



# Traffic Safety Roads

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

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# Traffic Safety Roads

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## UK LICENCE HOLDERS

The latest figures from the DVLA and the Department for Transport show that there are now 41,570,822 people with a full UK driving licence, up by almost half a million compared to last year.

At the same time, the number of motorists over the age of 70 has also shot up, with more than 212,000 people over 70 having a full licence. This takes the total number of elderly drivers to 5.96 million - a huge increase of almost two million drivers compared to 2012.

Every older age group has seen a substantial increase, with nearly 100,000 extra drivers aged 80 and older - taking the total to 1.65 million.

In the last 12 months, there has also been a rise in the number of drivers over 100 years old. Just 11 years ago, there were only 162 motorists with a valid driving licence, whereas now there are a staggering 510 centenarians still capable of being on the road.

Petrol and diesel drivers in a major UK city are at risk of being charged every time they drive their car under new measures set to be introduced this week.

## PROVISIONAL ROAD CASUALTIES GREAT BRITAIN 2022

The Department of Transport has published its provisional casualty figures for Great Britain with the final and confirmed numbers coming at the end of September which undoubtedly will have a few adjustments.

What we know so far from these PROVISIONAL figures is that in 2022

1695 people were killed

28,100 were seriously injured

106,207 were slightly injured

This gives a total for all severities of 136,002

In terms of comparison we still look to 2019 (*2020 and 2021 being affected by the pandemic*) which shows therefore that overall there has been a 11% reduction.

Just a few other facts to date:

- 75% of fatalities and 62% of all severities were Male
- 3% of fatalities and 10% of casualties were aged 16 years and under
- 25% of Fatalities and 29% of casualties were aged 19 to 29 years
- 23% of fatalities and 7% of casualties were aged 70 and over
- 54 fatalities occurred to people in the age range 0 to 16

In terms of road users types

- |                                |                        |
|--------------------------------|------------------------|
| • 781 Vehicle occupants killed | 6% increase from 2019  |
| • 354 Motorcyclists killed     | 5% increase from 2019  |
| • 85 Pedal cyclists            | 15% decrease from 2019 |
| • 376 Pedestrians              | 20% decrease from 2019 |

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## LONDON ROAD DEATHS IN 2022

New figures show people walking, cycling and motorcycling made up 80% of those killed or seriously injured on London's roads in 2022.

In total there were 101 road deaths in the capital last year and by way of comparison, there were 125 deaths reported in 2019.

This represents the lowest year on record for fatalities on London's roads, (excluding 2020 and 2021 which were heavily affected by pandemic)

## EMERGENCY VEHICLES IN LONDON BUS LANES

Ambulances, police and fire vehicles across the capital are now permitted to use bus lanes on London's main arterial roads while on duty, even when not dealing with an emergency.

The move follows a successful trial with Guy's and St Thomas' Foundation Trust that saw fewer missed appointments, and no negative impact on bus journey times.

The trial was set up to help people travel to appointments smoothly. More than 150 non-blue light patient transport vehicles were given access to over 25km of bus lanes in Lambeth, Southwark, Wandsworth and Lewisham on the TfL road network. It also included bus lanes managed by Lambeth Council and took place over 12 months from February 2022.



The trial found that the number of missed NHS appointments fell by around 20% and saved the Trust money, with no impact on bus journey times.

There are more than 8,000 emergency service fleet vehicles that use London's roads, meaning the Metropolitan Police Service, the London Fire Brigade and the London Ambulance Service will benefit from less congestion and faster journey times, helping to provide a better service to all Londoners.

## YOUNG MOTORCYCLE RIDERS

The National Young Rider Forum (NYRF) is making a series of seasonal infographics, designed to improve the safety of young motorcycle riders, available to download and use free-of-charge.

The infographics have been used on social media over the last year, as part of separate themed campaigns in Summer, Winter and Spring and have been viewed 100,000s of times on NYRF social media platforms. The infographics highlight several key issues impacting young riders and were evidence-led from the NYRF research report 'Understanding Young Riders'.

The infographics can be found via the NYRF's New Rider Hub website at <https://newriderhub.net/nyrf/campaigns/social-media/>

The National Young Rider Forum (NYRF) is a group of Road Safety Professionals, joining their expertise to specifically look at Young Motorcyclists.

The forum members bring a wealth of expertise from all corners of Road Casualty reduction and include representatives from Local Authority Road Safety Teams, Safer Roads Partnerships, Motorcycle Industries Association (MCIA), Motorcycle Action Group (MAG), Police forces, Fire & Rescue and the DVSA.

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## SCHOOL CROSSING PATROL SERVICE

The School Crossing Patrol (SCP) service celebrates its Platinum Jubilee this year.

The service was officially created by the School Crossing Patrol Act in 1953 and first official patrol started work in 1954 and while the uniform and sign have changed to meet modern standards patrols are now permitted to stop traffic to cross any pedestrian, adult or child however the role is essentially the same today as it was 70 years ago!

Before the 1953 Act the idea of ensuring that children got to school safely grew in the late 1940s when two road safety officers in the London Boroughs of Dagenham and Barking (*Jock Brining and Dorothy Pummell*) recognised a growing problem with the safety of child pedestrians walking to and from school given the increasing volume of traffic on roads. At that time it was estimated that around 90% of children walked to school unaccompanied.



The London Boroughs were persuaded to fund a number of Patrols and went on to employ 'active retired gentlemen' as 'traffic wardens', who wore white coats and peaked hats.

The idea proved very popular and soon spread to other London boroughs, and as more wardens were appointed the Met Police took over responsibility for the new service. The SCP service was officially born in 1953 when the Government recognised the value of having a service that crossed children at busy and difficult locations.

## SCOTTISH CYCLING FRAMEWORK

The Scottish Government has published the Cycling Framework for Active Travel - a new plan that outlines how to increase everyday cycling across the country and aiming that by 2030 the Government want walking, wheeling and cycling to be the main modes of transport for short, everyday journeys.



The Framework has been developed after extensive public consultation, and in partnership with Sustrans, Cycling Scotland and local authorities. Its aim is to make cycling more accessible and transform communities into 'healthier, happier places.'

The delivery plan focuses on six key themes:

- Safe cycling infrastructure
- Effective resourcing
- Fair access
- Training and education
- Network planning
- Monitoring.

The Framework has given us the tools and guidance to work with and for our communities to deliver real change.

You can view the strategy document at <https://www.grahamfeest.com/resources/latest-uploads/>

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## FILL THAT HOLE

Cyclists and Motorcyclists are the two road user groups who suffer the most from defected road surfaces and there is considerable pressure on local highway authorities to do more to maintain the road network with ever diminishing funds to be able to do so.



This has led to IAM RoadSmart and Cycling UK issuing a pothole plea to central government to prioritise their local residents' safety by providing the funding to local councils to repair defective roads, as a matter of urgency.

Nearly 200,000 potholes have been reported (yet alone those which remain unreported) by cyclists to local councils in the last 16 years, with only one-in-five reported as being fixed and reports vary widely across the country, with cyclists in Surrey reporting the most issues, with 10,838 instances of road defects, while pothole reports in Hartlepool total only 51.

Research has shown that there have been a staggering 196,762 cases of hazardous holes in the road reported by cyclists on Cycling UK's 'Fill That Hole' feature, a tool which allows cyclists to report incidents of potholes and road defects to local councils. This means there is, on average, a road defect every 110 metres of UK roads. Of this number, alarmingly, only one in five (22 per cent) have been reported as repaired by local highway authorities.

The Asphalt Industry Alliance (AIA), the reported backlog of carriageway repairs has increased by almost a quarter on last year's figure of over £12.6 billion - equivalent to almost £76 million for every local authority in England and Wales.

To find out more about the performance of your local highway authority visit <https://www.fillthathole.org.uk/league-table?sort=desc&order=Total+Reports>

With 10,624 reports of potholes, Surrey is the highway authority where people cycling are most likely to report road defects, while Hampshire follows behind with 6,692 reports. Respectively, only 14 per cent and 15 per cent of these holes have been reported as fixed.

In Essex and Lancashire 4,961 and 4,741 holes in the road respectively have been reported and only 20 per cent of these have been repaired.

Cyclists who have ridden in Hartlepool have had a comparatively smooth ride, with just 51 instances reported of holes in the road all of which have been fixed by the local council. Similarly, in the London borough of Chelsea and Kensington, there have been just 178 reports of potholes with 80 per cent of these being dealt with.



## WATCH OUT IF YOU HAVE A LAND ROVER

Car thieves are using advanced technology to steal cars from driveways and streets - while the owners are asleep in bed and it has been revealed that Land Rovers are the most stolen vehicles in the country according to the Driver and Vehicle Licensing Agency (DVLA) who say that one in every hundred Land Rovers were stolen in the year ending March 2023. This means that 8,284 Land Rovers were taken over the last year - out of the 896,948 licensed Land Rovers in the UK.

The second most popular target for thieves, is the Mercedes-Benz.

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## MEASURES TO INCREASE CYCLING AND WALKING NOT REALLY WORKING

The UK Government is NOT on track to meet its own objectives to increase cycling and walking rates and cut down on vehicle usage and emissions, according to a new study from the National Audit Office (NAO) despite investing heavily in active travel projects with more investment becoming available in the next few years.



In a bid to reduce emissions and reach net zero by 2050, the Government has been pushing for active travel options like walking and cycling with the Department for Transport wanting active travel to be the natural choice for shorter journeys in England by 2040. This would involve having less reliance on cars for short and medium journeys, with cycling, walking and public transport being the preferred choice. However these results bring into question the long held belief that if we make it safer for people to walk or cycle they will do so but not it would appear in the numbers everyone had hoped.

The NAO reports that 56 percent of local authorities have low capability and ambition to deliver such active travel projects and is now recommending that the Department for Transport reviews its objectives for 2025 and beyond, as well as getting Active Travel England to set loftier, but achievable targets.

### Role for Active Travel England



In addition Active Travel England (ATE) has officially been made a statutory consultee on all large-scale planning applications. The active travel inspectorate will be consulted on all developments equal to or exceeding 150 housing units, 7,500 square metres of floorspace or an area of five hectares.

This is expected to see ATE - an executive agency of the Department for Transport - review around 3,100 applications a year, equating to 60% of new homes.

Under the role, ATE will help planning authorities implement good active travel design - such as ensuring developments include walking, wheeling and cycling connectivity to schools and local amenities - as part of efforts to improve public health and reduce harmful emissions.

### Majority Don't Agree with the phasing out of Petrol and Diesel Cars



Like it not we are a nation of car lovers and the vast majority' of UK drivers are calling for the 2030 petrol and diesel car ban to be ditched with the latests data showing that currently 83 percent do not agree with the Government's plan to ban the sale of new petrol and diesel vehicles from 2030. At the end of the decade, the sale of new vehicles with internal combustion engines will be banned, followed by a similar ban on new hybrids from 2035.

Commenting former Transport Secretary Grant Shapps, said

"The UK was leading the charge for clean travel and is going further and faster than any other major economy to decarbonise transport, harnessing the power of clean, green technology to aid the UK's contribution to climate change by 2050."

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## CHRISTMAS 2022 DRINK AND DRUG DRIVING

Nearly 9,000 drivers across England, Wales and Northern Ireland tested positive for drink or drug driving during last year's "Christmas" campaign coordinated by the National Police Chiefs' Council which took place between 21st November 2022 and 1 January 2023.

The results show that the number of roadside drug wipes administered increased on the previous year (6,273 in 2022 compared with 4,668 in 2021). Of these, 53.6% (3,361) tested positive.



Meanwhile, 52,667 roadside breath tests were undertaken, with 10.2% (5,352) of motorists testing positive, failing the test or refusing to undertake the test.

Nationally, 79% of offenders who tested positive for drink or drugs were male and 77% were 25 years old and over.



## MOT TYRE WARNINGS

30% vehicle owners are now receiving warnings about their tyres during MOT tests, according to research, from Halfords who found that two-thirds of motorists claim they are more likely to "put off" changing their tyres. The most common answer for this is because of the cost of living crisis, with drivers being more willing to try and use their tyres for longer.

While it is not illegal, it is a warning for drivers, telling them that their tyres have less than 3mm of tread remaining and will most likely be illegal in a matter of months. On average, tyre tread will go from 3mm to the legal limit of 1.6mm in around 5,200 miles, which is far less than the average UK driver does each year.



## E-SCOOTER NEWS AROUND EUROPE

**Austria:** the Austria Road Safety Board is calling on national regulators to require mandatory helmets for e-scooters and lower speeds to counter rising numbers of injuries and deaths. According to observational studies last year, only 17% of e-scooter riders wore a helmet, and that figure drops to 1% for riders of shared vehicles. Austria is encouraging riders to wear helmets and to buy models fitted with directional indicator lights, as hand signals are difficult to perform while riding.

**The Italian:** the government is looking at changes to rules for e-scooters, with mandatory helmets, insurance, registration and number plates all under discussion as well as stricter rules on drink- and drug-driving.

**In Spain:** the shared e-scooter provider Dott is testing a per-trip pricing model, to improve safety. Concerns have been raised that per-minute pricing of shared mobility encourages risky behaviour.

**In France:** the police have arrested a 19-year-old man who was tracked at 77 km/h on a regional road on an e-scooter. E-scooters that can reach such speeds are widely available on the internet and are sold in shops but are not legal to ride on the road in France where 25 km/h is the maximum speed for the vehicles.

**European Transport Safety Council** has called for factory-fitted speed limiters and anti-tampering technology, as well as limits on e-scooter motor power.



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## ENHANCED ROAD DESIGNS AT JUNCTIONS FOR PEDESTRIANS AND CYCLISTS

New research from the University of the West of England (UWE) with funding provided by The Road Safety Trust and led by Professor John Parkin, transport engineering and deputy director of the Centre for Transport and Society set out to understand the impacts of enhanced side road designs that both increase priority and reduce risk for people walking and cycling which they said is particularly significant because of changes to the Highway Code that came into effect from January 2022.

These changes mean drivers turning in or out of a side road should now give way not only to pedestrians and cyclists who are crossing but also to waiting pedestrians and approaching cyclists.

The research team from UWE's Centre for Transport and Society, observed behaviour at different types of side road crossing, and revealed two designs where drivers were more likely to give way:



Marked Priority crossings (left) with so-called 'parallel crossings' that have a zebra for pedestrians and priority markings for the cycle track crossing.



Design Priority crossings (right), also called continuous footways, where priority is reinforced by the layout and surface materials.

With both of these enhancements, people crossing did not have to yield to drivers in approximately 90% of interactions compared with 43% of interactions at conventional junctions. The research also found that users realise the importance of Marked Priority and Design Priority enhancements being implemented consistently and appropriately across the country in order to minimise ambiguity and confusion.

Professor John Parkin said

'Many side road junctions are designed mainly with the movement for vehicles on the carriageway in mind, and they have generous corner radii and wide carriageways. The key point is that priority for people crossing, as required by the Highway Code, is not clear from the design. The project explored the use of priority markings that make it clear to drivers that they need to give way to pedestrians and cyclists who are crossing a side road. These are give way markings placed before the pedestrian and/or cycle track crossing, and sometimes also a zebra crossing for pedestrians.'

## NOISE CAMERAS

The Government is examining the results of detailed camera tests which will enable the police to record noise levels and have digital images to hit culprits with fines. A prototype camera to detect "excessively noisy vehicles" was produced a few years ago but researchers concluded in 2021 that "further development" was needed before it would be "suitable for enforcement. The latest technology has since been trialed, with roadside tests carried out between last October and February.

The department is currently reviewing the outcomes before considering any next steps.



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## ROADSAFE TECHNOLOGY LIVE

11<sup>th</sup> & 12<sup>th</sup> July 2023, Upper Heyford Airfield Bicester OX25 5HA

From a transport, traffic and road safety perspective this is one of the most important and unique events that you should consider attending.

RoadSafe and DriverAssist.Tech are holding two days of live events to demonstrate vehicle tech in action. Unlike normal exhibition halls that showcase static vehicles and technologies on a stand, these lively, interactive networking days bring the experience to life, with a combination of static, low-speed and high-speed crash prevention and self-parking demonstrations.

ADAS - Advanced Driver Assistance Systems - date back to the 1970s with anti-lock braking. Since then, a range of vehicle safety technology has been introduced, significantly improving collision avoidance in the first instance and crash survivability. Many of these became mandatory in new vehicles from last year, including adaptive cruise control, autonomous emergency braking systems, lane keeping assist and driver monitoring for drowsiness and distraction recognition.

The two track days are open to fleet managers, driving instructors, emergency services and road safety organisations who are invited to have hands-on experience of:

**ISA** - Using the Sturdy after-market fitted VMS Speed IQ technology for fleet safety management and fuel efficiency while reducing operating costs with GPS based top speed control.

**ACC** - Using a commercial vehicle (truck) and Flex-Moshon towing system to show how active cruise control works.

**AEB** - Auto Emergency Braking against a static or moving soft vulnerable road user target

**Reverse AEB** - OEM plus after-market solutions for Auto Emergency Braking in reverse.

**AEB Challenges** - Detection of highway workers in highway visibility clothing and detection

of unusual objects such as road closure signs/vehicles.

**RadViz** - Presenting the benefits of radar reflector technology to aid in static detection by an automotive radar.

**BLIS** - Vehicle alerts when objects are detected in blind spots.

**LKS** - Using white lines to maintain the vehicle's lane integrity via Lane Keeping Assist technology.

**LDW** - Showing how lane-departure warning uses sensors and cameras that can detect when the vehicle is departing the current lane.

RoadSafe recently launched a knowledge hub <https://adashub.co.uk> to give driver trainers easy to access, simple to follow resources explaining the different types of driver-assistance technology on vehicles, as it found that awareness and understanding of these systems is often low among drivers and more importantly among instructors.

To Register for this event go to <https://www.driverassist.tech/roadsafe-technology-live/visitor-registration>



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## ROAD PRICING BACK FOR DISCUSSION

A new report, “The Future of Driving” from the Centre for Policy Studies, suggests that fuel duty and Vehicle Excise Duty (VED) should be scrapped and replaced with a per-mile charging system which would be a fairer system of motor taxation and argues that drivers are being let down by overbearing policies and so once again road pricing is back in the headlines.

The report argues that the per-mile system should be introduced initially only applying to electric vehicles which would still pay less than their petrol or diesel counterparts.

The new study, which is based on extensive polling and group work, argues that a “smarter approach” is needed for motoring taxation. UK drivers paid around £33billion in fuel duty and VED in 2021 and 2022, although the Government only spent £5.4billion on national roads and £6.4billion on local roads in the same period. According to the report, 88 percent of the miles travelled in 2021 were by car, van or taxi, showing how the UK is a “nation of drivers”.



The recommendations take into account public feeling on a variety of proposals, privacy concerns, and their financial impact and deliver a solution which can lead to fairer, better, and more efficient taxation while tackling congestion and improving air quality in our big cities.

The report suggests that eventually, once the share of EVs on the road grows, the new “per mile” system could completely replace fuel duty and VED for all vehicles which would look to future-proof a system of taxation which has long been criticised for being outdated and no longer sufficient.

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

## BATTERIES IN E-SCOOTERS AND E-BIKES FIRE HAZARD?

Fires involving the lithium batteries of e-scooters and e-bikes are becoming more common, according to the London Fire Brigade (LFB) who have reported that there have been 48 e-bike and 12 e-scooter fires in the capital so far this year (up until end of May 2023).

The overheating lithium-ion batteries can create fierce fires, releasing toxic smoke. The LFB are warning that they should not be charged at home and warned that these instances would sadly become more common. Where owners have no choice but to charge them indoors they should not be done so at overnight whilst people are sleeping and only placed in a room away from the doorway so in an emergency there is an escape route.

According to a Freedom of Information request by the Guardian e-scooter and e-bike fires are occurring at a rate of six a week in the UK.

Mike Peregudov, co-founder and CEO of e-bike subscription platform Whizz, warned owners of the risks they face when charging their vehicles and said:

“Despite the world of good they do for our environment, some e-bikes have been labelled as a major threat to public safety.



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## LEARNING TO DRIVE ON MOTORWAYS

It is now some five years since the law changed permitting learner drivers on motorways, as long as they are with a qualified driving instructor (ADI) in a dual controlled car but alas more than half of drivers say they did not know it was now allowed.

An AA Driving School survey found four in five drivers (83%) admitted they have never seen a learner having a motorway driving lesson and 57% said they were unaware that learner drivers could go onto a motorways at all with their driving instructor.

Further research by the AA Driving School found bizarre driving behaviours on motorways witnessed by thousands of UK drivers. Nearly half of 13,000 drivers surveyed said they had seen another driver crossing the chevrons back to the motorway after taking the wrong exit (49%) and driving down the hard shoulder when it was not permitted (49%) and one quarter also witnessed someone stopped for a wee on the hard shoulder (26%).

Statistically, motorways are our safest roads, but we know many people find driving at speed intimidating and therefore may be a hazard on a motorway or are choosing to drive on roads not suitable for longer commutes. However, driving errors where someone failed to look properly or judge another person's path or speed correctly have been the most common contributory factor in motorway crashes in the last 10 years and tailgating is the 4th most common contributory factor compared to 9th most common on all road types.

The number of drivers being taken onto a motorway during their learning period is not very high. Clearly some people live in remote places and this makes it pretty much impossible unless they have



an extended lesson but it does ask the question as to whether newly qualified drivers either Pre or Post Test should not have to receive some training on such roads, signed off by a driver trainer, before they are allowed to drive on them without formal supervision.

Motorway driving has developed rapidly in recent years with the introduction of smart motorways, with changes including variable speed limits and all-lane-running schemes and drivers have reported feeling less relaxed using smart motorways with no hard shoulder.

### Drivers' Views

*The AA Driving School asked drivers on the AA Passenger Seat forum for their opinions on motorway driving, experiences with seeing learners on motorways and whether they had taken any lessons themselves.*

*Their comments were:*

*"Motorway driving was totally different when I passed my test to what it is today", while another added: "It's a different type of driving."*

*"I did not know that learners took lessons on motorways. I have not seen any, if I had I would be mildly surprised. It's probably a good idea. I didn't have any problem driving on a motorway for the first time, but I know others who avoid driving on them."*

*"It's the most daunting thing for a lot of new drivers but if the rules of the motorway are understood and obeyed it's the best way to travel long distances. These lessons weren't available when I learnt to drive otherwise, I would have taken them."*

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## ON - LINE DRIVER TRAINING

The COVID-19 pandemic necessitated a rapid shift to online provision of face-to-face training for a range of driving safety courses - including diversionary training and advanced driver training. A new report now assesses the overall benefits or otherwise of on-line training as opposed to it being conducted in a face to face mode.

This report is essential reading for those who work of diversionary schemes for example speed awareness and can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

It finds that presenting online as if trainees are in the same room does not work as effectively as face to face training. For the best outcomes 'super rich' online learning environments need the course length, group size, interactive elements and more to be 'just right'. The authors also outline the challenges instructors can face when teaching online - such as avoiding distracting virtual backgrounds and encouraging interaction with trainees. Instructor feedback has to be carefully managed as being challenged in your own home can be more threatening than in a classroom.



The report concludes that online driver training can be effective, but only if carefully designed to avoid boredom and distraction according to a new report published by the Parliamentary advisory Council for Transport Safety (PACTS).

Lead researcher, professor David Crundall from the Department of Psychology at Nottingham Trent University's School of Social Sciences, said:

"While the rapid shift to online delivery has been largely successful, it is vital that driver safety courses are effective and engaging to improve road safety.



## MOTORCYCLE CAMPAIGN LAUNCHED IN SCOTLAND

A campaign in Scotland (spearheaded by Safety Cameras Scotland) has been launched to encourage motorcyclists to travel at a 'safe speed' as statistics show that the number of motorcycles involved in fatal collisions is disproportionate to the number of riders on Scotland's roads - they make up 1% of road traffic, however account for 19% of fatalities.



Losing control when travelling at excessive speed is one of the most common causes of collisions involving motorcyclists and the campaign focuses on the future plans of bikers to emphasise that inappropriate speed on the roads can result in lives being cut short, ambitions being unfulfilled and devastation for family and friends whilst highlighting that travelling at safe speeds is shown to reduce the risk of road death and injury.

Not only does it give bikers enough time to spot and react to hazards on the road, but if an impact was to occur it would be less likely to cause serious injury or a fatality, the campaign says.

The campaign will run across social media and local advertising

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## 20MPH LIMITS - SCHOOLS AND WALES

Brake have called for a 20mph speed limits to be implemented around all schools across the UK following a survey which revealed parents and carers say they don't walk their children to school every day because roads are too busy (36%) and cars go too fast (25%). In addition, nearly two-thirds of survey respondents (64%) say their child's school doesn't have 20mph speed limits on all surrounding roads.

The road safety charity points to figures which show that 11,580 children aged 15 or under were killed or injured on roads in the UK in 2021, and provisional figures for 2022 show that 48 children died on roads in the UK, or one child almost every week (NOTE: not necessarily when travelling to and from school or as pedestrians)



Meanwhile the intention to make 20mph the default speed limit in Wales within residential areas has run into trouble with a petition against the proposal having closed early because it had received so many signatures that it will need further debate in the Senedd. The decision to make 20mph the 'default national position in residential areas' in Wales was made in July 2022 by the Senedd and the law will come into force in September 2023. The new legislation will not apply a blanket speed limit on all roads, but it will make the default limit 20mph on residential roads and busy pedestrian streets. Currently, just 2.5% of Welsh roads have a speed limit of 20mph, but this is expected to increase to approximately 35%.



The petition which has been signed by in excess of 21,000 was phrased as follows:

"This decision is not representative of the broader public opinion and as such, it is not democratic to implement the changes. An alteration to road laws on this scale should be subject to much more extensive polling or possibly as part of a Welsh referendum on the matter.

The use of speed bumps and 20mph zones in built-up areas and near schools is a generally accepted practice for the safety of children and adults. The widening of these measures could lead to an increase in 'road rage' incidents and currently appears to be nothing more than a revenue stream

for people to pay fines when they are caught speeding (when they are travelling at a safe speed).

I am yet to see an opinion supporting the changes, I have asked multiple people locally and read the comments left by many people online. It was the negative response to the changes that prompted the creation of this petition. The new speed changes will disproportionately affect the commute times of people travelling by road for work, especially in areas where most roads are currently 30mph and have no bypass roads with higher speed limits."

The anticipation at present is that the Senedd will confirm their decision to proceed despite the weight of people again.

## WARNING OVER FAKE POTHOLE CLAIMS

Public sector insurer Zurich Municipal says the number of fraudulent claims over potholes trebled last year and the company is warning local authorities to be vigilant as the cost of living crisis continues to drive up opportunistic fraud.

Claimants either falsely alleged that their vehicle had been damaged as a result of hitting road defects or exaggerate their claims.

Overall Zurich detected 571 fraudulent claims worth £16.2m made against councils including injury caused by slipping or tripping, an 18% increase on the previous year with most casualty frauds being public liability claims, often relating to publicly owned land.



# Traffic Safety Roads

## DELIVERING THE SAFE SYSTEM APPROACH

Come and share together in a positive learning, interaction and networking environment at one of the events listed; and delivered on the basis of High Value at Low Cost.

Details and how to book your place go to <https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/> and then follow the link to the event(s) of your choice.

- Monday 25th September 2023 The Guildhall, Hull.
- Monday 2nd October 2023 Murrayshall Hotel, Perth.
- Monday 23rd October 2023 The Leonardo Hotel, Cardiff.

With the support of Sponsors, Clearview Intelligence, Geveko and HCC Solicitors, the price remains the same as last year with an **early bird discount** available as indicated and further discounts for more than one person booked at the same time.

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



## MOTORCYCLE SAFETY

Three million people now hold a full motorcycle licence in the UK, with 1.4 million of them regularly taking to the road on two wheels. Of these riders, nearly two-thirds use motorcycles for commuting or other practical reasons, while the community of those who ride for pleasure is as strong and as passionate as ever.



However, motorcycle riders account for 1-in-5 (20 per cent) of all deaths on UK roads, and despite only representing 3 per cent of vehicle registrations, they are also sadly involved in nearly 1-in-5 (18 per cent) of all collisions, and account for 13 per cent of all casualties.

The National Motorcyclists Council in alliance with organisations across the industry are calling on parliament to make the roads safer for motorcyclists and ensure they are consistently recognised as vulnerable road users by a refocus on motorcyclist safety to prevent the disproportionate risks that riders face every day the road.

The campaign is promoting three main points at this stage which include:

- a recognition of the benefits of motorcycles as a key step towards decarbonisation, and to not apply a 'one size fits all' approach to different road users for phasing out fossil-fuelled vehicles,
- help in making advancements in safety equipment more accessible, by taking VAT off life-saving PPE (Personal Protective Equipment), such as air jackets, similar to what has already been done with helmets,
- more work in helping improve riding skills, and to foster a culture of safety and employee wellbeing for people who ride for work.

# Traffic Safety Roads



## WANTED FEMALE DUMMIES

Modern crash testing and research on vehicles have made them much safer for their vehicle occupants to gain an understanding of the multiple ways in which collisions impact drivers and passengers in a vehicle. Crash dummies have been used by scientists and engineers for many decades strapping them into car seats and launching them at speeds designed to measure the effect and the impact of real-life crash situations and highlight potential injury. The most commonly used crash dummy has the same dimensions as an average man from the 1970's but to suggest that women are scaled-down men would be incorrect due to the fact that women have different physical characteristics, such as height, weight, bone density, and muscle mass and therefore because cars are trialled and tested using a dummy of an average male, the results from these tests do not accurately predict the safety risks for female occupants in a crash.



According to research, women are 73 per cent more likely to be severely injured or die in a frontal crash than men and three times as likely to experience whiplash injuries.

The risk of injury can also be increased by the seating position. Women tend to sit closer to the steering wheel due to the fact that they're shorter, which makes them more vulnerable to lower-body injuries involving the legs, spine, and abdomen.

Women are certainly more at risk than men in car crashes, even though they use seatbelts more frequently than men do in fatal incidents, have a lower mean BMI, and drive newer cars.

There are also additional concerns arising from obese and elderly drivers who have high death rates per vehicle mile driven, and studies have shown that they are more likely than "standard" males to sustain more injuries in incidents of comparable severity.

All of the different crash test dummies that are used to represent drivers are based on the size and stature of an average adult male, except the Hybrid III dummy, which represents a small female adult occupant. However, this dummy, which has only been in use since 2015, is essentially a modified version of the male dummy.

This fails to account for aspects of female anatomy such as torso shape and form, muscle mass, spinal alignment, and body part mass distribution. It therefore does not reflect many of the physiological differences between men and women, which could potentially change the impact certain crash scenarios impose on women.

**Therefore the average male cannot be the default for all car users, so more diverse crash test dummies are needed to ensure cars provide the best protection for the whole car-using population.**

The team at the Sweden National Road and Transport Research Institute (VTI) are working to address this disparity. They are doing this by developing the first crash-test dummy prototype modeled on an average-size woman. Their dummy weighs about 62 kg, measures 162 cm in height, and reflects geometrical differences between males and females, including lower stiffness between the joints and less muscle. Without models that reflect the female portion of the population, manufacturers cannot adequately protect the entire population because, at this time, engineers lack the data necessary to create automobiles that are as safe as possible.

# Traffic Safety Roads



## COST OF RE-TAKING YOUR DRIVING TEST

New research by Go.Compare Car Insurance has estimated that those learning to drive spend over £45.4 million per year on retaking their practical driving tests.

Government data on the number of retaken practical driving tests between April 2021 and March 2022 found that there were 722,192 repeat attempts during this period, with more than 50,000 being on at least their sixth attempt.

On the basis that price for the test was £62.90 at the time, this means that learners spent millions re-booking and taking their test over a single year.



Clearly many of the failed attempts at the driving test was because candidates were just not ready and it was right that they should not have been successful. To their credit the DVSA have recently been emphasising the need to be test ready and to ensure where possible that learners have some private practise between lessons, not because it makes sense all round but test re-takes add additional pressure to the number of people waiting for a test slot.

The DVSA has also announced that the time period between failing the test and re-booking has moved from 10 days to 28 days in the hope amongst other things candidates will get even more lessons and practice.

## ARE YOU A GOOD DRIVER?



Are you a good driver or passenger? That's the question posed by thought-provoking beer mats soon to be sparking conversations in East Riding pubs.

East Riding of Yorkshire Council's Road Safety Team have designed the beer mats as part of a road safety project aimed at younger drivers, and is currently delivering them to pubs across the county.

The beer mats each bear a simple yet profound question: "Am I a good driver?" or "Am I a good passenger?"

- On the back are questions such as:
- Do you wear your seatbelt?
- Are you distracted by your phone while driving?
- Do your passengers distract you?
- Do you distract the driver?
- Are you a backseat driver?



Other beer mats simply have the words "yes" or "no" designed to provoke conversation and debates with peers, and challenge a young person's perception of their own behaviour.

# Traffic Safety Roads

## MOTORWAY SPEED LIMIT REDUCTION

For a long time now consideration has been given to raising the speed limit on motorways from the current 70mph to 80 mph with arguments flowing back and forth about the merits in doing so.

Now comes the suggestion that we might be better to lower the limit as reducing motorway speed limits have the potential to improve air quality according to a policy report released on UK Clean Air Day by the University of Birmingham.



Researchers have identified that while speed limit lowering schemes introduced across the UK strategic road network (managed by National Highways) can improve air quality, the relationship between speed, air quality and health is complex with many factors to consider including the contribution of both exhaust and non-exhaust sources, such as brakes, tyre and road wear. Importantly, air pollution levels are also influenced by emissions from industry and agriculture, alongside seasonal and weather effects.

However modelling studies show promise that lowering the speed limit on motorways could improve air quality. These results have been supported by speed limit trials in Wales which found that lowering the speed limit to 50 mph led to improvements in NO2 levels and those coming out of London on the M4 will have noticed a reduced limit for air quality purposes.

While computer modelling studies typically assume all drivers will comply with regulatory speed limits, Department for Transport data suggests that under free flowing traffic conditions, 48% of drivers exceed the speed limit on motorways. Motorists may also change their acceleration or braking patterns in response to lower speed limits, or they may opt to take alternative routes.

With major pressure to advance progress towards net zero road transport and improve air quality, report authors highlight the need to optimise health benefits. Reducing vehicle speeds also has potential to improve road safety and reduce noise pollution, and future evaluation of speed limit schemes should also consider these broader public health and societal benefits.

## 50 20 10 and 100

Preparing for 2024 - What is 50 20 10 and 100?

50 20 10 lines up nicely for 2024 and with us now entering the last six months of this year it time to start planning ahead in the Graham Feest Consultancy - but what has 50 20 10 and 100 got to do with 2024?

Graham Feest came into the world of road and traffic safety in 1974 and so will celebrate 50 years in the profession. In 2004 he set up his own road safety consultancy which has its 20th anniversary in 2024 and finally in 2014 he was joined by Victoria, now his Executive Assistant who celebrates 10 years with the consultancy.

Traffic Safety Roads was first published in June 2016 as a monthly newsletter free to anyone who wishes to register to receive it. A quick count on ones fingers and it means that in the magic year of 2024 the 100th edition will be published in September. Maybe I can entice a few readers to submit an short piece for this occasion when the time comes and more about that next year.

# Traffic Safety Roads



## OUR NON-COMPLIANT SOCIETY

If road users did what is expected of them many collisions and casualties would not happen and yet an analysis of the 2022 Criminal Justice Statistics carried out by the AA reveals that almost a quarter of a million drivers (245,043) appeared in court accused of speeding last year. This is the highest number in a single year since records began.



The number of drink-driving cases brought to court also rose 1.8% during 2022, to 33,099.

However, there was a 16% reduction in cases of drug driving and a 15.5% fall in drivers pursued in the courts for using a handheld mobile phone behind the wheel. This seems to go against anecdotal evidence and headlines

which have highlighted these two offences and a serious and growing issue on our roads.

The analysis also showed that more than 55,500 cases were heard for vehicles being on the road without tax. This is a 12.3% increase compared to the previous year.

There was a rise in the numbers failing to supply informations and documents to the police. More than 101,057 people were charged, up from 96,799 in 2021.

83,100 drivers were in court for driving without insurance. This represented a fall of 11,000 cases compared to 2021.

More than 3,000 drivers stood accused of driving without a valid MOT.

In total 710,738 cases came to court for motoring offences last year. Of these, 642,236 resulted in a conviction. It means that nine out of 10 motoring cases that end up in court result in a guilty verdict, showing that drivers are highly unlikely to be acquitted.



## ADVANCED DRIVER ASSISTANT SYSTEMS (ADAS)

The use of ADAS technologies is becoming increasingly common in new vehicles and is seen as a key step towards the development of fully autonomous vehicles. By improving road safety and reducing the number of collisions, ADAS technologies are seen as a critical component of the future of mobility.

However, a lack of skills to work on advanced driver assistance systems (ADAS) is putting road users at risk, according to a new report from the Institute of the Motor Industry (IMI) which suggests that there are currently only 3,000 ADAS-certified technicians, yet 106,000 will be needed by 2030.

In 2023 alone, the IMI estimates a shortfall of 6,000 technicians to support the UK car parc. By 2030, 44% of cars on UK roads will include ADAS, requiring a total of 106,000 qualified technicians.

Based on current qualification and training trends, the IMI estimates that there will be a shortfall of 51,000 qualified technicians in just seven years.

To find out more about how ADAS technology improves road safety and reduces collisions along with an understanding of what they do and how they work, access information on the ADAS Knowledge Hub for the latest technologies and resources at



<https://adashub.co.uk/>

# Traffic Safety Roads



## JUST BITS AND PIECES

**Obscured Road Signs:** Motorists rely on the road network to be up to scratch to protect themselves and other road users. However, there have been complaints in recent months of road and traffic signs being obscured by various impediments like tree branches. Road safety organisation GEM Motoring Assist say that obscured road signs are “at best a nuisance, and at worst can be misleading and dangerous”, and could potentially lead to fines. According to the Highways Act 1980, it is the responsibility of the landowner or highway authority to remove any obstructions which could impact drivers. This ruling applies to signs and lamps and names hedges, trees, shrubs and other vegetation as potentially blocking visibility.



**Vehicle Number Plates:** Car Owners who have chosen to rearrange the letters and numbers on their licence plates in order to spell out their names, common phrases or even their names have been reminded that they could face prosecution. The GOV.UK website states that number plates, or licence plates, must show the registration number correctly and letters and numbers cannot be altered in any way so that they are difficult to understand. The vehicle will fail its MOT test if fitted with incorrectly displayed number plates.



**The Post Office:** The Driver and Vehicle Licensing Agency (DVLA) has confirmed that the Post Office will continue to offer services to motorists after an agreement was reached for at least a further year. This will mean that drivers will be able to tax their vehicles and renew driving licences at Post Office branches but in the longer term this will be phased out in favour of on-line renewals only.



**London Ultra Low Emission Zone:** According to a new freedom of information request, the Ultra Low Emission Zone in London generated more than £224million in 2022. This is an average of £18.7million per month, with more than £151million coming through the daily £12.50 charge, and a further £73million from fines.

The data, from the BBC, found that around a third of the money raised came from penalty charge notices (PCNs).

To escape daily charges, a petrol vehicle would need to be registered after 2005 to meet Euro 4 emissions standards and diesel drivers will need their vehicles to have been registered after September 2015, with Euro 6 being the benchmark.

According to Transport for London, 90 percent of vehicles on London's roads on an average day are compliant and will escape charges.



**Most Potholes:** Motoring experts at Bill Plant Driving School submitted Freedom of Information requests to all councils in England and Wales, asking for the total number of potholes reported in 2022, as well as the number of those repaired by the council. In terms of potholes per mile, Kirklees in West Yorkshire was found to have the worst quality roads in the country.



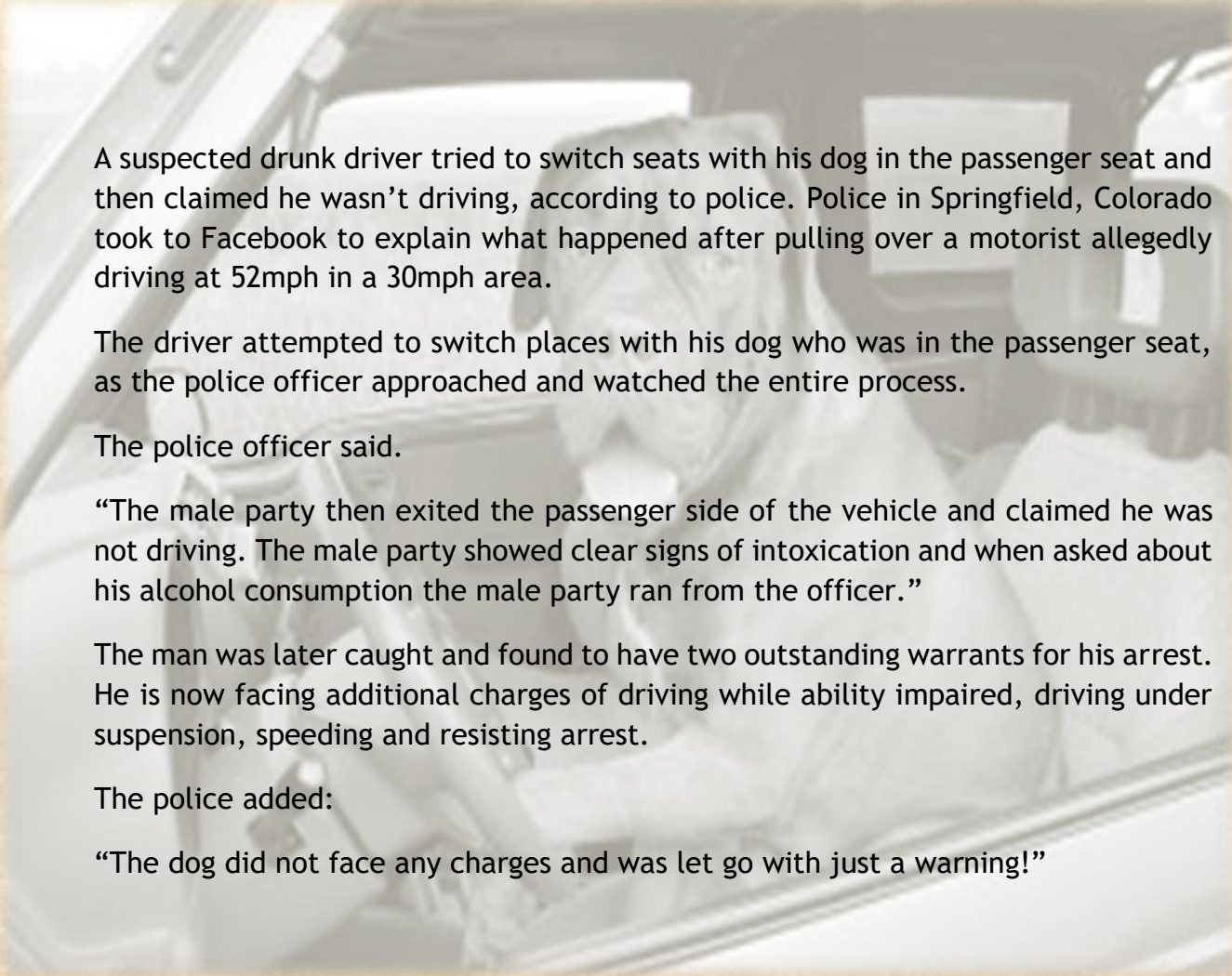
With 22,513 potholes along 1,191 miles of tarmac, the metropolitan borough surrounding Huddersfield has a country-leading 19.7 potholes per mile - over eight times the national average of 2.3 per mile.

# Traffic Safety Roads



## AND A FINAL WORD

I am grateful to Tom Harrington for providing this concluding story:



A suspected drunk driver tried to switch seats with his dog in the passenger seat and then claimed he wasn't driving, according to police. Police in Springfield, Colorado took to Facebook to explain what happened after pulling over a motorist allegedly driving at 52mph in a 30mph area.

The driver attempted to switch places with his dog who was in the passenger seat, as the police officer approached and watched the entire process.

The police officer said.

“The male party then exited the passenger side of the vehicle and claimed he was not driving. The male party showed clear signs of intoxication and when asked about his alcohol consumption the male party ran from the officer.”

The man was later caught and found to have two outstanding warrants for his arrest. He is now facing additional charges of driving while ability impaired, driving under suspension, speeding and resisting arrest.

The police added:

“The dog did not face any charges and was let go with just a warning!”