



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

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Traffic Safety Roads

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LONGER SEMI-TRAILERS

Following an 11-year trial which involved more than 300 operators the government is changing regulations to allow longer semi-trailers (LSTs) on Great Britain's road network as part of efforts to cut emissions and grow the UK economy.



LSTs, which measure up to 2.05 metres longer than a standard 16.65m semi-trailer are towed by a conventional tractor unit and subject to the same 44-tonne weight limit as vehicles using standard trailers.

According to the new legal requirements, operators will be expected to put in place extra safety checks including driver training and

scheduling, trailer loading, record keeping, and training for transport managers and key staff.

There are currently almost 3,000 LSTs on the road, with some of the biggest organisations in the UK due to roll out their extended use, including Greggs, Morrisons, Stobart, Royal Mail and Argos.

The trial also demonstrated that LSTs were involved in about 61% fewer personal injury collisions than conventional trucks.

AGRICULTURAL VEHICLES

Drivers are being warned of a potential rise in the number of collisions set to affect roads in the coming summer months arising from tractors and other agricultural vehicles with the next few months seeing higher volumes of tractors pulling silage and grain trailers, as well as combine harvesters.

Generally, May to September is the busiest time for farmers harvesting hay and arable crops, with more tractors and vehicles towing trailers on the road. As temperatures rise, data shows that collisions between these agricultural vehicles and third parties are 52 percent more likely in these months and the police are warning farmers, motorists and other road users to respect rural roads, helping everyone avoid unnecessary danger.

Following the pandemic, many people fell in love with the British countryside again, with staycations becoming increasingly popular and this can be massively beneficial for smaller towns and villages, it can cause issues with traffic, especially during harvest season.

REJECTION FOR A 10MPH SPEED LIMIT

Labour MP Rachael Maskell has called for councils to introduce 10mph speed limits in residential areas in a question to the Department for Transport.

The York Central MP urged Transport Secretary Mark Harper to reduce the speed limit around Britons' homes, asking if he will make it his policy to require local councils to introduce maximum speed limits of 10mph in residential areas?

In a poll 1,621 conducted by The Express an overwhelming majority, 92 percent (1,490 people) answered "no" against the slower speed limit. Whereas eight percent (124 people) said "yes" in support of the idea and just seven people said they did not know.



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MORE QUALIFIED TECHNICIANS NEEDED

The Motorcycle Industry Association (MCIA) has convened a meeting bringing together key stakeholders from across the motorcycle industry in an effort to address the shortages in apprentices in the sector and to identify the main barriers that need to be overcome to attract more people into the industry.

The new group has an objective of attracting more people to come and work in the powered two-wheel sector, especially those at the start of their career. The industry has for many years suffered a shortage of qualified technicians and has failed to attract enough school leavers onto the established apprenticeship scheme. As the sector moves into a new era of electrification alongside existing technologies, ensuring we have enough people progressing through the apprenticeship route will be key to our success.



The motorcycle industry is seen as a vital contributor to the economy, offering thousands of job opportunities and contributing significantly to the UK manufacturing sector as a whole. Recognising the importance of a skilled workforce and a thriving market, MCIA along with the wider group have prioritised this joint endeavour to address the challenges and harness the opportunities that present themselves in the apprenticeships space.



CONCERNS OVER “ULTRA-POWERFUL” LIGHTS

Ultra-powerful lights are being installed on cars at an increasing rate which it is claimed could potentially have disastrous consequences for other road users and in particular those more elderly motorists who are susceptible to bright headlights and could be even more at risk when driving at night as it could dazzle them, causing them to lose control.

The College of Optometrists stated that some of its members are seeing an increasing number of patients who have taken themselves off the road, especially when driving at night. These issues are especially relevant for older drivers with eye conditions, like cataracts, because of the impact from the bright lights.

RAC data shows that 16 percent of motorists avoid driving at night because of the intensity of some headlights on the road.

For those over the age of 65, this figure rises to 25 percent who avoid driving in the dark.



THE NATIONAL YOUNG RIDER FORUM

The National Young Rider Forum (NYRF) is making a series of seasonal infographics, designed to improve the safety of young motorcycle riders which are 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 at <https://newriderhub.net/nyrf/campaigns/social-media/>

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IT'S TIME TO CONNECT THE DRIVERS

Derek Cozens offers an opinion:

"There is a big problem with death and injury on our roads caused by live lane breakdowns but no solutions on the horizon except vast expenditures on infrastructure improvements that won't necessarily solve the problem. There is a CAV project running which is looking to the future of vehicle automation to deliver greater safety but the project ignores the potential for technological improvements to be delivered now."



Apparently April was 'Distracted Driver Awareness Month', but rather than just running campaigns, road safety could be delivering new solutions to address the problem. Even the very latest vehicles have little to offer in the way of protection for vehicle occupants if they suffer a breakdown in the live lane of a dual carriageway or motorway. What is needed is a reliable way of ensuring that every driver is made aware of any stationary vehicles presence and that all collisions are successfully avoided. One of the biggest road safety challenges is to address the problems of driver fatigue, distraction and inattention. The new Ford Mustang's 'Bluecruise hands-free self driving' feature has the ability to monitor the attentiveness of the drivers and also the analytical systems needed to monitor the road ahead. If similar technology is developed and deployed to create alerts in all manually driven vehicles, it could prevent many of the human error incidents that occur across the road network. There are fantastic opportunities to improve

safety for all road users from retro-fitting 'connected driver' technology into vehicles with new equipment that will provide all the information and alerts needed to ensure that drivers are fully focused and aware of all hazards on the road ahead. With network connectivity continually improving across the road network, a whole range of information, safety issues and collision scenarios could be addressed.

We don't have to wait for the fully autonomous vehicle to arrive in the showrooms to transform road safety, the technology needed to upgrade the existing vehicle fleet is readily available, all that is missing is the plan for its introduction. We have 'smart meters' for our energy and Alexa smart information screens available for our homes, it is now time to install smart equipment in every vehicle in a 'connected driver' solution that will engage every driver as part of a 'safe systems' delivery process.

The UK as an island nation is in unique position to become World leaders in the forefront of a 'connected driver revolution', an enterprise that would deliver substantial financial benefits and put our nation front and centre of future autonomous vehicle and connected infrastructure development.

HIGHWAY CODE

A new study from SEAT found that the majority of Britons (51 percent) had failed to read the Highway Code in the last five years, or had never read it at all and remain unaware of the major changes which have been introduced since the start of 2022. The survey also found that 48 percent of drivers were unaware of what the "hierarchy of road users" is, which was introduced last year.

Given the fact that road users do not read the highway code on a regular basis, have we got it wrong in not focussing on the new rules enough rather than just saying things have changed, there is a new highway code so go and buy it and read it!

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THE COST OF POTHOLES

The UK faces an '11-year backlog' for pothole repairs with millions spent on driver compensation every year:

More than £22.7million was paid out in damage compensation by local authorities in England and Wales in 2022. With this money, around 340,000 potholes could have been filled, potentially saving local authorities hundreds of thousands of pounds in the process.

Research from Citroen, revealed that more than 1,100 people have been injured in England and Wales since 2017, with a "defective road surface" being at fault and in this time period the total amount paid out through compensation could have filled more than 2.3 million potholes.

Data from the Department for Transport and the Asphalt Industry Alliance found that in the last 12 months, local authorities in England and Wales spent a total of £93.7million on fixing 1.4 million potholes, at an average cost of £66.93 per repair. Over the same time-frame, total compensation claims of £22.7million were paid out to road users, with £11.6million for payouts and £11.1million for staffing costs handling the claims.



COST OF LIVING SAFETY AND MOBILITY

BRAKE has published a new report in partnership with AXA UK that investigates how the cost-of-living crisis affects road safety.



The findings explore the attitudes of car drivers and motorcyclists to the cost-of-living crisis and how it affects the journeys they make. In compiling the report they asked 2,004 car drivers and motorcyclists about the cost-of-living crisis and how it has affected the journeys they make. The survey was carried out in March 2023 by independent market research company, SurveyGoo.

The report highlights tough decisions that people are facing every day when getting into their vehicles and it is clear that action must be taken to protect people while they move

around on our roads.

The Key findings in the study revealed:

- 62% of people are concerned about being able to carry out timely repairs to their vehicle
- More than half of people worry about the cost of having their vehicle serviced
- 72% of people have chosen to walk or cycle short journeys that they used to do by car/motorcycle or public transport as a way to save money.

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

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LOWER URBAN SPEED LIMITS IN EUROPE

A research project carried out by the Parliamentary Advisory Council for Transport Safety (PACTS), with an international team of road safety experts supported by funding from The Road Safety Trust has confirmed that 20mph limits backed by physical measures have substantially greater speed and casualty reduction benefits than those without.

The project set out to explore the evidence from six countries in mainland Europe plus the UK, where more and more towns and cities are introducing 20mph limits and the extent to which 20mph schemes deliver actual speed and casualty reductions.

It found that schemes without other measures result in modest speed reductions - typically 1-2mph where before speeds are approximately 25mph, and 3-5mph where before speeds are approximately 30mph. When a speed limit of 20mph is introduced with physical measures, speed is normally reduced to less than 20mph, provided it was less than about 30mph before the measures were implemented.

In the UK, signed only schemes result in approximately 11% fewer casualties than before they were introduced. This figure rises to 40% in schemes where physical measures are introduced, as the speed reduction is substantially greater.

The report notes that Intelligent Speed Assistance (ISA) - which is aimed at increasing compliance with speed limits - is seen as the most effective in-vehicle system for reducing speeding and improving road safety. ISA systems alert the motorist if they exceed the speed limit and encourage compliance. They do not automatically prevent speeding unless the driver selects a mandatory system.

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



DELIVERING THE SAFE SYSTEM APPROACH

NOTE CHANGE OF VENUE FOR PERTH

Come and share together in a positive learning, interaction and networking environment at one of the events listed and book your place now at <https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/>

- Monday 25th September 2023 The Guildhall, Hull
- Monday 2nd October 2023 Murrayshall Hotel, Perth
- Monday 23rd October 2023 The Leonardo Hotel (formerly Jury's), Cardiff

The Graham Feest Consultancy organise a number of Conference Style Events around the UK each year. The all important underpinning theme for 2023 will be based on "Delivering the Safe System Approach" which is central to the delivery of making our roads safer for all users.

With the support of Sponsors, Clearview Intelligence, Geveko and HCC Solicitors, the price remains the same as last year and delivered on the basis of High Value at Low Cost.



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

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E-SCOOTER RIDER BEHAVIOUR

Two of the mobility companies operating rental e-scooter schemes in the UK have launched initiatives to improve rider behaviour.

Voi and Neuron 'aim to equip riders with the necessary knowledge and skills to ride e-scooters responsibly, whilst fostering positive relationships with local communities'.



Voi has announced a series of safety events in Northampton and Southampton, which have some of the largest fleets in the country. Participants can learn more about e-scooters and ask questions in a safe, traffic-free environment. The operator is also offering webinars through to December covering all aspects of riding a Voi e-scooter. These include wearing a helmet to the correct position and how to park without causing an obstruction for pedestrians. The initiative is run in partnership with road safety education and training provider TTC.

Neuron Mobility is allocating up to £100,000 in incentives globally to enhance rider

education and raise awareness about responsible riding and parking.

In the UK, Neuron is hosting in-person ScootSafe briefings in Newcastle. Safety Ambassadors, in partnership with charities, will provide guidance on safe riding practices and responsible parking. Attendees will have the opportunity to experience first-hand the impact of misparked e-scooters on the visually impaired by trying on specialised glasses. Neuron will also promote educational materials developed alongside charities on social media. They aim to foster considerate behaviour towards pedestrians, particularly those with visual impairments, wheelchair users and the elderly.

INSTITUTE OF MASTER TUTORS OF DRIVING AWARDS 2023

Supported by the Graham Feest Consultancy the Institute of Master Tutors of Driving are seeking nominees for their 2023 awards. The closing date for nomination is 30th June 2023 and the awards will be presented on Sunday 10th September 2023 at the IMTD Annual Lunch.



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

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

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

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

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MOT TEST COMPLIANCE SURVEY

An Analysis of the DVSA's MoT Compliance Survey 2021-2022 has revealed that 10.1% of cars passed by MoT testers should have failed according to the DVSA.

Part of a scrutinising team for the compliance survey, "expert DVSA vehicle examiners" retested a randomly selected sample of 1,732 vehicles which is part of an annual study to understand whether correct testing standards are being applied by the industry.

The DVSA examiners disagreed with the test outcomes in 12.2% of cases, with 2.1% of failures deemed to be worthy of a pass certificate.

Of the 1,142 vehicles with defects more than half (51.6%) had three more defects which were missed.

In nearly two-thirds of the vehicles retested, the DVSA found at least one defect which the MoT test station had missed or incorrectly recorded.

Tyres were the component area with the highest number of defects at 734, followed by brakes 660 and suspension 642.

The 1,732 retests resulted in 27 disciplinary actions recorded and 164 advisory warning letters sent to garages.

According to the DVSA the majority of testers carry out testing to the highest standards. The survey targets a random selection of vehicles and is designed to identify any problems with MOT testing. They also noted that standards have improved since the last report. This underlines the importance of DVSA taking action on the survey results and supporting testers with new digital tools, as well as demonstrating the hard work of MOT testers.



ROADFILE

Traffic on local roads is returning to pre-pandemic levels faster than on either the strategic road network, according to new statistics released by the Asphalt Industry Alliance (AIA).

RoadFile, the online hub of road-related statistics delivered by the AIA forms part of a comprehensive update of publicly available information for the UK and Europe from sources such as the Department for Transport (DfT) and Eurostat. RoadFile presents key information in an easy-to-use format with options to download the data to facilitate further analysis. It covers a broad range of topics such as road network, usage, funding, environment and safety.

The latest data shows that road-traffic (vehicle miles) in Great Britain was, unsurprisingly, significantly lower in 2020 and 2021 due to Covid-19 related restrictions.

A 21% decline in all road traffic is reported in 2020 compared to 2019, with buses and coaches seeing a 33% drop. Car and taxi traffic fell by 25% in the same period, while HGV traffic fell by just 6%. Usage of pedal cycles increased by 50% in 2020 on 2019 levels - but this was not sustained, with the reported data showing a subsequent drop off in 2021.

Traffic levels in Great Britain in 2021 overall were at 83% of pre-pandemic levels Traffic on minor roads in 2021 had recovered to 91% of pre-pandemic levels, compared to 85% on the motorway network.

To find more information go to <https://www.roadusers.org.uk/>

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DRIVING SAFETY CULTURE SURVEY 2022

IAM RoadSmart has launched the eighth edition of its annual Driving Safety Culture report, with its key objective to reveal the biggest issues impacting motorists on the roads.

The annual report, which has studied UK motorists' driving safety attitudes and behaviours since 2015, has highlighted the biggest worries for motorists, with 86 per cent of drivers reporting that the cost of motoring is their main concern. 97 per cent of motorists aged between 50 - 69-year-olds said this was their biggest concern, compared to 65 per cent of 17 - 24-year-olds.

There are eight main issues that at least 80 per cent of motorists consider to be a threat to their personal safety, and these include drivers checking or updating social media (90 per cent), text messaging or emailing (88 per cent) and driving after drinking alcohol or using illegal drugs (89 per cent).

Meanwhile, of the 18 behaviours tested, the only types of behaviours over half of motorists

believe other people consider acceptable are talking on a hands-free mobile device and driving ten miles per hour over the speed limit on a motorway.

The Driving Safety Culture report found 60 per cent ranked drink and drug driving as the main priority for police action against bad driving behaviour which reinforces IAM's call for the government to prioritise the growing drink and drug driving crisis on Britain's roads.



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

ROAD RAGE SURVEY

A new survey conducted by iCompario, questioned 2,000 UK drivers recording that one in ten experience what they call road rage every time they get behind the wheel - with tailgating the main offender. However determining what road rage is will be dependent upon ones individual tolerance level and clearly many road users lack patience when using the road and cite anything which hinders their path as road rage and they forget that we all make mistakes.



Over two-thirds of respondents claimed to experience road rage at least once a month - while 10% said they experienced it on every journey. The most common time of day to feel road rage is during the morning commute - a third of respondents (33%) named this as the worst time of day for their anger.

As to why, 49% admit to 'seeing red' when drivers tailgate them - the most common cause with a third (34%) say they feel furious when they see other motorists using a mobile phone - and 28% when other drivers hog the middle lane.

When it comes to driving particularly slowly (30%) or quickly (31%), these driving traits annoy UK motorists to an almost identical extent.

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MOTORCYCLE SAFETY

A new social media campaign has been launched in a bid to engage with as many road users as possible.



The Shiny Side Up Partnership's will be using the big, bold and bright yellow information signs - which have become commonplace at rider crash 'hot spots' in their campaign which aim to speak not just to riders but also target drivers with key messages taken from collision data from actual crashes involving bikers. The campaign will also be used to promote the Shiny Side Up Partnership's films which highlight the most common causes of collisions involving motorcyclists.



BLOOD TEST FOR FATIGUED DRIVERS

A blood tests could be used to measure whether a driver was hindered by a lack of sleep in the event that they have caused a collision.

Around 10 to 20 percent of all crashes are estimated to be caused by driver fatigue, with a staggering one in eight people admitting to falling asleep when at the wheel. Motorists are 20 times more likely to fall asleep at the wheel at 6am than they are at 10pm, with fatigue playing a role in about four percent of fatal road crashes.



Now a new blood test claimed to be 99 percent accurate and could be rolled out within the next couple of years allowing the police to determine if a person involved in a crash - fatigue played a part. Research which was funded by the Australian Government's Office of Road Safety, found that driving on less than five hours of sleep can be as dangerous as being over the drink-drive limit. The Australian team has so far found five chemical indicators in the bloodstream with a 97% accuracy rate that can tell them whether participants had been awake for 24 hours or more.

Many sleep experts and road safety charities have long called for blood tests to be introduced to firmly establish a limit for how tired a driver can be before going on the road.

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YELLOW BOX JUNCTION ENFORCEMENT

The Government announced two years ago that it would let councils outside London, rather than the police, enforce against moving traffic offences and it is understood that some 27 local authorities have applied to Government for permission to enforce 111 yellow box junctions according to a study commissioned by the RAC.

The move has sparked a reaction of councils using it to raise money and open up the debate about a “War on the Motorists” and what evidence is there which supports road safety - or perhaps that is not the point! There is a real concern that motorists are going to end up with a fine when they become stranded on the yellow markings through not fault of their own with no chance of mitigation because the camera say so.

However the RAC has identified problems with nine-in-10 yellow box junctions where councils want to enforce moving traffic offences. Following an analysis of the application sites, the RAC believes there are issues with 90% of the boxes and more than half (55%) directly contravene the current Government guidance, sometimes on multiple counts.

The junction breaches include: 40 that pose visibility issues for drivers; 16 that are on the side of the road opposite T-junctions which the Department for Transport (DfT) states serves ‘no useful purpose’; 18 that extend beyond junctions such that they may be considered non-compliant with the regulations; and nine that are in non-permitted locations according to the regulations.



There are many changes needed to improve yellow box law and enforcement. However, as a minimum it is not unreasonable to expect that authorities should undertake comprehensive audits of boxes prior to enforcement to assess all issues and clearly there is a need to repaint and maintain any sites which are approved for enforcement.

The purpose of yellow boxes is to prevent the blocking of ‘cross’ or ‘through’ traffic movements. If a box, or part of a box, does not protect a cross movement, it serves no purpose and any fine issued there is unnecessary.

Two of the biggest issues with many of the yellow box junctions that councils are looking to enforce relate to visibility and size - something that’s covered by the official guidance and has been reiterated by the previous chief adjudicator of the Traffic Penalty Tribunal. Drivers need clear visibility of the box, and where it ends, in order to comply with their duty to only enter it if their exit is clear. If visibility is unclear, then fines are unfair.

The RAC review also found councils are planning to enforce 16 boxes at the far side of T-junctions, something which goes against the DfT guidance which states: ‘A half-box on the side of the road opposite a T-junction generally serves no useful purpose’. There are also 18 boxes that extend beyond junctions such that they may be considered non-compliant with the regulations, based on previous rulings by adjudicators in London.

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CAR THEFT

The Office of National Statistics (ONS's) latest statistics show that just over 72,000 vehicles of all types were reported stolen in the 12-month period to September 2022 a rise of 29%. It was also pointed out that there was a 14% rise in vehicle crime of all types. This includes theft of items from inside cars and vans, taking the total to 391,613 cases over the year.



Here are some of the facts:

Security experts warned that a shortage of vehicle parts is making mainstream cars more tempting for professional thieves.

Older cars are still being targeted by thieves using 'smash and grab' techniques. Meanwhile, modern vehicles are more commonly stolen by seasoned professional gangs using keyless technology to steal cars parked on the owners' driveways.

While theft from vehicles tends to be opportunistic, the theft of vehicles are commonly planned attacks.

Higher-end stolen vehicles are often shipped abroad, sold to order on the black market or disassembled for spares and parts.

The Fiesta is at the top of the theft standings but it is the most-owned car in Britain. There are over 1.5 million currently registered on the road in the UK.

Driver and Vehicle Licensing Agency (DVLA) figures show 5,979 Fiestas were reported stolen last year, compared to 3,909

in 2021. It means a criminal made off with one every 88 minutes on average.

Bristol Street Motors has spotted that searches for 'steering wheel locks' are up a staggering 83% compared to this time last year. Meanwhile, 50% more users are searching for guidance on the 'best steering wheel lock', and searches for 'car alarm' have increased by 23%.

Cars with keyless technology are twice as likely to be pinched according to research by the Aviva last year. Criminals are also stealing vehicles in broad daylight rather than undercover of night.

Tracker is also seeing a rise in the number of mainstream cars being stolen. Supply issues within the new car market over the last two years has been a big motivator for thieves.

This shortfall in vehicle parts supply has also hit the service, maintenance and repair sector, creating another lucrative opportunity for professional car thieves.

To help motorists protect themselves from car thieves, AA Insurance suggests:

- Invest in vehicle security
- Check your car is locked before walking away
- Investigate whether your key can be 'put to sleep' when not being used
- Don't leave your keys out in the open
- If you have a garage, use it - 'out of sight, out of mind' for criminals

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IS YOUR VISION ROADWORTHY

Vision checks, carried out by police forces as part of a new campaign, “Is Your Vision Roadworthy?” suggest more than 900,000 British motorists would fail to meet even the most basic eyesight standard for driving.

898 roadside tests were carried out between 27th February and 12th March 2023. Those selected were asked to read a car number plate from 20 metres. A total of 2.2% were failed - the equivalent of approximately 900,000 motorists.

Three quarters of those who failed the number plate test were men. The average age of failures was 69.3 years. The youngest driver to fail was 30 and the oldest 90 years of age.

Of those who failed, 85% had their licence revoked on the spot.

The ‘Is Your Vision Roadworthy?’ campaign is backed by motoring organisations, optical associations, eye care charities and police forces throughout England, Scotland and Wales. It highlights that all drivers have a legal responsibility to ensure their vision meets the eyesight standards for driving every time they get behind the wheel.

PRINCE MICHAEL INTERNATIONAL ROAD SAFETY AWARDS



Nominations are now open for the 2023 Prince Michael International Road Safety Awards - with those focusing on new technologies particularly welcome. The awards started in 1987 and each year the ‘most outstanding’ international road safety initiatives receive recognition through the scheme.

Nominations which should be ‘concise and presented against all the judging criteria are open to any team, public sector organisation, government department, private sector organisation or business.

Details and application form can be found at <https://www.roadsafetyawards.com/nominations> The deadline for submissions is 7 June 2023.

BAD DRIVING PARENTS = BAD DRIVING OFFSPRING



A new study conducted by ‘Scrap Car Comparison’ concludes that bad driving is hereditary and that children are more likely to commit a driving offence, if their parents have done too. The results were gained from a survey of 1,000 motorists half of which have never committed a driving offence and the other half are drivers who have.

The study analyses the driving records of both ‘bad’ drivers and those with a clean motoring history, and then compares them with their parents driving records. They found a strong correlation between drivers that have broken road laws such as speeding and their parents that have been penalised for doing similar things. Meanwhile, parents who drive within the rules of the road when out in the roads, are more likely to have children who do so too.

Two-thirds (66%) of those who’ve broken road laws in the last ten years, have been raised by parents who have also fallen foul of the law. This compares to just a quarter (26%) of those who were raised by law abiding drivers.

Drivers seem to agree, with 1 in 4 drivers feeling that they’ve picked up negative driving habits from their parents and what’s more, 55% believe they are actually better at driving than mum or dad.

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HIGH RISK ROADS GET FUNDING FOR IMPROVEMENTS

27 of the UK's most high-risk roads have been given a £47.5m funding injection to improve safety by the Department for Transport.

The funding will pay for safety improvements such as re-designing junctions and improving signage and road markings to help reduce the risk of collisions, reduce congestion, journey times and emissions. The allocation has been based on data independently surveyed and provided by the Road Safety Foundation.

The funding is the third round of the Safer Roads Fund programme. Previous rounds focused on treating the 50 highest-risk local 'A road' sections in England with enhanced road safety engineering interventions. The scheme is set to prevent around 1,450 fatal and serious injuries over the next 20 years.

EURO NCAP NEW TRUCK SAFETY RATING SCHEME

EURO NCAP has traditionally provided consumers with information on car safety over a number of years and has encouraged vehicle manufacturers to strive to get a maximum rating in order to improve their position in the market place as more consumers look for safety as well as performance. Now they are set to expand to provide detailed information about the safety of heavy trucks via an innovative Truck Safe City and Highway Rating Scheme.



Euro NCAP said the scheme will enable all stakeholders in the freight industry to identify and assess the safety level of equipment in their heavy truck fleets.

Euro NCAP's new rating scheme for heavy trucks is set to be a strong tool in addressing a major issue on our roads. The new rating scheme will have a dual rating for city and highway environments. All vehicles will be rated against both sets of criteria.

Most of the freight within Europe is transported by road and the International Transport Forum (ITF) has estimated that global freight demand will treble between 2015 and 2050.

Currently heavy trucks represent almost 1.5 per cent of vehicles on Europe's roads and are involved in almost 15 per cent of all EU road fatalities.

A MORE REALISTIC APPROACH NEEDED

Experts are calling on the Government to stop penalising drivers who move out of the way for emergency vehicles and for the authorities to take a more realistic approach when a driver moves out of the way as advised in the highway code and not just prosecute purely on photographic evidence.

When an emergency vehicle approaches, many drivers will automatically find a place to stop to ensure they are not in the way of the oncoming vehicle. However, if a road user were to drive through a red light into the mouth of the junction, into a bus lane or stop in a yellow box junction, they could be hit with fines up to £1,000.

Traffic Safety Roads



NRRAC COURSE NOW AVAILABLE TO OFFENDING RIDERS

Powered two-wheeler riders caught committing certain road traffic offences can now undertake an educational course as an alternative to prosecution in the same way as car drivers have been able to do for many years.



The National Rider Risk Awareness Course (NRRAC) sets out to help riders of motorcycles, mopeds and scooters become safer road users and make better choices and its launch follows many months of work led by Dr Cris Burgess from UKROEd's Research and Development Unit to create an engaging three-hour education experience with the aim of reducing high-risk behaviour.

Police forces have had the option of offering NRRAC places to riders since the beginning of April 2023 and as with other offender re-training courses, clients will have the choice of participating online or in a face-to-face classroom environment.

A total of 30 different road traffic offences trigger eligibility for referral to the course.

YOUNG PEOPLE AND DRIVING

The majority of young people expect to be driving regularly in the future, a survey by Ipsos for the RAC Foundation has found.

85% of 17-24 year-olds think it is certain or likely they will be driving a car or van at least once a week by 2035, even though only 56% currently do so now. More than three quarters of those respondents had some form of valid UK driving licence, either full (49%) or provisional (27%).



The most common reasons given by those questioned for believing they will start driving include an expectation their lifestyles will require it and a belief that driving will be more convenient for them than either public transport or active travel.

Amongst those questioned who had not taken a driving test the most common reasons given for not doing so were:

- Cost of lessons (33%)
- Cost of buying, leasing or hiring a car (26%)
- Lack of time (26%)
- Driving not a priority (23%)

Young people also recognised that driving is set to change and many were optimistic - 70% feeling positive about electric cars, though there was a split in opinion about fully autonomous vehicles with 37% supporting it but a similar number (35%) not so much in favour.

There is a broader recognition of the need to reduce the environmental impact of driving. Four in ten (40%) of those who drive regularly said they have already cut down on the car journeys while a further 40% who have not yet cut down on car journeys said they'd be willing to do so over the next five years.

Traffic Safety Roads



MENU OF MEASURES TO REDUCE ROAD DEATHS AND INJURIES

The European Transport Safety Council (ETSC) have recommended five measures which governments should consider implementing to reduce deaths and serious injuries on the roads throughout Europe.

To help reach the target of halving the number of road deaths and serious injuries by 2030 to which Europe has signed up to and includes the UK the ETSC has suggested the following measures should be implemented

- Boosting levels of traffic enforcement to mitigate major risks such as speeding, drink- and drug-driving and distraction.
- Effective enforcement of existing road traffic laws. The ETSC said enforcement of drink-driving has decreased in many European countries in recent years, and checks on vehicle speed, seatbelt wearing and distraction from mobile devices vary widely across the continent.
- Boost investment in cycling and walking, modes that do not increase risks for other road users.
- Make inexperienced drivers safer through changes to driving licences. The ETSC is calling for new requirements for “Graduated Driving Licences” and more accompanied driving to ensure that new drivers do not undertake the riskiest driving activities during at least their first year on the roads including driving at night, driving with a group of young people in the car, and driving after having drunk any amount of alcohol.
- Set appropriate speed limits, with 30 km/h the default in urban areas.

There were 20,600 road deaths in the EU last year, a three per cent increase compared with 2021. But a reduction of ten per cent from 2019 - the last year before the Covid-19 pandemic and there would appear to be some movement as there are proposals to introduce a two-year zero-tolerance on alcohol for all new drivers in the European Union.

The proposal would forbid a new driver from drinking any alcohol before getting behind the wheel of a car for the first two years after getting their licences and Member States are also being encouraged to restrict other high-risk activities during this period such as driving with other young people or at night.

The EU is also proposing that driver disqualification should apply in future in all Member States, not just the country where driving offenses were committed, and that Member States be able to follow-up on seven new road traffic offenses committed by non-resident drivers including wrong-way driving and dangerous overtaking.



However the proposals need something much more tangible in terms of training and education. To just restrict someone from night driving without any practical advice during the period or an understanding of how alcohol affects driving and what happens when you have passengers in the car will have little effect on the younger age group without some kind of intervention.

Traffic Safety Roads



MANAGING WORKPLACE SAFETY

Two major transport companies have been fined a combined total of £2.2m after a Depot Manager was killed when he was hit by a reversing HGV when the vehicle reversed out of a parking space in the transport yard.

An investigation by the Health and Safety Executive (HSE) found the companies had failed to manage the risk associated with workplace transport.

The company pleaded guilty to breaching Section 2(1) and Section 3(1) of the Health and Safety at Work etc Act 1974 and was fined £1.9m and ordered to pay costs of £7,300 and the haulage group Ltd also pleaded guilty to breaching Section 2(1) and Section 3(1) of the Health and Safety at Work etc Act 1974. and was fined £300,000 and ordered to pay costs of £7,300.

Speaking after the hearing, HSE Principal Inspector said:

“This tragic incident was completely preventable. Both companies failed to recognise and control the risks associated with workplace transport, and in particular the dangers of reversing vehicles and poor visibility. The principle of ensuring pedestrians and vehicles are kept apart is well known and the measures needed to ensure separation and control the risk need not be complicated. If the companies had acted to identify and manage the risks involved, and to put a safe system of work in place, this incident would not have happened.”



NEW ROAD LAYOUT SUPPORTS ACTIVE TRAVEL

The long term dominance of motorised vehicles being the number one with all other road users having to give way to them is changing at a rapid pace and drivers don't like it - that is to say they don't like it when they are driving but it's a different story when they are cycling, walking or using public transport.



The latest example of how motorised vehicles are being restrained in what is described as a “strange road layout” just completed in Fosse Road North Leicester.

The new road markings now feature a two-way cycle lane and central bus lane, as well as double yellow lines and a larger path for pedestrians. Despite the new layout and resurfaced road and pavement, many drivers are furious with the changes, branding it a “waste of money” and predicting that it would cause “chaos”.

The new layout has been met with anger.

One commenter said: “What in the hell have you done to this road!? Thought you were making it less confusing - not more.”

Another said: “More room for cyclists and less for us motorists! Yet another fine example of (Mayor) Soulsby's money wasting!”

A third frustrated resident added: “I drive down here on a very regular basis. What they have done?