



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

March 2023



Traffic Safety Roads

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

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Acknowledgement and appreciation are extended to the following principal sources of information along with the articles from individual contributors;

AA, ADI National Joint Council, Agilysis, ARRM, CIHT, Clearview Intelligence, Brake, DfT, DIA, DfBB, DVSA, eDriving, ETSC, Fleet News, GEM Motoring Assist, Intelligent Instructor, Hadstrong, Highways Magazine, Highways on Friday, IAM RoadSmart, IHE, IMTD, LAPV, LCRIG, LGA, Living Streets, Logistics UK, London Road Safety Council, MCIA, MSA, National Highways, PACTS, RAC, RHA, RoadSafe, Road Safety GB, Road Safety Scotland, Roadpol, Road Safety Wales, RoSPA, SMMT, Sustrans, TfL, TRL, The RichWorks, Transport Scotland, TRL, Transport Network, UCL etc



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Edition 8 Issue 03: March 2023

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CALL FOR PENALTY POINTS (and drivers to be legally responsible for their passengers)



The Parliamentary Council for Transport Safety (PACTS) has renewed its call for penalty points to accompany the £100 fine for not wearing a seatbelt now we have celebrated 40 years since seat belt legislation came into being.

They say that penalty points must be introduced to change the attitudes and behaviours of the “forgetful or reckless minority” who fail to wear a seat belt. Data shows around 30% of people who died in cars in 2021 were not wearing a seat belt - some 200 men, women, and children despite the

fact that most drivers and passengers now comply without a second thought.

An observation survey, carried out by the Government in the autumn of 2021, found just under 95% of drivers (in all vehicle types) were wearing a seatbelt.

For a number of drivers the fine is an insufficient deterrent to encourage some drivers and passengers to belt up and PACTS along with a number of other road safety bodies considers that much stiffer penalties should apply like those for mobile phones, speeding and drink & drug driving.

New research from the RAC found that more than two-thirds (68 percent) believe drivers should be responsible for ensuring all their passengers wear seatbelts. Currently, drivers only have responsibility to make sure they and any children (Under 14 Years of age) in their vehicles are buckled up properly - with the latter potentially needing to be in a child car seat or booster seat depending on their age or height.

The RAC's research suggests this responsibility should be broadened to include all passengers, with a third of respondents (33 percent) also believing that drivers should be penalised in the event anyone they're travelling with is caught not wearing a seatbelt and putting themselves at risk.

A quarter of motorists believe the current law where a driver can be fined up to £500 for not

buckling up - is too lenient and a clear majority of these (69 percent) think that those who break the law should pay both a fine and receive at least three points on their licences.

Four percent of drivers - the equivalent of around 1.7 million full driving licence holders in Great Britain - admit to driving without a seatbelt over the last 12 months, with around a fifth of these saying they don't belt up at least half the time. In contrast, seven percent of respondents admitted to not wearing a seatbelt when travelling as passengers in other vehicles.

The law states there are only very few exceptions for not buckling up, including when deemed medically exempt or when reversing a vehicle.

It is understood that the Government is considering introducing penalty points for this offence but don't hold your breath that this will happen soon.

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READABLE ROAD SIDE INFORMATION

You have to get the signs right, say what you want to happen, in plain english and at a size one can read as Lambeth Council has found after it was forced to handback £100,000 to drivers who were fined because of its confusing road signs.

Whilst there is a recognised sign for a School Street the problem is that the times of operation vary from place to place across the Country and to play fair to drivers we need to standardise a period of time for all such applications.

This is common cry from motorists across the UK over such restriction which are applied to bus lanes, the signs of which have far too much information to take in by passing motorists and set against a backdrop that the rules change from place to place leaving motorist with what they consider an unfair penalty.



In this case the authority issued 1,635 fines to motorists who used a road in Balham between May and November 2022 who were in breach of the restrictions banning cars from the road during drop-off and pick-up times at a primary school which were introduced in spring 2022.

The council faced nearly 400 challenges from drivers claiming the signs were hard to read and whilst being somewhat reluctant to make refunds it has now done so.



THE CLEAN AIR ZONE (CAZ)

Newcastle is the latest city to launch a Clear Air Zone with charges for non-compliant taxis, buses, coaches and HGVs driving into the zone from 30th January 2023 and we can expect to see more action in this regard across the UK during this year.

London has already announced an extension to their Clean Air Zone (ULEZ) along with a package of measures to encourage residents to scrap non-compliant vehicles.

In Newcastle non-compliant buses, coaches and HGVs that predate Euro 6 standards will be charged £50 per day, while non-compliant taxi and private hire vehicles that do not meet Euro 4 standards will be charged £12.50 per day.

Private cars are not affected by the CAZ and do not have to pay any charges however non-compliant vans will have to pay £12.50 per day from July.



The zone covers most of Newcastle city centre as well as routes across the Tyne, Swing, High Level and Redheugh bridges.

Road signs with the Clean Air logo mark all the entrances to the CAZ and further signs are in place in all directions.

Drivers of non-compliant vehicles who enter the CAZ will not be sent a notification reminding them to pay, instead, drivers will be asked to check if their vehicle is affected and if they are required to pay to do so online or over the telephone.

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CONCERNS OVER HORSE AND RIDER FATALITIES

The British Horse Society continue to be concerned about the number of deaths and injuries to horses and riders as information came to hand that two horses had already been killed in January on Britain's roads.

These fatalities follow the 68 equine deaths logged via The British Horse Society's (BHS) 'Horse i' app in 2022, with an additional 125 being injured and 139 human injuries. In total the equine charity received details of 3,552 equine related road incidents over the past year, which is a notable 21% increase on the number reported in 2021.

While the new Highway Code guidance has been an essential step in the right direction to protect horses and riders, the BHS is disappointed to see that not enough is being done to reinforce the behavioural messages and to make the public aware of the urgent importance of driving carefully around horses.

The BHS is committed to informing drivers and creating awareness about how to safely pass horses on the roads through their Dead Slow campaign as they continue to call for more succinct information and awareness of the changes in the Highway Code.

Urgent action is required to make every road user aware of the Highway Code changes and, critically, why it's so important to pass horses with care. Only through working collaboratively to educate and drive awareness will incidents be reduced and eventually stopped.

To learn more about The British Horse Society's Dead Slow campaign and how you can help, visit: www.bhs.org.uk/deadslow

National statistics: 2022

- 3,552 road incidents involving horses have been reported to The British Horse Society
- Of these, 68 horses have died and 125 have been injured
- 139 people have been injured because of road incidents
- 26% of riders were victims to road rage or abuse
- 82% of incidents occurred because a vehicle passed by too closely to the horse
- 78% of incidents occurred because a vehicle passed by too quickly



ROAD CASUALTIES IN IRELAND

Ireland has published provisional figures indicating that 155 people died in 149 fatal road collisions in 2022 compared to 137 deaths in 124 fatal road collisions the previous year. *[population of Ireland just of 5 million]*



The report showed that 41 pedestrians were killed in 2022, twice as many as 2021 and despite a decrease in the number of drivers killed, drivers still accounted for the highest proportion of fatalities at 39 per cent.

The number of passenger fatalities increased by four to 22 and seven cyclists were killed, the same number as 2021.

Provisional figures for serious injuries indicate that 1,292 serious injuries were recorded compared to 1,342 up to the same period in 2021.

Minister of State at the Department of Transport Jack Chambers expressed deep concern that so many lives have been lost on the roads in 2022.

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GETTING INSIDE ROAD USERS' HEADS SHOULD BE A TOP PRIORITY

Rebecca Morris, communications and partnerships lead at RoadPeace, explains how the industry needs to “invest far more time, and money, on getting inside road users’ heads” in order to really create “meaningful and effective” campaigns.



I don't believe in having regrets, but if I had to identify one it would probably be the subjects I chose to study at college. Having worked in road casualty reduction marketing and PR for the last two decades, I've become fascinated by the way road users think (or, perhaps more importantly, why they don't think), and I really wish I'd studied psychology.

As a road safety marketer, the million-dollar question is and has always been:

“How do we get people to take responsibility for their actions in order to change their behaviour on the roads?”

I've also regularly asked:

“Which messages work, and for which road user groups?” and

“How do we get people to realise that they hold the key to reducing road harm?”

I'm still not sure we really know the answers to these questions. If we do, we haven't yet developed that magic campaign that has actually worked.

I was delighted to see that one of my burning questions, “Why don't people generally perceive the risks of road crashes?” was rather spectacularly answered in an article in the Guardian earlier this month. Headed ‘Motonormativity’: Britons more accepting of driving-related risk,’ the piece outlined the findings of a study by Ian Walker, a professor of environmental psychology at Swansea University. The study of more than 2000 people found that the public appears to have an in-built acceptance of risks and harms from motor vehicles that they would not accept in other parts of life, with ‘potentially widespread repercussions for how policy decisions are made.

The article states: ‘Such is the cultural ubiquity of these assumptions, described by the researchers as “motonormativity”, that politicians are less likely to try to tackle issues such as pollution from vehicles or poor driving.’ But just because many people

currently believe that road crashes are an inevitable part of daily life, it doesn't mean we should accept their beliefs. We need to do all we can to alter these points of view.

I'm also fascinated by optimism bias - the tendency of human beings to overestimate our likelihood of experiencing positive events and underestimate our likelihood of experiencing negative events.

I think this plays a huge part in our perceived sense of risk on the roads. We're far more likely to think ‘it won't happen to me’ than ‘gosh, I'd better take care on the roads today in case I'm involved in a crash.’

We need to invest far more time, and money, on getting inside road users' heads on a national level. We really need to get to grips with how road users think and feel, to determine which messages work and which don't.

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GETTING INSIDE ROAD USERS' HEADS SHOULD BE A TOP PRIORITY (Cont.)

Sadly, budgets are tight and spending money on research of this type is pretty costly. But if we don't know the answers to these vital questions, how can we really create meaningful and effective communications campaigns? If we aren't basing our messaging on facts, then aren't we potentially wasting every penny we spend on marketing?

The use of qualitative and quantitative research in the creation of road safety marketing campaigns is nothing new. Back in 2005, while working as the Marketing and Publicity Officer at Derbyshire Safety Camera Partnership, I teamed up with around eight other safety camera partnerships in the Midlands to conduct this type of in-depth research.

Collectively, we spent tens of thousands of pounds on pre-campaign and post-campaign research. We engaged with a market research agency to carry out thousands of interviews with our target audiences in town centres across the Midlands.

We developed a number of campaigns using this method of research and evaluation, and in 2006 we received a Prince Michael International Road Safety Award. We felt like we were really getting somewhere.

But sadly, those days of being able to conduct this vital research for communications were fairly short-lived. Soon after, safety camera partnerships became road safety partnerships and the funding arrangements changed. Many road safety communications managers were made redundant and marketing budgets were slashed or removed all together.

Communications was clearly seen as a 'nice to have' and not the essential part of the road casualty reduction process that it is. In order

to save money, funding was removed from this vitally important area of work. Who knows where we'd be now if we'd been able to continue in this way?

What we do know is, in the last 30 years, since RoadPeace was formed:

More than 81,000 people have been killed in collisions on Britain's roads. 1,245,833 people have been seriously injured and six million people have received a minor injury as a result of a road traffic collision



But if that's not enough evidence to prove that we MUST no longer accept road deaths and injuries as an inevitable part of UK life, then perhaps let's look at the financial costs (which I hate to do, because the human cost will always be far greater). Every single fatal collision costs society in the region of a staggering £2.3m.

If we invested more time and money into developing widespread, national communications campaigns, working with research agencies and transport psychologists, then we may just save some more lives as well as an extortionate amount of money.

So, if there are any businesses out there who truly want to support the reduction of road harm by helping to fund a road user research project or a subsequent campaign, RoadPeace and its stakeholders would be more than happy to take this forward.

We live in hope that one day RoadPeace won't need to exist anymore.

If we achieve Vision Zero, as so many of us are determined to do, then there will be no need for the charity or the support that it provides to road victims. There won't be any victims.

I sincerely hope I live to see this day.

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CATS SHOULD BE LIKE - DOGS, HORSES, PIGS AND SHEEP

Feline hit-and-runs could soon become a thing of the past if a new law were to be introduced, says IAM RoadSmart who are the latest body to come out in support of motorists having to report incidents involving cats.



Currently, under the Road Traffic Act (1988), drivers are required to report collisions involving animals such as dogs, horses, pigs and sheep - cats are not protected under the same regulations, and collisions do not need to be reported. IAM RoadSmart supports parity of treatment for cats, by ensuring that they are also recognised under legislation.

The new law or an extension to the existing would mandate motorists that run over a cat on Britain's roads to stop, report the incident to the police and seek help from a vet.

IAM RoadSmart's support comes in the wake of MPs also speaking in support of the appeal at a Petitions Committee debate early in January, which was prompted after an e-petition amassed 102,436 signatures. During the debate, transport minister Richard Holden acknowledged the "heartbreak caused by the loss of pets.

The charity, Cats Protection, estimates that there are 11 million owned cats in the UK, with just over one in four households (26 per cent) owning a cat.

Tragically approximately 230,000 cats are hit by cars every year, averaging 630 every day. The research, conducted by insurers PetPlan, also claimed that kittens are most at risk, with half of all cats hit by vehicles being aged between seven months and two years.

MINDLESS MOMENTS

According to research by The AA, nearly 70% of drivers have their mind on other things while driving which has led Safer Roads Greater Manchester to promote a campaign called "Mindless Moments" warning of the dangers of becoming distracted while driving - a significant cause of road collisions.

Between 2017 and 2021, 'distractions in vehicle' contributed to 1,104 road collisions in the North West of England and distractions outside vehicle contributed to 442 incidents. Drivers using mobile phones contributed to 134 collisions over the same period.

The campaign is encouraging drivers in Manchester to stay focused behind the wheel by avoiding distractions using a series of short films asking drivers to imagine the consequences of losing concentration in everyday scenarios. The clips show a dentist eating a sandwich while inspecting a patient's mouth, a goalkeeper getting hit in the face by a football while checking his phone, two cinemagoers getting carried away by conversation, and a barber drifting off and taking a bit too much off the top of a customer's head. At the end of each video the scenario is transported back to a car and shows a driver losing concentration at a critical moment, reinforcing the safety messaging at the heart of Mindless Moments.



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DISTRACTING TECHNOLOGY

The latest research in terms of in car operating systems suggests that manufacturers are not aiding road safety and safe driving practice with some recent research which showed that drivers take much longer to perform regular tasks on in-vehicle touch screens compared to physical buttons and switches, according to tests carried out by a Swedish motoring magazine.

Vi Bilägare (*one of the biggest automobile magazines in Sweden*) selected 11 modern cars from different manufacturers for tests at an airfield, measuring the time needed for a driver to perform different basic tasks, such as changing the radio station or adjusting the temperature. At the same time, the car was driven at 110 km/h (68 mph). A 17 year-old Volvo, without a touchscreen was selected, for comparison.



Drivers had time to get to know the cars and their infotainment systems before the test began.

The conclusions showed that the easiest car to understand and operate, by a large margin, was the 2005 Volvo V70. The four tasks were handled within ten seconds during which the car drove 306 meters at 110 km/h.

At the other end of the scale, was the Chinese electric car, the MG Marvel R. The driver needed 44.6 seconds before all the tasks were completed, during which the car had travelled 1,372 meters - more than four times the distance compared to the old Volvo.

The BMW iX and Seat Leon performed better, but both were still too complicated. The driver needed almost a kilometre to perform the tasks.

Despite also being fitted with touch screens, the Dacia Sandero and Volvo C40 performed even better, according to the authors - perhaps due to a more limited feature set and simplified design. But completing the tasks in those vehicles still took a third longer than in the old Volvo, during which the vehicle travelled an additional 100 meters.

Research by TRL in the UK in 2020 found that mobile phone interfaces for car touch screens, known as Apple CarPlay and Android Auto, reduced reaction times as much as drink or drug driving.

ELECTRIC VEHICLE PREDICTIONS

Motoring experts at DriveElectric have predicted a significant rise in EV sales in 2023 predicting 448,000 new electric vehicle will be purchased during this year.



DriveElectric indicate that they have seen preference for electric vehicles continue to grow as more than 50% of people planning to buy a car have stated they will choose from either fully electric, plug-in hybrid or hybrid vehicles. In the 2021 census, it was revealed that over half of the young drivers in the UK will probably switch to electric cars in the next decade which of course if they purchase a new car after 2030 they will be forced in that direction as will all motorists.

The company predicts a 24.9% market share for battery electric vehicles in 2023, and a total market of 1.8 million registrations, translating to 448,000 BEV (*battery electric vehicles*) registrations.

It is also predicted that the continued volatility of energy prices will see more people exploring ways to reduce energy costs for charging EV's, for example using solar and battery storage.

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ACTIVE TRAVEL SCHEMES

Local authorities in England are being invited to apply for a share of £200m in funding for active travel projects for such schemes as:

- creating more paths in rural areas
- developing safer routes for children to walk to school
- improved safety at junctions for people walking and cycling

The funding is being provided by Active Travel England, who says it wants to “ensure everyone has more attractive options for their daily trips. The money can also be used to support people in wheelchairs and mobility scooters by making street designs more inclusive.



Mark Harper, transport secretary, said:

“This £200 million investment for hundreds of upgraded routes and paths across the country will help to reduce emissions, boost local economies and create jobs. These new schemes will make it safer for children to walk to school and will better connect rural communities, helping more people choose active travel as an affordable and healthy way to get around.”

Successful projects will be announced later this year.



TRAFFIC DELAYS ON THE SRN BOARDERING ON 9.5 SECONDS

Average delays on the strategic road network (SRN) increased in all regions of England during 2021-22, as traffic levels recovered after the COVID lockdowns although in the main it was below pre pandemic levels



In its Benchmarking National Highways - Regional Performance 2021-22 report carried out by the Office of Rail and Road (ORR) said that traffic levels continue to rise during 2022-23 a further increase in average delay is likely with the national average traffic delay in 2021-22 being 8.8 seconds per vehicle mile, up from 6.7 seconds in 2020-21.

This is just short of National Highways' Key Performance Indicator (KPI) for 2024-25 set at 9.5 seconds per vehicle mile.

During 2021-22,

The South East region exceeded the national target with an average delay of 9.8 seconds. Similarly, during 2019-20, the region was the only one to exceed the national average, with an average delay of 11.1 seconds.

The North West had the largest increase in average delay compared with 2020-21, rising from 6.0 to 8.8 seconds

The South West saw the smallest rise with an increase from 6.2 seconds to 7.2 seconds.

The North West also had the highest level of delays due to roadworks in 2021-22, with the figure more than doubling from 1.1 minutes per hour travelled to 2.4 minutes per hour travelled.

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NEW DRIVERS THOUGHTS ON LEARNING AND INVESTING IN THEIR FUTURE ON THE ROADS

FirstCar has undertaken a fascinating survey of young drivers which Paul Caddick Editor, Intelligent Instructor provides his analysis which makes for interesting reading.

Around one million learners taking to the roads each year. So what type of cars are they considering investing in - manual, auto, electric or fossil fuel? Who teaches them - parents, ADIs, national or local driving schools? Who provides their main source of motoring advice and recommendations and who pays for this huge investment into their future?



The survey found that 70% use an independent instructor, though perhaps slightly more than expected actually use a bigger driving school - 17% a national, 11% a regional school. Whilst online rating systems certainly play their part with 32% going online to find a driver trainer, 58% rely on good old personal recommendations. 50% of drivers spend 25-50 hours in lessons. What's more, 21% spend over 50 hours under tuition. As for private practice, 48% spend 25 hours or more practising in between lessons. A little more worrying is the fact that 41% do not do any additional driving practice outside of lessons.

The number of young people desperate to learn to drive at the earliest age is declining according to various social surveys. This has generally been put down to a number of simple reasons. Environmental concerns and cost are regularly cited; but also the rise of the smartphone and the ease of looking up and planning journeys on public transport. However, several research studies have shown that having a driving licence improves your job prospects, whether or not the work role requires a driver. It is believed this is largely down to a heightened sense of responsibility, enthusiasm for learning and planning ahead. So, who provides the valuable advice on everything driving and motoring? Parents, friends, the world wide web? No, 70% of new drivers look to the humble driver trainer to provide advice on driving and motoring across the board. This is not just driving skills, but also the likes of insurance, types of cars or learning aids.

The end game for all learners is the freedom of being able to drive when and where they want. This doesn't just involve gaining that driving licence, they also need the wheels to go with it. Some are so keen, that 26% actually invest on a car while they are learning. Despite the cost of learning, it seems that paying out for a car is a price worth paying. Within three months of gaining a full licence, 42% will have bought a car to call their own. While it was generally presumed parents are funding such dreams, it seems that 75% of new drivers actually put the money on the table. Perhaps to stop the family car disappearing from the drive, just under 20% of parents do opt to help their off-spring find motoring freedom. The traditional 'used car' route remains the most popular choice (77%), despite the push to encourage vulnerable new drivers into the newest, safest models. Only 13% can afford to payout for new or nearly new cars.

Despite the environmental concerns of young people, the hard realities of costs are surely a big inhibitor when it comes to going green on the road. Just 6% go electric or hybrid at present, whilst petrol remains the best alternative (73%). However, as the number of electric vehicles on the road increases, so the second hand market for the green alternatives is growing. With the government ban on new petrol and diesel vehicles coming into force from 2030, these figures are likely to change dramatically. With this, the demand for auto rather than manual transmission lessons will undoubtedly increase. Currently 73% are choosing a manual, 22% an auto.

A copy of this well presented and very readable report can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

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DRIVING INSTRUCTORS AND THEIR SUPPLIERS RECEIVE AWARDS

The winners have been revealed for the Intelligent Instructor Awards 2023. The awards are made following nominations by an independent judging panel. The awards are made in association with AcciDON'T Driving School and include instructors, driving schools, cars as well as industry suppliers.



The UK's best driving instructor is named as Stephanie Coulson. Based in Goole, Yorkshire, she is officially named as UK's Driving Instructor of the Year 2023.

The Winners

- Driving Instructor Insurer of the Year - Adrian Flux Insurance Services
- Product of the Year - Driving Theory Test 4 in 1 Kit
- Training Provider of the Year - Bill Plant Driving School
- Professional Support Provider of the Year - Total Drive
- Car Supplier of the Year - Dualdrive
- Driving Instructor Car of the Year - Toyota Yaris
- Local Driving Instructor Association of the Year - Wirral Association of Professional Driving Instructors
- Community Champion of the Year - SmartLearner Driving School
- Eco Driving School/Instructor of the Year - 123Drive!
- Regional Driving School of the Year - Caledonian Learner Driver Training
- National Driving School of the Year - Bill Plant Driving School
- National Driving Instructor of the Year - Steph Coulson
- Services to the Driver Training Industry Award - Peter Harvey MBE

FRANCE REVEALS ITS PROVISIONAL CASUALTY FIGURES FOR 2022

A total of 3,260 people died on the roads of mainland France in 2022 including a 30% surge in cyclists and scooter users mortality. *(Worthwhile to note that France has a population around the same as UK and the average road deaths over the last ten years is just over 1,700)*

However road mortality is down in 2022 for motorists compared to 2019 with 1,563 killed as are users of motorized two-wheelers with 715 deaths), according to figures from the National Interministerial Observatory of Road Safety (ONISR).



Whilst Car occupants are now less than 50% of the total there is a worrying increase in the mortality of cyclists and users of motorized personal transport devices such as scooters. 244 cyclists were killed on the roads, a figure up 30% compared to 2019. Similarly, 34 scooter riders lost their lives, compared to 10 in 2019.

JUST A FILLER

A Minister parked his car on double-yellow lines in a large city and attached the following message to his windscreen: I have driven around the block 10 times without any luck. I have an appointment to keep. Forgive us our trespasses. When he returned to his car, he found this reply attached, along with a ticket: I've policed this block for 10 years. If I don't give you a ticket, I lose my job. Lead us not into temptation.

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READY TO PASS

The DVSA has launched an improved and expanded version of its behavioural change campaign to improve learner drivers' understanding of what it means to be 'test ready'. Data shows that more than 51% of driving tests taken in December 2022 were failed.



The 'Ready to Pass?' campaign provides guidance for learners to help reduce the number who need to take more than one driving test and help stop tests being wasted. The recently refreshed campaign website provides helpful new content for learner drivers, including debunking common driving test myths, such as:

- The driving test has pass quotas
- Learners automatically fail if they stall
- Learners automatically fail if they cross their hands when turning the steering wheel
- It's easier for learners to pass their driving test at certain times of the day
- Learners need to exaggerate moving their head when looking at mirrors
- The website also includes advice and tips from experts and other learner drivers to help manage test day nerves.



RED X

Driving through a Red X sign is an offence, the punishment for which is three points plus a £100 fine. Since 2019, police forces have been able to use traffic cameras by means of enforcement.



In recent publicity from National Highways it is seeking once again to raise awareness around Red X signs on smart motorways.

Smart motorways use variable speed limits and hard shoulder running to manage traffic and tackle stop-start congestion. The most common type in the UK, all-lane-running (ALR), was introduced in 2014 and involves opening the hard shoulder permanently to drivers.

Gantry signs displaying a Red X indicate if a lane is closed - usually as a result of a vehicle breakdown or in the event of a collision.



COUNTERFEIT CBT CERTIFICATES

A top motorbike insurance broker in the UK, has become aware of an increase in fake motorcycle Compulsory Basic Training (CBT) certificates - which is providing CBT Certificates to people who are then not taking the official course and training.

It would seem that several riders have attempted to pass off bogus documents as authentic ones.

For new riders, a CBT functions as a provisional license and the certificate issued by an authorised training body (ATB) confirms that a motorcycle rider possesses the minimum skill level necessary to operate a motorcycle safely.



The forged CBTs appear to be coming from online sources and the authorities are in pursuit.

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TRAFFEX

The UK's leading road, highways and traffic tradeshow - Traffex returns to Birmingham NEC, 6th to 8th June 2023 representing 3 days of strategy, networking, product discovery and supplier evaluation.



A renowned sourcing show for the audience to meet suppliers, benchmark costs and explore the latest innovations and best practices in road construction, maintenance, management, technology and more.

A free to attend event.

DRIVERS DO NOT KEEP TO SPEED LIMIT PARTICULARLY ON HIGH RISK ROADS

There has been a significant rise in the proportion of drivers who admit to speeding on 60mph rural roads where more deaths occur than on any other road type according to the RAC.



Nearly half (48%) of the 3,102 drivers questioned for the RAC Report on Motoring say they have driven faster than the limit in the past year on these roads - up from 44% in 2021 and matching the highest figure ever seen by the RAC in 2016. Eight per cent confess to having done this frequently while 40% say they have done it occasionally on up to half of their journeys on these roads. In 2021 514 people were killed in a total of 11,827 collisions on 60mph non-built-up roads - a fatality rate of 4%, which is higher than on motorways.

On motorways and high-speed dual carriageways, the UK's fastest roads, as many as 60% of drivers say they have broken the

70mph limit, either on most journeys (16%), or on up to half of their trips (43%) in the last 12 months. This is up by five percentage points compared to 2021 when 55% admitted to having exceeded the limit. The 60% figure is the biggest percentage seen by the RAC since 2017, when 66% owned up to this. However, it is still down on the record of 70% reported in both 2015 and 2016.

The percentage who speed on urban roads has changed very little in the past 12 months with 40% of drivers saying they have exceeded the 30mph limit at least occasionally, compared to 41% in 2021, while 46% have broken the limit on 20mph roads, a figure unchanged on the year before.

Almost half of drivers who have exceeded the speed limit in 20mph zones say this is because they think the limit is inappropriate for that particular road. Most drivers (69%) think motorists only adhere to 20mph limits when there is enforcement or physical traffic-calming measures in place, while 65% say that signs warning of speed cameras nearby help them stick to the limit. And, half (52%) say they would be opposed to additional 20mph limits being introduced in their local area. However, a similar proportion (48%) believe some 60mph limits on unclassified rural roads should be reduced.

Traffic Safety Roads



MOT TEST CONSULTATION

The Government is consulting once again on the MOT arrangements and seeking to move the initial test from its current three years to four.

It is proposing overall the following for consideration with its preferred choice being option 1.



Option 0: no change, vehicles that currently require their first MOT at 3 years will continue to do so

Option 1: increase the date at which a first MOT from 3 to 4 years

Option 2: increase the date at which a first MOT is required from 3 to 5 years

Some Background

The MOT test was first introduced in 1960. Cars were first tested after 10 years. In 1967, this was changed so that the first test is carried out after 3 years. The test provides a basic level of assurance to drivers about the safety of their vehicles. It also provides a check of the emissions from a vehicle.

Since the 1960s there have been major advances in vehicle manufacture. Vehicles are better built, making them more resilient to wear and tear. There are also huge advances in systems providing safety information to the driver. It is therefore appropriate to consider whether an MOT test on 3-year-old vehicles remains necessary.

There are already different dates in parts of the UK for the first MOT test. In Great Britain cars, vans and motorcycles are first tested after 3 years. In Northern Ireland the first test is at 4 years. There are also different practices in other European countries with some countries testing at 3 and others at 4 years.

Section 47 of the Road Traffic Act 1988 sets out when an MOT is first needed. It also, if Parliament agrees, enables Ministers to change

the date of a first MOT for cars, vans and motorcycles from 3 years to another period (which cannot be more than 10 years).

The Department for Transport consulted in 2016 on extending the date of the first MOT test from 3 to 4 years but decided not to make the change at that time. Since 2017, when the government response to the consultation was published, there has continued to be rapid technological development in the automotive field including the growth in the use of alternatively fuelled vehicles.

Fewer vehicles are failing MOT tests, there have been general reductions in the number of casualties in collisions involving cars and minor decreases in the proportion of collisions where vehicle defects are a factor.

MOT testing is carried out at testing stations which have been approved by the Driver and Vehicle Standards Agency (DVSA). There are about 23,400 approved testing stations in Great Britain. In 2021, these stations carried out more than 30 million tests including more than 2.6 million tests on 3-year-old cars.

The consultation which you can find at <https://www.gov.uk/government/consultations/changes-to-the-date-of-the-first-mot-test-and-research-into-other-mot-enhancements> along with the consultation questions which should be returned to consultation@dft.gsi.gov.uk

The Consultation started on 18th January 2023 and will run until 22nd March 2023.

Traffic Safety Roads

£2 BUS FARE CAP EXTENDED

Millions of passengers across England will benefit from £155 million in government support to cap bus fares at £2, maintain services and ensure people can travel affordably.

The initial flat rate bus fare scheme which originally had been put in place until the end of March has now been extended until the end of June 2023 which means irrespective of distance it will only cost £2.00 for a single journey and if it fits making it much cheaper than other public transport options.

The additional funding is designed to make people make use of buses as an option to taking the car, to help with the overall carbon footprint and to support further people with the cost of living.



VEHICLES NOT PROPERLY SUPPORTED

Figures recorded by HSE in the five years up to March 2022 show that 13 workers in the motor vehicle repair industry were killed when work took place under a vehicle that wasn't properly supported and since April 2022, HSE has become aware of another four cases of workers being crushed to death by an incorrectly supported vehicle.

The annual death rate in the motor vehicle repair industry is 1.62 deaths per 100,000 workers - around four times the average rate across all industries.

In total, 21 workers in the motor vehicle repair industry have been killed in the last five years - 13 of which were caused by work under a poorly supported vehicle.

Examples such as a 61 year old, was working outside his home in Dorset in May 2020 when he was crushed to death by the Land Rover Freelander he was underneath, which had rolled off the wooden blocks Les used to prop it up. The mechanic was a self-employed agricultural engineer, repairing the car for a customer, and was only months from retirement. He was pronounced dead at the scene by the emergency services.



Official and anecdotal reports of a wide range of working practices gone wrong are leading to fears mechanics and enthusiasts are putting their lives in danger routinely. HSE has guidance on working safely under motor vehicles being repaired and has also issued a safety alert for air suspension systems on vehicles.

Classic Motor Cars (CMC), experts in classic car restoration with their own dedicated workshop, are supporting HSE's call to the industry to pay more attention in this area.

As Britain's workplace regulator, HSE is officially notified of work-related fatal and certain non-fatal accidents across England, Scotland and Wales. Alongside the 13 deaths, there are many more non-fatal injuries and near misses following work under poorly supported vehicles.

Traffic Safety Roads

DELIVERING THE SAFE SYSTEM APPROACH

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 will, we understand, be central to the New Road Safety Strategic Framework.

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



Forthcoming Dates:

- Monday 5th June 2023 The Vermont Hotel, Newcastle
- Monday 25th September 2023 The Guildhall, Hull
- Monday 2nd October 2023 The Radisson Hotel, Perth
- Monday 23rd October 2023 The Lenardo Hotel (formerly Jury's), Cardiff

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

INSTITUTE OF MASTER TUTORS OF DRIVING AWARDS 2023

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



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

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

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

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

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

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

Traffic Safety Roads

CAR THEFT IS RISING



Data released by the Office of National Statistics (ONS) indicates that stolen vehicle theft increased by 29 percent between September 2021 and September 2022 and as the cost of living crisis continues more people are tempted into criminal activities to make ends meet with car crime near the top of illegal activity.

While older cars are vulnerable to being taken by old school "smash and grab" techniques, most thieves have gone hi-tech to take advantage of vehicles with keyless entry.

The AA Insurance Services have released a list of "dos and don'ts" to help drivers keep hold of their cars and stave off potential attacks.

The first, and potentially most important, is for drivers to invest in vehicle security. Items such as crooklocks and disc locks are relatively cheap and easy to use but are a great deterrent as thieves will often just move on to the next target. Wheel clamps that lock around the vehicle wheels and a pedal box over the foot pedals are also very effective.

Top 10 most stolen cars in 2022

Ford Fiesta
Land Rover Range Rover
Ford Focus
VW Golf
Land Rover Discovery
BMW 3 Series
Mercedes C Class
Vauxhall Corsa
Vauxhall Astra
Mercedes E Class

For vehicles with keyless entry, buy and use some faraday pouches (for both the main and spare key).

Another key check that drivers can ensure they do every time is to make sure the car is locked before walking away, even if it may seem obvious.

E-SCOOTER LEGISLATION



The Government is being urged to get on with legalising private e-scooters - if that's what it's minded to do so proper regulations and enforcement can be put in place and to a large extent stop the confusion in people's minds about the difference between loan scheme scooters and those which are privately owned.

In May 2022, the Government unveiled a new Transport Bill, which featured its intentions to allow the public use of privately-owned e-scooters, something which is currently banned. However in the nine months that have followed, no progress has been made.

The Transport Committee has recently revisited the ongoing question of how private e-scooters should be regulated, receiving oral evidence from a panel of experts with all expressing frustration over the delay to the Transport Bill - and called for the Government to start taking action.



DRIVING TIRED KILLS



The Scottish Government and Road Safety Scotland are running a campaign with a clear message for all drivers - 'Driving Tired Kills'. In 2020, fatigue was a contributing factor in 3% of fatalities. However, experts estimate that the real figure is much higher, with up to 20% of all collisions involving driver fatigue. Many of the counter measures used by drivers to combat tiredness (opening a window, turning up the radio or pinching themselves) have been shown to be ineffective. Instead, the Driver Fatigue campaign urges driver to take regular breaks, stop to rest and have a coffee, and plan ahead to avoid driving tired.

Traffic Safety Roads

GOVERNMENT ADDS ROADS POLICING TO NATIONAL POLICING PRIORITIES

For the first time, the Home Office has included roads policing in its Strategic Policing Requirement, published on 20th February. This high-level government document sets priorities that all police forces must address. It now recognises the importance of roads policing in disrupting crime and preventing harm.

Police forces will be required to give roads policing greater attention and to cooperate regionally and nationally. Police & Crime Commissioners will be expected to include roads policing in Police and Crime Plans. This takes account of the national strategy agreed by Chief Constables last year to prevent harm and save lives, tackle criminality, drive innovation and technology, and change minds.

Inclusion of roads policing in the Strategic Policing Requirement (SPR) was called for by the Parliamentary Advisory Council for Transport Safety (PACTS) in its report of June 2020.

PACTS Executive Director David Davies said,

"Roads policing has been in retreat for a decade. The prioritisation of roads policing by the government in its Strategic Policing Requirement is a major breakthrough. While the Home Office has understandably focused on reducing crime, more roads policing will also benefit road safety.

"The number of road deaths is more than twice the deaths from homicide and terrorism combined and breaches of road traffic laws are the biggest single cause of road deaths. The public support more enforcement. Roads policing provides double value: tackling those who drive dangerously often disrupts wider criminality. For example, Essex police found that almost half the drug-drive offenders had previous arrest records for serious crimes such as burglary, drug dealing and violent crime."



Some 1,700 people die on UK roads each year—more than twice the number of deaths from homicides and terrorism combined. A further 25,000+ people are seriously injured. This comes against the backdrop of a downward trend in roads policing which has dual benefits of tackling crime and safety.

STAMPING OUT DRIVING TEST CANDIDATE FRAUD

In a further effort to stamp out practical driving test fraud where an imposter takes the test on behalf of another person, driving examiners will now be able to see a high resolution image of a candidate's provisional licence image on their tablets at the start of a test.

This will allow them to confirm their identity and prevent any attempts at driving test fraud.

The images are supplied by Driver and Vehicle Licensing Agency (DVLA) from those sent by learner drivers when they apply for their provisional licence.

They will be only made available to examiners for the start of the test and will be kept securely at all times.

Traffic Safety Roads

NEW CHAIR FOR NATIONAL ROAD SAFETY COMMITTEE SOUGHT



For the last twelve years or so it has been my honour to Chair RoSPA's National Road Safety Committee, a voluntary commitment which has given me great satisfaction working alongside some first class stakeholders in the UK and promoting practices and policies which have been agreed on a wide range of road safety and related areas. However now has come the time for me to stand down



Accordingly RoSPA is seeking a new Chair for its National Road Safety Committee.

The RoSPA National Road Safety Committee (NRSC) is a UK-focused network working towards a vision of zero deaths and serious injuries on our roads. NRSC is the principal RoSPA advisory committee on matters of road safety. The Chair will shape and advise RoSPA's work to improve and consolidate road safety, and lead the committee that advises RoSPA and supports NRSC members on road safety, with a particular focus on agreed priority issues that are likely to have the greatest effect in reducing the number and severity of road casualties. Working closely with the RoSPA Head of Road and Leisure Safety, the NRSC Chair will provide leadership and promote consensus in order to ensure that the NRSC's objectives are achieved in line with its governance.

The Chair needs to:

- demonstrate a thorough understanding of risk management and public health principles
- have an awareness of the road safety landscape and policy direction for road safety across the UK
- be able to explore and articulate policy issues to a variety of audiences
- promote an inquisitive approach and independence of thought, and champion diversity
- demonstrate an inclusive and respectful approach, with an ability to differentiate between organisational view and collective policy
- effectively chair whilst providing sufficient consideration of issues.

Key responsibilities include working closely with the RoSPA Road Safety team to:

- establish and refine a vision and priorities for road safety
- inform and challenge the RoSPA policy stance and direction
- plan and prepare for group meetings
- implement and facilitate decisions
- promote a consensus-based approach among members
- represent the NRSC at RoSPA Board of Trustees' meetings
- approve and monitor working group and sub-group activities, as appropriate
- in conjunction with the RoSPA executive, review terms of reference and relevant documentation for all working groups
- attend, where relevant, other RoSPA committee meetings.

This is a term of office of a maximum of four consecutive years, reporting to RoSPA Board of Trustees, as requested and via an annual update. It is a voluntary commitment but reasonable expenses will be covered. There are typically three formal meetings per year, a conference, and a series of events or briefings that require the Chair's attendance, equating to a commitment of around 20 days per year.

You will need to provide:

a short cover note outlining your relevant experience and why you're the ideal candidate for the role along with a full CV showing your experience, responsibilities and achievements.

If you are interested in applying visit RoSPA's vacancies page <https://www.rospace.com/vacancies> .

I am very happy to chat with anyone who is considering the position.