which could be considered dangerous.

According to CarMats.co.uk, one in eight UK drivers admit to taking off their coats while behind the wheel despite the dangers.

## 20 MPH SPEED LIMIT CHALLENGED

A leading expert has questioned the introduction of widespread 20mph speed limit restrictions across the UK demanding a new "evidence-based" approach to speed limit rules with the blanket method not really working.

Lee Puffett, Managing Director of Start Rescue, warned that there was "no point" adding 20mph limits on wide open roads and a "sensible" concept needed.

It comes after a new study showed widespread opposition to new 20mph limits in the UK after Wales rolled out the project back in September.

Mr Puffett explained:

"We need to be sensible when restricting speed limits. Where there are proven records of repeat incidents in residential areas, the speed should be reduced to protect all road users, including our recovery agents who are helping motorists every day.

Around schools, hospitals, and in towns and villages, it makes sense to lower limits. We want to see everyone using the roads safely and in safety. Lower speed limits should be considered when the road narrows and twists. There is no point introducing a 20mph limit on a wide open country road, so a sensible evidence-based approach is required, not necessarily a blanket 'one size fits all' method."





# Traffic Safety Roads



## EMPOWERING YOUNG DRIVERS WITH ROAD SAFETY EDUCATION

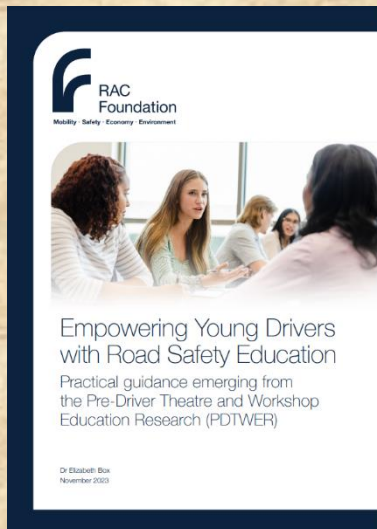
In Great Britain, young drivers between the ages of 17-24 are involved in 24% of all killed and seriously injured (KSI) collisions, despite accounting for a much smaller percentage of all licence holders (7%).

Worldwide, road traffic injuries are a leading cause of death amongst 5-29-year-olds.

## HOWEVER

Using 'shock and tell' tactics to teach teenagers about the risks associated with driving does little to improve safety and may actually make things worse.

Traditional attempts to use 'threat' and 'fear' appeals to young people to influence their behaviour when they start to drive can be counterproductive, particularly amongst young men.



Such approaches can prompt defensive or even hostile reactions.

Members of a young audience are also more likely to experience optimism bias about their own capabilities and the scale of their risk exposure.

Rather than talk at pre-drivers about the risks they face a more interactive approach could be better, one where the facts about road safety are shared and young participants are encouraged to come to their own conclusions about what good driving behaviour looks like.

This is amongst the conclusions of a study by Dr Elizabeth Box, Research Director at the RAC Foundation.

In *Empowering Young Drivers with Road Safety Education* Dr Box argues that Road safety interventions should be based on research evidence and behavioural theory rather than intuition and personal knowledge.

Having reviewed the literature on the subject and compared the traditional theatre (lecture) type approach with a 'DriveFit' film and workshop, Dr Box concludes that road safety education involving school-age teenagers needs to be more subtle and sympathetic to the physiological changes young brains are going through and young people's attitudes to risk.

The DriveFit intervention consisted of a 40-minute film delivered in the classroom, followed by a 45-minute online facilitated workshop undertaken within two weeks of the film showing. The film used a talk-show-style interview format, where expert guests provided information, demonstrations and tips about how pre-, learner and newly qualified drivers can best manage the learning-to-drive process as well as curtail the risky driving behaviours associated with speeding, tiredness, mobile phone use and intoxicated driving.

The online workshop following the film encouraged participants to remember the film and extract relevant learning for their own personal situations.

The Report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

# Traffic Safety Roads



## ROADPOL ACTIVITY - OCTOBER 2023

39,504 drivers were found using hand-held mobile devices while driving during ROADPOL's latest enforcement action in November across Europe.



The operation was carried out in October by members of the European Roads Policing Network and targeted prohibited use of mobile phones, other technical devices and other forms of distraction.

The regulations about distraction in European countries vary but in most of them using a mobile device without hands-free equipment while driving is forbidden. The police of the participating countries found 44,811 different types of violations. 39,504 drivers used their mobile phone to call or text while driving without a hand-free equipment. 113 drivers used their device as a navigation system (also without hands-free equipment).

5,195 drivers were caught with other sources of distraction such watching TV or DVD, reading a newspaper or eating while driving. The latter is forbidden in Switzerland and Poland for the driver while transporting one or more passengers in the vehicle.

During the operation police were also checking for seat belt offences recording 40,306 drivers and passengers who did not use their seat belt. In several countries during the operation drivers were also checked on the use of alcohol and drugs. In the Netherlands this resulted in 422 drivers under the influence of only alcohol and 335 drivers under the influence of drugs with some cases in combination with alcohol.



## THE KING'S AWARD FOR VOLUNTARY SERVICE

RoadPeace West Midlands has received The King's Award for Voluntary Service - the highest award a local voluntary group can receive in the UK.



The West Midlands local support group meets in Birmingham and is attached to RoadPeace, the national charity for road crash victims. The group is made up of family members who have been suddenly and devastatingly bereaved through road crashes.

The group members volunteer providing vital support to others who experience this type of bereavement, raise awareness of the impact of road death, and campaign for change. They organise an annual Service of Remembrance, published an anthology telling the stories of road crash victims, and campaign on issues including second post-mortems and hit-and-run.

The King's Award for Voluntary Service aims to recognise outstanding work by local volunteer groups to benefit their communities. It was created in 2002 to celebrate Queen Elizabeth II's Golden Jubilee and, following his accession, His Majesty The King emphasised his desire to continue the award. Recipients are announced annually on 14th November, The King's Birthday.

RoadPeace West Midlands is one of 262 local charities, social enterprises and voluntary groups to receive the prestigious award this year. Their work, along with others from across the UK, reminds us of all the ways fantastic volunteers are contributing to their local communities and working to make life better for those around them.

Representatives of RoadPeace West Midlands will receive the award crystal and certificate from Sir John Crabtree, Lord-Lieutenant of the West Midlands.



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## A DRIVER BEHAVIOUR STUDY COMMISSIONED BY TRAVIS PERKINS

Taking responsibility for the staff which drive for their business Travis Perkins commissioned a driver behaviour study which has identified three major areas to focus on to improve driver safety.

- Skill Decay
- Stress and Performance
- Attention Lapses and Distractions.



Travis Perkins employs 3,000 drivers who deliver building materials to customers across all segments of construction and are often required to drive specialist vehicle types including LCVs and HGVs.

The Company commissioned research Cranfield University ( Dr Lia Dorn) and founder of PsyDrive; a company that specialises in accredited training for road safety professionals, research, assessment and interventions for improved road safety.

The study that was commissioned involved a review of existing research and took into consideration studies in other industries, such as aviation, bluelight (emergency services), marine, military and the rail industry to review their learnings and adapt them for use with the Travis Perkins' fleet, and potentially also with a wider driver community to improve safety.

Dr Dorn commented,

“It’s perhaps no surprise that when we have something on our mind, performance is affected, and as this study shows, stress causes distraction and can impact driver safety. Attention lapses and distractions are a significant cause of crashes. The research also

concluded that without practise, people experience skill decay, and cognitive skills like decision-making are particularly vulnerable. This has implications for safety when driving for work.”

Travis Perkins plc Safety Director, Richard Byrne explained,

“We will use these findings to guide our driver strategy; informing areas, such as policies, intervention, training, recruitment and wellbeing. Nothing is more important to us than safety, and so as members of several key transport forums, and the leading partner to the construction industry, we will also

consider how we can share these learnings more widely, to breed best practice and encourage a cultural shift where drivers feel able to come forward to discuss any life challenges they may be going through, and promote more regular training beyond compliance requirements.”

## AUTOMATIC ONLY DRIVING TESTS

A new report has revealed an increase of 269 per cent in the number of learners booking automatic-only driving tests in the past decade. According to the most recent data from the Driver and Vehicle Standards Agency, there were around 324,064 automatic-only driving tests performed in 2022-2023 as opposed to 87,844 in 2012-2013, an almost fourfold increase. Even though manual transmissions remain the most popular with those taking their practical driving test today, the new analysis shows that one in five tests is now for an automatic-only licence. In comparison, a decade ago, only one in 20 tests was automatic-only.



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## FILL A POT HOLE IN TWO MINUTES

An innovative new approach to curing the UK's pothole epidemic is being trialled by a London Borough using a new technique called "spray injection patching" to carry out up to 120 road repairs a day.

The new process involves three-steps.

- Firstly, pressurised air is pumped into the pothole to remove dirt and debris.
- The hole is sprayed and coated with cold bitumen to cover and seal any cracks.
- A layer of aggregate applied at high speed.



The entire process - which does not require a road to be closed - takes just a couple of minutes to finish. Vehicles can then pass over the repaired section of the road almost immediately.

The process is better for the environment by avoiding the need to excavate the hole or use heat to carry out the repair, meaning there are "minimal carbon emissions". Made by road repair specialists Velocity, the spray injection patching machine, has already proved itself by carrying out almost 2,200 pothole repairs during a 12-week trial.

Recently the RAC revealed that eight in 10 drivers nationwide reported having to take sudden evasive action to avoid hitting potholes. It said anger with the poor state of Britain's local roads had reached a nine-year peak, with 49% of respondents to its annual report listing it as a top concern. Some 67% of drivers told the RAC that the condition of the local roads they used had deteriorated in the last 12 months.



## DRIVER ASSISTANCE SYSTEMS COMPLACENCY

Drivers who use advanced driver assistance systems (ADAS) grow more comfortable with the technology over time - sometimes too comfortable, according to new research from the AAA Foundation for Traffic Safety.

A study involved 30 drivers operating a vehicle with advanced driving assistance system (ADAS) features, including Adaptive Cruise Control and Lane Keeping Assistance. Participants drove the ADAS-equipped vehicle for six to eight weeks on highways and were assessed before, during, and after on their behaviour and attitudes toward the driving assistance technology.



The study found after weeks of using ADAS, attention to driving tended to drop. However, drivers also used ADAS more when highway demands were lower.

The research revealed that drivers initially paid more attention to the driving task when using ADAS than when driving manually. However, after a few weeks of experience, drivers began to relax and multitask more often while the vehicle was in partial control.

The findings suggested drivers could learn to trust and rely on ADAS over time, but should be aware of the technology's limitations and be prepared to take over in an emergency.

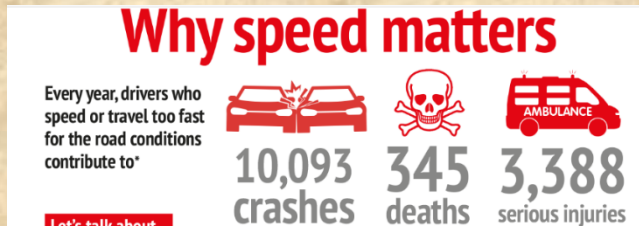


# Traffic Safety Roads

## SPEEDING DRIVERS

The latest road casualty statistics show that in 2022, 1,766 people died on UK roads and an analysis found that road deaths caused by drivers exceeding the speed limit rose by 20%.

Brake has published the findings of a public opinion survey, which asked more than 2,000 drivers about their attitudes to speed and speed limits.



The survey found that 92% of drivers think that speed limits are essential for the safety of our roads. Despite this, more than a third (34%) of those surveyed said they sometimes or often drive faster than the speed limit, and 40% think that driving just a little bit over the speed limit doesn't matter.

Two-fifths (39%) of drivers surveyed also agreed that the default speed limit on roads in built-up areas should be lowered from 30mph to 20mph.

## ROAD SAFETY GB AWARDS

Two individuals and two organisations have been named the 2023 winners of the Road Safety GB Awards, recognising their significant contribution to saving lives on the road.

The 2023 Road Safety GB Awards presented in two categories:

- The Road Safety GB Achievement Award
- The Road Safety GB Corporate Award

Have been made

Achievement Awards were presented to Mark Cartwright, head of commercial vehicle incident prevention at National Highways and Heidi Duffy MBE, who currently enjoys three posts: facilitator for the Shiny Side Up Partnership and the National Young Rider Forum - and traffic management officer for Nottinghamshire Police.

Two Corporate Awards have been presented to FirstCar and The Road Safety Trust.

## INACTIVE SAFETY CAMERAS

Road Angel founder Gary Digva says inactive cameras had the potential to confuse drivers and served no real purpose.



They recently undertook a Freedom of Information Act request which revealed that 46% of fixed speed cameras in England and Wales were inactive and has said that they should be removed as they serve no purpose other than to distract motorists and warn that they have the potential to cause a collision.

However there is evidence to support that just having the camera housing on the side of the road or at a junction has the effect of slowing people down

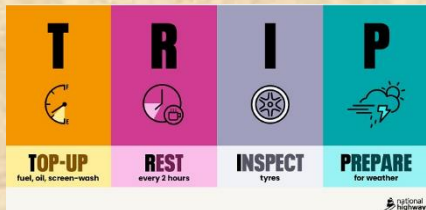
# Traffic Safety Roads

## NATIONAL HIGHWAYS CAMPAIGN

National Highways has launched the next phase of a long-term road safety campaign that demonstrates to drivers how to prepare for long journeys.

The TRIP campaign aims to encourage drivers to plan their journey in advance, including all necessary vehicle checks, as well as factoring in rest stops before they set off on any long or significant journey during autumn and winter seasons.

The TRIP checklist is based on four key principles:



- Top-up - fuel, oil and screen wash
- Rest - take a rest break every two hours
- Inspect - check tyre pressure and tread
- Prepare - have a plan for all weather conditions

## REPORTED ROAD CASUALTIES - SCOTLAND 2022

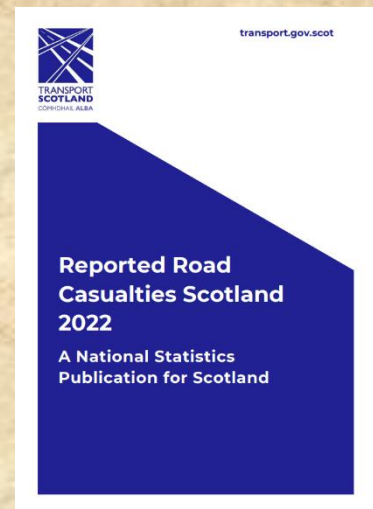
Road Casualty Data for 2022 in respect of Scotland has been published in which indicates that there was a total of 5,621 reported road casualties of which

- 173 people were killed in 153 collisions
- 1,776 people were seriously injured from 1,527 collisions
- 3,672 people were slightly injured from 2,454 collisions

Of frequent interest is the number of children injured and Scotland recorded a total of 587 child casualties of which

- 3 were killed
- 176 were seriously injured
- 408 were slightly injured

The Scottish Road Safety Report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>



## UNINSURED DRIVERS

The Motor Insurers' Bureau (MIB) has announced a £5 million investment to increase its work to get uninsured drivers off the roads sooner and make roads safer. Since 2005, MIB has worked with the Government, insurers and the police to seize more than 2.5 million uninsured vehicles. The significant investment is designed to scale up the MIBs work in getting uninsured drivers off the road. This includes funding to continue its existing projects, including Operation Tutelage, as well as money for new initiatives beginning in 2024.

Martin Saunders, from the MIB, is leading the programme. said:

"We've made good progress in a short space of time. We've expanded our enforcement team to support and equip the police at the roadside, committed to fund Operational Tutelage for another three years, and have already started work to refresh the way we work with the DVLA to compare a list of vehicles on the road with those that carry insurance to help identify problem vehicles and inform motorists to buy insurance."



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## NEW TECHNOLOGY TO PROTECT CRASH SITES

Northamptonshire Police and digital specialists, HRS are working together on a new approach to road closures following a serious road traffic collision to both enhance safety and free up road traffic officers for other duties.



Around 20 collisions occur each day in Northamptonshire and sadly 36 of these incidents result in fatalities each year. These serious incidents, where life threatening injuries or fatalities occur often, result in roads being closed for extensive investigation. At present up to 5 cars and 10 officers attend a serious incident which requires each closure point to be physically manned.

HRS advance warning system allows officers to quickly deploy Intellicone® Portable Site Alarms at each closure point. These devices can prevent errant vehicles from entering the potential crime scene by using built in audible visual alarms. If the closure point is breached a warning is sent directly to the investigation scene so those gathering vital forensic evidence can move to a place of safety.

The HRS digital platform also offers the Control Room & Response officers notifications confirming when and where a breach into the closure has occurred. With ever-growing demand on Police Forces to respond to an increasing number of emergencies it is hoped that this technology can play its part not only to keep the investigators safe but to free up their valuable time to assist others that need their help.

A forensic investigator said:

“It’s not unusual for members of the public to move cones and seek benefit by entering closures undergoing investigation. These incursions threaten the lives of those forensic investigators involved who are often concentrating on the crime scene and could be underneath vehicles without visibility of the hostile vehicle approaching.”

During an agreed 6-month pilot both Northamptonshire Police and HRS will work together to complete extensive investigations into unmanned road closures and how digital solutions can improve safety and efficiency.

## THE ROAD SAFETY TRUST

Ruth Purdie OBE has been announced as the new chief executive of The Road Safety Trust. The Road Safety Trust is an independent grant-giving charity, which supports projects and research that make UK roads safer for all road users.

The charity has awarded more than £6.8m in grants to 85 projects since 2015.

Ruth Purdie OBE took on the role of interim chief executive, following Sonya Hurt’s decision to step down from the post and now her position has been confirmed. Ruth is also Chief Executive Officer of UKROEd Ltd.



Ruth Purdie OBE said: “It is a real honour to be named the new chief executive of The Road Safety Trust. The Trust plays an important role in the road safety sector, providing funding for practical measures, research, dissemination, and education.”



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## DRIVING FOR WORK

*Article by Karen McDonnell - RoSPA's Occupational Safety and Health Adviser and Head of RoSPA Scotland.*

Occupational road safety does not start and stop on the way out of a construction site or as materials leave a depot. It starts as soon as each of us thinks about driving for work - every day. The world's roads are a shared space. In cities, towns or rural areas, vehicles driven for work take to the road alongside others, including cyclists and pedestrians.

While safety is a shared responsibility, inevitably the drivers of vehicles transporting loads to or from places of work have "greater power and as a consequence greater responsibility" towards other road users, especially those that are vulnerable. Understanding the layers of responsibility, both personally and organisationally, that keep people safe on the world's roads is central to our success in reducing these risks. Each driver sitting behind a steering wheel has made a decision about their personal fitness to drive, whether it is to work or for work. Every day, businesses and organisations make road safety-related decisions - putting systems in place for checking in with drivers, ensuring loads are secured, undertaking vehicle checks, planning delivery routes and putting contingency plans in place to cover any emergencies.

Getting loading wrong can lead to spilled loads, causing delay and congestion that impacts on all road users and magnifies the challenge for those who drive for work. Unsecured loads can shift and become difficult to unload, with the potential to fall on people. If there is insufficient time for unloading, the opportunity for drivers and those assisting with unloading becomes pressurised and the time to stop and think evaporates, putting people at risk. Unsafe loads on vehicles injure more than 1,200 people a year and cost UK business millions of pounds in damaged goods. Proactive approaches to vehicle loading and unloading can save lives and prevent

disruption and delays. Getting vehicle loading right every day, following a safe systems approach, embeds a discipline that significantly reduces the likelihood of something going wrong. Think about how you can apply basic principles of loading and unloading to all types of vehicles. From your family car when preparing to go on holiday to loading an HGV or LGV, these principles can save lives.

As with every safety-related task, planning underpins success. Good safety practices include loading to bulkheads, evenly distributing the load, ensuring it is stable and securing the load to the vehicle or trailer. It all sounds straightforward enough but just where are the legal responsibilities?

Within a UK context, when transporting goods and materials for work everyone in the transport chain has a responsibility. From the person or company who loads the vehicle, to the vehicle operator and the drivers themselves, within this chain there is a shared responsibility to carry out the transport operation from start to finish in a safe and legal manner.

A blend of road safety and OSH legislation is there to guide businesses. In the UK these core principles are fundamental in ensuring that no one is harmed as a consequence of transporting goods for work.

The word "checklist" within the OSH world often has a negative connotation, suggesting a "tick box" approach to managing health and safety, where in fact the definition of the word suggests quite the opposite - "a list of items required, things to be done, or points to be considered, used as a reminder". A reminder not only that health and safety, encompassing road safety, is a business benefit, not a business burden, but also a reminder to:

- Assess the risks of transport activities and plan how these will be controlled
- Provide appropriate equipment and training to workers
- Provide information so that drivers can be sure their load is safe.

For further information [www.scorsa.org.uk](http://www.scorsa.org.uk)



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## COMPUSLORY WEARING OF CYCLE HELMETS

In the last Traffic Safety Roads Newsletter mention was made about the MP for Rugby, Mark Pawsey who was pushing for a law to mandate the use of cycle helmets

A survey conducted by Road Safety GB received 1,102 responses with 85% of respondents rejecting the idea that cycle helmets should be made mandatory, with 14% supporting and 1% undecided. A somewhat unexpected result when no doubt a large number of responses came from road safety practitioners who regularly promote cycle helmet wearing. Obviously they feel that encouragement is more preferable to mandating.

Those in favour of the move say cycle helmets reduce the risk of head injury in the event of a collision and there is evidence to support this

A University College Dublin (UCD) study, published in 2015, showed cycle helmets offer 'effective protection at low speeds of less than 50km/h (31 mph)'. It also concluded cycle helmets offer protection against secondary impacts against the ground after the initial collision. However, the same study found that helmets become less protective the faster cars

are travelling - concluding they are of 'minimal' use in crashes with cars travelling at more than 50km/h (31 mph).

Some studies, however suggest helmets can contribute towards greater injury in the event of a collision.

A Dutch study found that 13.3% of cyclists hospitalised in the Netherlands were wearing helmets, despite it being estimated that less than 1% of cyclists actually wear helmets.



When it comes to whether cycle helmets should be mandatory or not, those who oppose the move say the most important factor is the impact on the number of people cycling. This is because of the safety in numbers effect, the idea that the more people there are cycling, the lower their risk.

Evidence from Australia and New Zealand, where helmets are mandatory, suggests that large numbers of people are deterred from cycling by helmet legislation. In the year following the introduction of legislation for compulsory helmets in New South Wales (Australia) there was a 36% reduction in cycling levels. Meanwhile, it is estimated that a total of 136,000 adults and children in New Zealand - nearly 4% of the total population - stopped cycling immediately after the introduction of cycle helmet legislation in 1994.

Looking at it from another angle, countries with the highest levels of cycling, such as Denmark and the Netherlands, record the lowest levels of helmet use in the world. Instead, these countries are heralded for delivering well-connected and high quality dedicated infrastructure, public awareness and understanding of cycling, and a culture where most people cycle regularly.

Sustrans said

"We know cycling has many health, social and environmental benefits. If we are to make the most of these benefits, we need to increase and normalise cycling. This means putting solutions that are based on the evidence and the experiences of most cycling-friendly countries and cities into practice."

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## EU DRIVING LICENCE DIRECTIVE (2006/126)

Whilst we may not be in the EU it is likely that we will be affected by the new directive which is under consideration by the EU.

The European Transport Safety Council, together with pedestrian, cyclist and transport workers groups have penned an open letter to Members of the European Parliament (MEPs). The letter addresses the upcoming revision of the EU Driving Licence Directive (2006/126) and emphasises the need for additional professional training for van drivers, similar to the requirements imposed on bus and coach drivers.



The primary stated objective of the proposed revision is to strengthen road safety and contribute to the EU's goal of reducing road deaths and serious injuries by 50% by 2030. To this end, the organisations argue that the introduction of mandatory training for professional van drivers is essential. The organizations are calling for comprehensive training for professional van drivers, covering aspects such as safe loading and unloading, cargo securing, reversing, fatigue prevention, journey planning, and adherence to traffic rules, including seatbelt usage and avoiding distractions.

The open letter urges that the current requirements for bus and truck drivers, which include professional driver training (Certificates of Professional Competence - CPCs), should be extended to create a new category for van drivers, including those who may be misclassified as self-employed or owner drivers.

Vans play a significant role in road crashes within the EU, and their usage is on the rise. In 2018, 11% of all road deaths, which equates to 2630 lives, resulted from crashes involving vans. 39% of these deaths were pedestrians, cyclists and motorcyclists.

## MAKE GETTING A MOPED AND MOTORCYCLE LICENCE LESS COMPLEX

A new campaign has launched to make the process for attaining a moped or motorcycle licence 'less complex, less costly, and more accessible for a broader section of society'.

A Licence to Net Zero' has been launched by the Motorcycle Industry Association (MCIA), supported by both the National Motorcyclists Council (NMC) and Zemo Partnership, who says the time has come for a full-scale review of L-Category licensing requirements.

L-Category vehicles, or powered light vehicles (PLVs), include mopeds, motorcycles, tricycles and quadricycles and the MCIA says PLVs offer affordable and versatile solutions to contemporary transportation challenges, including reducing emissions and congestion - particularly important in the efforts to reach net zero by 2050. However, the organisation adds that licensing is one of the biggest hurdles facing the sector.

It is calling on the Government to review the current training, testing, and licensing regime for PLVs



# Traffic Safety Roads



## E SCOOTER INJURIES

A recent study conducted by the Vehicle Safety Institute at Graz University of Technology (TU Graz) has shed light on the increasing number of crashes involving e-scooters. The research team used Human Body Models to investigate e-scooter crashes and identified key factors that can help prevent serious injuries.

The study found that wearing a helmet while riding an e-scooter can reduce the risk of head injuries by up to 44 percent. It also suggested that e-scooters should be banned from pavements and footpaths, as collisions with pedestrians often result in serious injuries.

A speed maximum speed limit was also recommended at 15 km/h which can decrease the risk of head injuries to pedestrians by up to 49 percent. In contrast, in collisions with passenger cars, it is mainly the speed of the car that plays a major role in the level of injury risk. Collisions with cars travelling at 40 km/h can cause severe to fatal head injuries to e-scooter riders. The study found that inexperienced drivers often ride at the top speed of their e-scooters, despite being very unsafe on the road. A reduction in the maximum permitted speed of e-scooters would therefore also benefit these drivers.



## THE SPEED HUMP/BUMP CELEBRATES 40 YEARS

Like them or hate them the speed bump/sleeping policeman celebrates its 40<sup>th</sup> Anniversary. They originated from America much earlier but in Britain, we waited until 1983 before they were deemed necessary to help calm down the speedy road users.



Today, there are believed to be over 42,000 of them across the UK's road network with a massive growth coming in the 1990's along with other forms of traffic calming.

In Europe, they first appeared in 1970 in the Netherlands. The UK followed eventually in 1983 where they soon become referred to as 'sleeping policeman'. It was due to their ability to remind motorist they need to be aware of their speed and that driving over them at speed was as if they had run over a rather large officer lying in wait in the road.

Now as dictated by the Highways (Road humps) Regulations 1999 the installation of a hump is covered by mountains of statutory requirements:

- All speed bumps, positioned on the highway, must be at least 900mm in length and with a height between 25mm and 100mm at its tallest point.
- No vertical face or material forming the speed hump may exceed 6mm,
- The gradient of a speed bump must be no more than 1:10
- Must always be placed at a right angle to an imaginary line which runs down the centre of a road
- Can only be installed on roads where the speed limit is lower than 30mph.
- They cannot be fitted within 30 meters of a Zebra, Pelican and Puffin Pedestrian Crossings, or within 20 meters of a railway track at a crossing if the speed limit is greater than 20mph.
- There are also rules stopping them being placed within 25 metres of a bridge or tunnel crossing the highway.
- Speed limits over 20mph, speed bumps cannot be used where there is no street lighting to ensure they can be clearly visible

# Traffic Safety Roads



## DRUG DRIVING

It is now believed that drug driving is a greater problem than drink driving - but do we really know the full extent of those drivers who have mixed the two? If they test positive for drink then in most cases no further tests are undertaken.

Yet it was not that many years ago when post mortems on drivers who were over the limit at the time of their crash were also found to have drugs in their system.

Some research carried out by IAM RoadSmart indicated that:

- Almost a third of 16-24-year-olds admitted having driven or been driven in a vehicle where they or the driver have taken illegal drugs within the 24-hour period before.
- Over a quarter (26 per cent) of young people know someone who drives while under the influence of illegal drugs.
- Up to nearly three-quarters of a million young drivers aged between 16-24 may have driven or been in a vehicle where the driver has been under the influence of illegal drugs.



A survey of 2,028 drivers conducted in March 2023 reveals almost a third (28%) of those aged 16-24 have themselves driven under the influence of illegal drugs or been a passenger inside a vehicle where the driver has taken illegal drugs within the 24-hour period beforehand. DVLA licensing data shows that approximately 2.5 million driving licences belong to this age group which when extrapolated to match the survey figures equates to up to 700,000.

The research also found more than a third (32%) believe it's more common to drive under the influence of illegal drugs than drink driving.

Over two-thirds (69%) of this age group would be likely to stop others under the influence from driving. However, almost a fifth (19%) of young drivers are unlikely to stop a family member or friend who was planning to drive while under the influence of illegal drugs.

Data published by the Department for Transport (DfT) revealed 2,500 casualties were in relation to drug-driving in 2021, a whopping 260% increase since 2012. Meanwhile Ministry of Justice statistics show that convictions for driving a motor vehicle under the influence of drink or drugs overall has increased from 41,457 in 2014 to 58,117 in 2022 - a rise of 40% even at a time of declining full-time dedicated roads police officers.

## WELSH GOVERNMENT CONSULTATION ON A NEW ROAD SAFETY STRATEGY

The Welsh Government are seeking views about the safety on their roads, to help understand the priorities and how they can best make our roads safe for all. They will use the responses alongside an engagement with stakeholders that work in the ambit of road safety, a randomised representative sample survey of the Welsh population and workshops that include marginalised groups, to create a new Strategy for Road Safety in Wales.

Views should be expressed in line with the consultation document by 31<sup>st</sup> January 2024

Find the consultation documents at <https://www.gov.wales/sites/default/files/consultations/2023-11/road-safety-strategy-consultation-document.pdf>





# Traffic Safety Roads

## INCREASED RISK OF LGV's HGV's BUSES AND COACHES

New analysis of Government road casualty data, conducted by Brake reveals that road deaths in collisions involving light goods vehicles (LGVs), heavy goods vehicles (HGVs), and buses and coaches all increased between 2021 and 2022.

It is also noted that people who walk and cycle continue to be particularly vulnerable to collisions involving work vehicles.

In 2022, 214 people were killed in crashes involving LGVs, up 10% on 2021 figures, while 220 people were killed in crashes involving HGVs, a 6% increase since 2021.

The data also reveals that 45 people were killed in crashes involving buses or coaches, up 32% since 2021.

In 2022, 42 pedestrians died after being hit by an LGV, 41 after being hit by an HGV, and 20 after being hit by a bus or coach.

Also in 2022, 12 cyclists died after being hit by an LGV, 6 after being hit by an HGV, and 5 after being hit by a bus or coach.

Driving for work is one of the most dangerous things that employers ask their staff to do, with around a third of road deaths (and a fifth of serious injuries) involve someone driving for work.

## INCREASE IN NUMBER OF MOTORISTS NOT PAYING THEIR VED

People being fined for failure to pay their road fund licence (VED) are up by £4.5million since price rises were introduced earlier this year, according to new data identified by Wagonex.

In April, the Government increased VED rates by £15 which saw annual charges rise to £180 per annum but it would appear that the rise in fees may have led to more motorists running the gamble of not paying along no doubt with the cost of living.

The data revealed from a Freedom of Information request showed £74million in fines have been issued since the VED rise on almost 700,000 vehicles.

Over the six months following the price rise, 15,000 extra drivers were issued fines with an extra £4.5million generated than in the previous half a year. On average, drivers had to pay around £570 each as punishment for breaking the law.



## PAVEMENT PARKING - SCOTLAND

The Scottish Government has launched a public information campaign to make drivers aware they could be fined £100 for pavement parking.

The Transport (Scotland) Act 2019 bans pavement parking, double parking and parking at dropped kerbs, with certain exemptions designated by local authorities - for example to ensure safe access for emergency vehicles.



From 11<sup>th</sup> December 2023, local authorities can begin enforcing the law, which means drivers could be fined £100 for these parking behaviours; reduced to £50 if paid within 14 days.

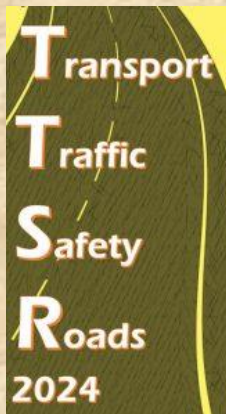
Scotland is the first country in the UK to make pavement parking illegal nationwide.

# Traffic Safety Roads



## TRANSPORT TRAFFIC SAFETY ROADS

The Graham Feest Consultancy has announced its dates and location (to date) of its conference style events for 2024 and you can book now as follows:



**Tortworth Court Hotel** located in South Gloucestershire just off junction 14 of the M5 on **Monday 26<sup>th</sup> February 2024**

**Coventry Holiday Inn** located just off junction 2 of the M6 where it also intersects with the M69 on **Monday 4<sup>th</sup> March 2024**

**The Guildhall in Hull** on **Monday 30<sup>th</sup> September 2024**

**The Dalmahoy Hotel** located just on the outskirts of Edinburgh on **Monday 7<sup>th</sup> October 2024**

**The Leonardo Hotel** located in Cardiff City Centre on **Monday 21<sup>st</sup> October 2024**



The generic theme will centre around transport, traffic, safety and roads and will be financially supported by Clearview Intelligence and Geveko Road Markings.



The Graham Feest Consultancy has approved training status from the Chartered Institute of Highways and Transportation and will be particularly useful to Road Safety Auditors in meeting their annual mandatory needs.



These events are not available on-line or in hybrid format as the Graham Feest Consultancy only provides face to face conferencing and events. It firmly believes that involving people together to interact, share best practice and to be able to challenge the presenters and speakers in person creates a far better and more productive learning and emotional experience.

Networking is key and a face-to-face environment creates an ideal setting when people come together in person and is more likely to create new working relationships across the transport, traffic, safety and roads sectors.

You can now book your place for any of the events at:

<https://www.grahamfeest.com/gfc-events/transport-traffic-safety-roads-2024/>

and then follow the link to your chosen location and click for the booking form:

## EARLY BIRD DISCOUNT CURRENTLY APPLIES

