



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

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Traffic Safety Roads

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GRAHAM FEEST is a road safety consultant organising and leading accredited low-cost high value events around the UK; speaking at national and local conferences/seminars and workshops both in the UK and overseas and providing support and guidance to other people drawing on more than forty years' experience in the field of road and traffic safety. He is a former County Road Safety Officer and Head of Road Safety for IAM RoadSmart. He is the immediate past Chair of the National Road Safety Committee. Currently Graham is Chairman of the Institute of Master Tutors of Driving, Road Safety Advisor to the ADI National Joint Council and Road Safety Consultant for the RichWorks.

Graham Feest

68 The Boulevard, Worthing BN13 1LA
01903 506095 | graham@grahamfeest.com
www.grahamfeest.com

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Front Cover Picture - Scenes from Storm Babet

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REPORTED ROAD CASUALTIES GREAT BRITAIN 2022

The number of personal injury road traffic casualties in Great Britain that were reported by the police to the Department for Transport in 2022 using the STATS19 reporting system.

(For comparison we look to 2019 being that the 2020 & 2021 data were affected by the Pandemic)

The Headlines and top level figures for 2022:

- 135,480 casualties of all severities, a decline of 12% compared to 2019
of which
- 105,738 slightly injured, a decline of 14% compared to 2019
- 28,031 seriously injured casualties, a decline of 3% compared to 2019
- 1,711 fatalities, a decline of 2% compared to 2019

Considering road collision rates per billion miles travelled, the final estimates show:

- 328 billion vehicle miles travelled in 2022, a return to travel levels seen in 2019 prior to the COVID-19 pandemic
- 5 road fatalities per billion vehicle miles travelled in 2022, up 2% compared to 2019

The final estimates further show:

- the road user type with the biggest estimated percentage change for 2022 compared to 2019 for fatalities was pedestrians, which showed a decline of 18%
- in 2022, 76% of fatalities and 62% of casualties of all severities were male
- in international comparisons for 2022, Great Britain ranked 5 out of 38 countries with available data for lowest number of road fatalities per million population

Reported road fatalities & casualties for road user type:

	<u>Fatal</u>	<u>All Casualties</u>
• Car Occupants	788	74,379
• Pedestrians	385	19,327
• Motorcyclist	350	16,943
• Cyclists	91	15,693
• LGV Occupants	40	3,991
• HGV Occupants	23	685
• Bus & Coach Occupants	3	2,134
• Other Vehicle Occupants	31	3,328

In terms of all Casualties

In 2022, 53% of casualties were car occupants, 14% were pedestrians, 12% were motorcyclists and 11% were pedal cyclists.

A further data will appear in the December newsletter

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20MPH SPEED LIMITS

A study by Edinburgh Napier University has shown that the 20mph speed limits across the Scottish Borders has reduced average speeds by 3mph and continues to compliment previous research showing that there is an average 4% reduction in collisions with each 1mph reduction in average speed on rural roads.

The trial in the Borders is the first one in the world to look at the effects of a 20mph speed limit on such a large, rural area and the results could be studied by governments, local authorities and organisations across the UK and the world.

The trial, which commenced in October 2020 across 97 villages and towns in the Borders showed that 85% of drivers dropped their speed by 3mph.

It also showed that the largest speed reductions were observed in locations where higher speeds had been seen in the past - with those areas seeing an average reduction of 5.4mph.



The report also concluded that the change in driver behaviour continued well after the beginning of the trial, with average speeds still well below previous levels eight months after the start of the trial.

SALE OF PETROL AND DIESEL CARS DELAYED

The Government has revised the ban on the sale of new petrol and diesel cars and vans until 2035 extending it by five years from the proposed date of 2030.



A popular move with many who fear that the infrastructure is just not available with queues growing at public charging points causing long waiting times.

However not all are happy with the delay and the RAC fears the move will slow down the adoption of more electric cars. Criticism of the delay has also come from car manufacturer Ford, as well as Save the Children who describe it as “a betrayal of children’s futures”.

Simon Williams, head of policy at the RAC, says the country has made huge progress on getting more electric vehicles on the road - but without “a line in the sand of 2030” there’s a danger that it could slow down.

The Labour’s shadow chief secretary to the treasury, Darren Jones, says the party is committed to banning sales of new petrol and diesel cars from 2030 and went on to confirm that Labour would bring back the target to 2030 if they win the next general election.

SERBIA ACTS ON TRUCK AND BUS DRIVER SHORTAGES

Serbia is to allow 18-year olds to obtain professional drivers licences to drive buses and heavy trucks. The National Assembly amended the Road Traffic Safety Act bringing about a significant change on the driver labour market. The age threshold for professional drivers has been officially lowered to 18 years for categories C, CE, D1 and D1E and 21 years for D and DE with the latter one valid with a mandatory certificate of professional competence or completion of secondary traffic school. With this Serbia lines up among the increasing number of European countries that have lowered the age threshold with the aim of reducing the lack of professional drivers by attracting young personnel.



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REJECTION OF INSURANCE CLAIMS

New research by Forbes Advisor revealed that undeclared car modifications are the primary cause of disallowed car insurance claims in the UK.

The price comparison and financial guidance website found that a sixth of drivers who have made a claim (16%) have been partially or fully declined for failing to declare modifications on their vehicle, such as window tints or rear spoilers.

The study analysed the number of rejected car insurance claims in the UK, including the leading causes for claim dismissal.

The second-most common reason for a rejected claim was parking in a location at a certain time (15%), such as a driveway



overnight, after specifying the car would be in a garage. Rounding out the top three reasons are fronting - when a more experienced driver lies about being the main driver on a policy - and using a car for business purposes on a social/domestic-only policy (14% each).

Top Five Causes Of Car Insurance Claims Rejections In Britain.

- 1 Failing to update an insurer on car modifications
- 2 Parking in a non-specified location
- 3= Fronting
- 3= Using a car for business purposes despite a social/domestic-only policy
- 5= Driving too fast or too slow
- 5= Obstructed windows

One in eight (12%) UK motorists were obliged to fund vehicle repairs or pay for a replacement after their claim was partially or fully denied by their insurer - rising to 33%

among 18-34s when broken down by age. This could be due to younger drivers 'pimping their ride' with modifications but failing to tell their insurer that they have done so.

The research revealed that £47 million worth of claims were rejected in the second half of 2021.



E-SCOOTER FIRES

Calls have grown for regulation of e-scooters and e-bikes following an increasing number of building fires from lithium-ion batteries in London.

Tower Hamlets Council said an e-bike or e-scooter catches fire its area regularly with one fatality in March, after which a coroner wrote to the Office for Product Standards and Safety (OPSS) asking for further safety standards to be introduced.

The London Assembly Fire, Resilience and Emergency Planning Committee said three people have died in London in fires believed to have been caused by a failure of an e-bike battery, while 51 people have been injured this year and has called on the government to outline what action it is taking on the issue, including an expected timeline for achieving better regulation. It said the key issue is unregulated products bought online that are usually cheap in comparison with those that meet UK standards, adding that it is particularly concerned that unsafe e-scooter or e-bike charging is taking place in multiple occupancy or multi-storey residential buildings.

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POOR IRONWORK ADDS TO THE POTHOLE PROBLEM

A new report published by Wrekin Products which examines the relationship between failing ironwork and the UK's extensive pothole problem has been published and contains some interesting findings as well as key insights from industry experts.

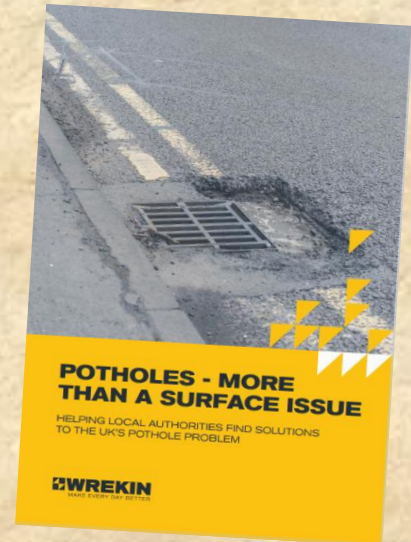
'Potholes - More Than a Surface Issue: Helping Local Authorities Find Solutions to the UK's Pothole Problem' combines industry voices from: local authorities, Gaist - a provider of roadscape intelligence solutions for highways authorities, and the Local Council Roads Innovation Group (LCRIG).

Together with Wrekin, the report explores how gully grates, manhole covers, and pothole formation are linked. In turn, how this is adding to the millions of pounds being spent on road repairs across the country.

From our work and speaking to local authorities about the issues, we know there is more that can be done to address the underlying causes of potholes. In lots of cases, this is the ironwork. Where appropriate, both potholes and ironwork failures need to be considered together, rather than repairs being completed in silos. By prioritising quality, not only will this help to keep roads free from potholes, but will ensure long lasting gully grate and manhole cover installations."

Pothole incidents in June were at their worst for five years, the AA Pothole Tracker revealed. With autumn and winter approaching, potholes will be an even greater concern. In anticipation, the UK's Potholes Fund has increased by £200m to £700m for the current financial year.

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



MORE "L" TESTS AVAILABLE

The backlog of people seeking a driving test has plagued the establishment since the Pandemic and try as they have the DVSA still has a long waiting list with in some areas candidates unable to get a test slot for five months or more.

To be fair the DVSA has appointed a number of new examiners but this has not kept up with those leaving and so it has been announced that it will be creating 150,000 additional driving tests slots by asking full time staff who hold a warrant card back to driver testing for potentially the next six months.



Whilst the release of such a large number of additional tests is good news, it will cause some disruption to other DVSA services, which the agency says it will work to try and keep to a minimum.

The current national average waiting time for a driving test is 20.4 weeks brought about by an increase in demand for driving tests, sustained industrial action on civil service pay (Examiner industrial action), people's concerns about not being able to book a test, which has led to a change in customers' behaviour (i.e. customers booking tests much earlier in their learning to drive process)

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ATTENTION LEVELS OF DRIVERS WHEN USING AUTO-PILOT MODE

A team of UCL-led researchers has developed a new method to determine the attention levels of drivers when using auto-pilot mode. The research found that people's attention levels and how engrossed they are in on-screen activities can be detected from their eye movements with the findings suggesting a new way to determine the readiness of drivers using auto-pilot mode to respond to real world signals, such as takeover requests from the car.

Although fully autonomous driverless cars are not yet available for personal use, cars with a 'driverless' auto-pilot mode are available for commercial private use in some locations, including Germany and certain US states. When using the auto-pilot mode, drivers are able to take their hands off the wheel and participate in other activities, such as playing games on their car-integrated central screen. However, current models may require the driver to take back control of the car at certain points. For example, drivers can use the 'auto pilot' mode during a traffic jam on a motorway. But once the jam has cleared and the motorway allows faster than 40mph speeds, the artificial intelligence will send a 'takeover' signal to the driver, indicating that they must return to full driving control.

The researchers tested whether it was possible to detect if a person was too engrossed in another task to respond swiftly to such a 'takeover' signal.

To do this, the team tested 42 participants across two experiments, using a procedure that mimicked a 'takeover' scenario as used in some advanced models of cars with an auto-pilot mode. Participants were required to search a computer screen with many coloured shapes for some target items and linger their gaze on targets to show they had found them.

The search tasks were either easy (meaning participants had to spot an odd 'L' shape amongst multiple 'T' shapes), or more demanding (meaning participants had to spot a specific arrangement of the shape parts and their colour). At later points in their search task, a tone would then sound and the participants were required to stop watching the screen as fast as they could and press a button in response to it.

Researchers monitored the time it took between the tone sounding and the participants pressing the button. They also analysed how their eyes moved across the screen during their search, to see if attention levels to the task could be detected from a change in their gaze.

They found that when the task demanded more attention, participants took a longer time to stop watching the screen and respond to the tone.

The analysis showed that it was possible to detect participants' attention levels from their eye movements. An eye movement pattern involving longer fixations and shorter distance of eye travel between all items indicated that the task was more demanding on attention. The researchers also trained a machine learning model on this data and found that they could predict whether the participants were engaged in the easy or demanding task based on their eye movement patterns.

Driverless car technology is fast advancing and promises a more enjoyable and productive driving experience, where drivers can use their commuting time for other non-driving tasks. However, the big question is whether the driver will be able to return to driving swiftly upon receiving a takeover signal if they are fully engaged in another activity. Our findings show that it is possible to detect the attention levels of a driver and their readiness to respond to a warning signal, just from monitoring their gaze pattern.

It is striking that people can get so consumed with their on-screen activity that they ignore the rest of the world around them. Even when they are aware that they should be ready to stop their task and respond to tones as quickly as they can, they take longer to do it when their attention is engrossed in the screen and warning signals may not be noticed quickly enough in such cases.

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ROADPOL ACTIVITY

More than half a million speeding offences were caught by ROADPOL, (*the European Roads Policing Network*) teams in a recent Speed operation spanning throughout Europe in which 14 countries took part

During the operation 159,335 violations were detected by police officers only with laser-guns or unmarked police cars equipped with video. An additional number of 498,569 violations was detected with technical means such as radar cars, speed cameras and section control systems.

4,089 drivers had their driving licences either withdrawn immediately or that a procedure was started to withdraw their driving licence. In several European countries a driver's license is only revoked after it has been established that the legal speed limit has been exceeded excessively. However, the limit for this differs per country.

DRUG DRIVING

In a recent survey of 2,028 drivers conducted by IAM RoadSmart they found that almost a third (28%) of those aged 16-24 have themselves driven under the influence of illegal drugs or been a passenger inside a vehicle where the driver has taken illegal drugs within the 24-hour period beforehand.

DVLA licensing data shows that approximately 2.5 million driving licences belong to this age group which when extrapolated to match the survey figures equates to up to 700,000.

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

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

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

Almost a third of 16-24-year-olds admitted having driven or been driven in a vehicle where they or the driver have taken illegal drugs within the 24-hour period before.

Over a quarter (26 per cent) of young people know someone who drives while under the influence of illegal drugs.

Up to nearly three-quarters of a million young drivers aged between 16-24 may have driven or been in a vehicle where the driver has been under the influence of illegal drugs.

FAILING THE THEORY

The Theory Test for those wishing to learn to drive has now experienced a consistent drop in pass rates over the last 15 years. According to data released by the DVSA, the pass rate now stands at just 44.2%, compared to 65.4% back in 2007/8. It is clear that candidates are not preparing properly believing that they have the knowledge to pass without any guidance or reading.

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PLAN FOR DRIVERS

The Government has announced a new 30-point plan it says will support drivers with easier parking, smoother journeys and fairer traffic enforcement and includes measures that could help councils increase spending on fixing potholes and road repairs, such as fining companies for overrunning roadworks.



It also features funding to improve traffic lights and signals, as well as measures to speed up the installation of chargepoints for electric vehicles.

The plan centres around five key areas:

- Making journeys smoother,
- Stopping 'unfair' enforcement,
- Making parking easier,
- Tackling inconsiderate driving,
- Supporting the transition to zero emission driving.

A total of £70 million will be provided to councils this financial year to invest in improving traffic lights and signals, including AI tech to optimise traffic flow in city centres.

The plan also reveals the intention to digitise traffic regulation orders, to pave the way for autonomous vehicles and ensure satnavs have the most up-to-date information on the location of parking spaces, road closures and speed limits.

Other measures to make journey smoother include:

- Strengthening guidance to make sure bus lanes operate only when buses are running
- Guiding local authorities on allowing motorcycles to use bus lanes and holding a consultation about whether motorcycle access should be standard
- Permitting red flashing lights for breakdown vehicles, helping to protect recovery drivers by making them more visible at the roadside
- Supporting councils to introduce more lane rental schemes, which reduce roadworks by incentivising utilities to avoid the busiest roads at the busiest times
- Consulting on requiring local authorities with lane rental schemes to use at least 50% of any surplus on pothole repairs or resurfacing
- Consulting on extending fines for overrunning street works at weekends and increasing fixed penalty notices

With regards to 'stopping unfair enforcement', the plan sets out the following measures::

- Issuing 20mph zone guidance for England to help prevent 'inappropriate blanket use'.
- Consulting on measures including the removal of local authorities' access to DVLA data to enforce such schemes by camera
- Focusing on the importance of local support and consider as part of the LTN review how to address existing LTNs that have not secured local consent
- Strengthening government and sector-led guidance on enforcement of moving traffic offences such as entering yellow box junctions, to ensure consistency and stop drivers from being penalised unfairly

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MORE CASH TO DELIVER ACTIVE TRAVEL

Active Travel England has allocated a £60 million package designed to help parents have more confidence to walk or cycle with their children on the school run by funding initiatives that give more children better road skills and aim to help make it easier for parents to choose greener travel options.

The funding includes £50 million to expand Bikeability cycle training to a million more young people with a further £5 million to support walk to school programmes via the charity Living Streets.



Also included in the package is £4 million to extend Cycling UK's Big Bike Revival programme to March 2025. The scheme has already engaged more than 80,000 people of all ages, helping them learn cycling basics and feel more confident while pedalling and an additional £500,000 will fund an extension to the Modeshift STARS and Active Travel Ambassador schemes.

The STARS program provides recognition for schools, businesses and organisations that show excellence in supporting and delivering active travel plans in their community. Active Travel Ambassadors work with secondary school students to encourage their peers to travel actively.



CALL TO SCRAP VAT ON MOTORCYCLE AIR VESTS

IAM RoadSmart has launched a new petition calling for the Government to scrap VAT on life-saving motorcycle air vests.

Research conducted by the charity suggests nearly two thirds of motorcyclists believe that the cost of safety gear has prevented them from purchasing items that would enhance their safety on the road. Therefore, it is calling for the Government to scrap VAT on air vests.

IAM RoadSmart points to the fact that other lifesaving equipment, such as helmets, are either zero or lower rated.

Motorcyclists have one of the highest fatality rates per passenger mile of any road user and with many good quality air vests costing in excess of £400, IAM RoadSmart believe making these cheaper by scrapping VAT will save many lives and prevent serious injuries. The petition can be found at <https://petition.parliament.uk/petitions/644555>



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MOTORCYCLE CAMPAIGN

The police have backed plan to improve the safety of motorbike riders of all ages.

The campaign, which involves a number of initiatives including raising awareness, encouraging additional training, and offering riding safety advice, was launched in reaction to recent statistics that reveal a disproportionate number of motorcyclists are being injured on the road.

The scheme is a component of the National Police Chiefs' Council's (NPCC) new "Vulnerable Road Users Operation," which incorporates police from across the country.

Sergeant Shaun Bridle, Regional BikeSafe Coordinator for the Warwickshire Road Safety Partnership, said: "Whilst motorcycles make up approximately 3% of all traffic, in Warwickshire from 2018-2021, almost a quarter (22.88%) of people killed or seriously injured on our roads were bikers.

Additional 'THINK BIKE' signs on demanding roads that are popular with riders are one of the steps being taken to remind drivers to watch out for motorcycles and to encourage motorbike riders to take greater responsibility for their own safety by avoiding risks and honing their skills.

The campaign also highlights the availability of free online BikeSafe motorcycle skills training, regional BikeSafe courses where riders are observed by police riders to get individual feedback and the free, three-hour Biker Down courses that give riders an awareness of what to do if you are first at the scene of a motorcycle collision. It also serves as a reminder that the DVSA Enhanced Rider Scheme, RoSPA, and IAM all offer post-test motorcycle training.



COST OF LEARNING TO DRIVE AND BUYING A CAR

Following analysis of Office of National Statistics (ONS); data by Heritage Car Insurance says that it is costing an average of £11,137 for drivers to take to the road which takes into account the cost of learning to drive, buying and running a car for a year. A 47% increase over the last two years.

Although the average cost of driving lessons, which is based on data from the Driver and Vehicle Standards Agency that suggests it takes 45 hours of lessons to learn to drive, has stayed consistent at £1,238, the cost of used cars and petrol has increased the most for new drivers.

According to ONS data, the average price paid for a first car today is £6,600, up from £3,562 just two years ago. In the same period, fuel costs have risen by 67 per cent according to Heritage, which calculates that new drivers will pay out an average of £983 for petrol in their first year on the road.

The average cost of insurance cover comes in at £1,414, reckons Heritage, which is a relatively small increase compared to the £1,409 paid two years ago.

However, we've previously reported on the soaring insurance premiums facing many other drivers this year, and it seems unlikely that learner premiums will be protected from rises going forward.

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THE BEST AND WORST MOTORWAY SERVICES

Moto Rugby services on the M6 has been rated the best motorway services for the second year running according to the annual user survey carried out by Transport Focus. Researchers spoke to more than 30,000 visitors at 120 motorway services in Great Britain. They asked for views on the toilets, customer service, value of the food and drink and electric vehicle charging facilities.

In the sixth year of the survey, motorway services have performed well. It found 94% of visitors satisfied with their visit, up from 93% in 2022.

Moto's Rugby in Warwickshire was awarded the best rated motorway services with 100% of visitors satisfied. As the newest site in the country, Rugby was rated highly for its food and drink, toilets and friendly staff.

Highest rated motorway services

- | | |
|----------------------------|---------------|
| • Motorway service station | |
| • Rugby | Moto |
| • Killington Lake | Roadchef |
| • Annandale Water | Roadchef |
| • Wetherby | Moto |
| • Stafford South | Roadchef |
| • Corley South | Welcome Break |
| • Chester | Roadchef |
| • Reading East | Moto |
| • Leeds Skelton Lake | Extra |
| • Ferrybridge | Moto |



Lowest rated motorway services

Welcome Break's Hartshead Moor East on the M62 is lowest rated for overall satisfaction (84%). Visitors are also least likely to recommend it to a friend. Work to refurbish the toilets at Hartshead Moor East were underway during the survey period and portable toilets were in place. That was never going to help at the time, but may have improved opinions since.

In Scotland Roadchef's Annandale Water is the highest rated services (99% and Welcome Break Sarn Park is the highest rated in Wales (96%).

Value for money continues to be an area for improvement - nearly two thirds (64%) of visitors thought the food or drink available to eat in the services was value for money and six in ten (57%) thought the takeaway food was good value for money.

Stopping at services has a positive impact on drivers' mood and provides an opportunity to rest, relax and take a break. Three in ten visitors (30%) arrived at services saying they feel tired, stressed or frustrated. This went down to 5% feeling tired, stressed or frustrated after stopping at the services.

EV users were the least satisfied overall at 89%, followed by HGV drivers at 90%.

Around two thirds of disabled users said that services catered well for their impairment, which leaves room for improvement by operators.

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NUMBER OF ULTRA-RAPID CHARGING HUBS DOUBLES IN YEAR

Charge-point mapping service Zapmap has published statistics on the UK's electric vehicle charging infrastructure, which shows there were almost 50,000 installed public charging devices as of September 2023.



The number of ultra-rapid charging hubs with six or more devices has increased by 123% - with 196 now installed across the UK, up from 88 a year before. Meanwhile, the number of higher-powered charging points has increased by around 40% since September 2022, while the number of lower-powered devices has increased by 44%.

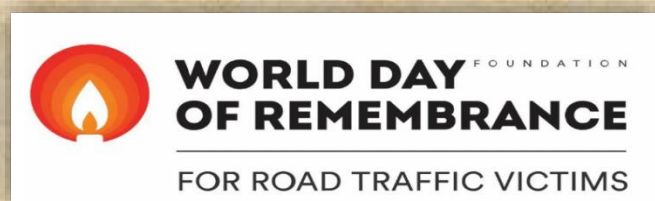
Breaking down the figures further shows that the fastest growth has been in the installation of ultra-rapid chargers, often found near motorways and A-roads, and slow charge points, mostly found on residential streets. The number of both has increased by 68% over the past year.

However despite the increase there is still a considerable reluctance in motorists actually changing over to electric as they are not convinced that the infrastructure is yet ever presnet for their needs

ROAD SAFETY WEEK 2023

The goal of this year's Road Safety Week is to start/continue a national conversation about speed and why people still think it's ok to drive above the limit or too fast for the road conditions. That conversation feels well underway with heavy media coverage, political debates and social media discussions taking place all across the UK!

The week is taking place from 19th to 25th November 2023 and starts on the Sunday with the World Day of Remembrance for those who have been killed or seriously injured in road crashes.



TRANSAID

This year international development organisation Transaid is celebrating a quarter of a century since it was formed by Save the Children, the Chartered Institute of Logistics and Transport (UK) and its Patron, Her Royal Highness The Princess Royal. During these 25 years Transaid has delivered life-saving work with partners and governments in more than 20 countries, predominantly in sub-Saharan Africa, empowering people to build the skills they need to transform their lives.

Transaid's road safety work focuses on influencing safe driver behaviour with long term programmes in Ghana, Tanzania, Uganda and Zambia, responding to local needs for improved training for drivers and riders of trucks, buses, motorcycles and forklift trucks.

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STRATEGIC ROADS USER SURVEY

The Strategic Roads User Survey helps National Highways develop initiatives and target investments that will improve the driver experience. The survey is the formal measure in the Government's second Road Investment Strategy as part of holding National Highways to account for delivering good customer experience. More than 9000 road users took part in the watchdog's survey about their last journey on a motorway or major 'A' road managed by National Highways.

The M5 motorway between the Midlands and the South West had the highest overall satisfaction at 82 per cent. The M5 motorway has improved both its overall satisfaction rating (74 per cent last year) and its position in the rankings.

Coming second was the M40 at 82 per cent overall satisfaction, doing well again after being the most highly rated road last year (79 per cent).

In General

Journeys on smart motorways had lower levels of satisfaction with road users than those that did not include a smart section (smart 69 per cent; not smart 76 per cent).

Overall, 73 per cent of road users were satisfied with their last motorway or major 'A' road journey, an improvement on last year's 69%

The A303 was rated the best 'A' road in England. The road which connects the M3 and the A30 from London to Devon and Cornwall had the highest overall satisfaction at 85%.

The M6 was rated the least popular motorway with the lowest level of satisfaction (66%).

The A27 receives the lowest level of overall satisfaction (59 per cent), followed by the A12 (61 per cent).

71 per cent of users were satisfied with the time their journey took

The management of roadworks is the lowest performing area, just 48 per cent of those surveyed were satisfied.

TYRESAFE

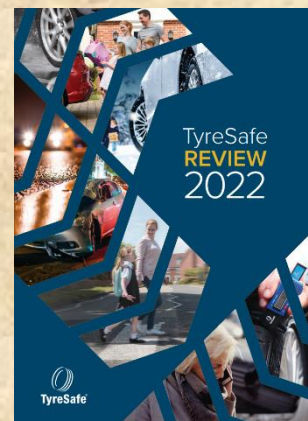
TyreSafe has published its 2022 Review charting its work over the year.

TyreSafe was formed in 2006 to reduce the number of tyre-related incidents on Britain's roads through raising awareness of the importance of tyre maintenance and the dangers of defective and illegal tyres and is supported by most major tyre manufacturers, retailers and wholesalers, some associated equipment suppliers, and a number of vehicle manufacturers.

To deliver its messages TyreSafe works closely with a wide range of commercial and government organisations.

TyreSafe's activities have helped reduce the number of people killed or seriously injured each year in a tyre related collisions by 46% and continues to develop its work through a wide range of education and information programmes, to help bring about behavioural change improvements and increased awareness amongst drivers of the need towards tyre care.

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



Traffic Safety Roads



FIX OUR BROKEN JUSTICE SYSTEM CAMPAIGN

RoadPeace, the national charity for road crash victims has launched a campaign 'Fix our Broken Justice System' and is calling for:

- Longer sentences for dangerous drivers - Since July 2023, lifetime jail sentences can be imposed for causing death by dangerous driving. Given the long-standing issue of lenient sentencing, we are calling for greater use of these new powers
- Lifetime driving bans - Courts have the powers to impose lifetime driving bans, so why aren't they? Why should somebody who has killed on our roads through their reckless actions, ever be legally allowed to drive again? Driving is a privilege, not a right
- Immediate suspension of driving licences following a fatal or serious crash - Agencies should have the power to suspend driving licences immediately after a fatal or serious crash until the conclusion of legal proceedings
- Tighten the conditions for exceptional hardship - The exceptional hardship defence should only be granted in truly exceptional circumstances
- Stricter and more robust system for drivers - Treat road crime as real crime. Ensure that dangerous drivers are dealt with appropriately at the outset and prevented from becoming repeat road traffic offenders
- Put victims' rights first - Laws must be designed with compassion for the victims and bereaved families, taking their rights into account, rather than the offender's rights

Nick Simmons, CEO of RoadPeace said:

"People who kill with guns, knives and other lethal weapons get long custodial sentences - sending out strong messages to society that violent offences will not be tolerated. In contrast drivers who kill or seriously injure people, get far shorter sentences. Yet many were behaving recklessly at the time of the collision - speeding excessively, under the influence of drink or drugs or using a mobile phone at the wheel and many had previous motoring convictions. RoadPeace urge the Government to make vital changes to the law to prevent road harm, increase general deterrence against road traffic offending, ensure that adequate sentencing is passed and provide better protection and compassion for road crash victims and bereaved families during the justice process."



PAVEMENT PARKING

The Government consulted on options to tackle pavement parking in 2020, and received over 15,000 responses. However, the Guide Dogs charity said that there had been 'no progress' on this issue and called for the introduction of tighter national restrictions.

New research conducted by YouGov on behalf of Guide Dogs found that only one in five (22%) councillors believe their current powers to tackle pavement parking were sufficient and four in 10 say that residents contact them at least once a month about pavement parking.

The polling also found the majority (95%) of councillors in England said pavement parking created a safety risk for pedestrians with a vision impairment, with 70% admitting pavement parking is a problem in their area.



Traffic Safety Roads



CATCHING SPEED CAMERA DODGERS

Drivers who slam on the brakes at the sight of a roadside speed camera and then speed up afterwards could be trapped by new technology. The groundbreaking new technology, known as ‘cascading’ will penalise drivers who attempt to avoid penalties by braking harshly to slow down for speed cameras, then speed back up too quickly after passing them.

After successful trials in 2020, Spain has now started using them and Road Safety experts at Road Angel are calling for them to be used here in the UK.

The new technology has been designed to make it harder for drivers to evade penalties. It uses laser systems and ‘doppler effect technology’ to accurately record the speed of a vehicle over a certain distance. Sensors placed before and after the camera, but linked to it, mean speeds are registered before, during and after passing the camera, as well as a picture of the passing vehicle



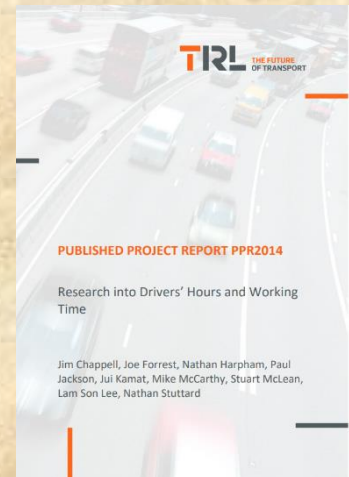
This is different to average speed cameras, which have become an increasingly common sight, especially around road works. This system uses two devices to record a vehicle’s number plate and calculate its average speed between both cameras.



RESEARCH INTO THE FATIGUE OF HGV DRIVERS

The Department for Transport (DfT) has published a report by TRL that has investigated research surrounding the management of driver fatigue of Heavy Goods Vehicles (HGVs) drivers through the regulatory framework of drivers’ hours and working time.

The fatigue of drivers of Heavy Goods Vehicles (HGVs) is managed, from a regulatory perspective, through a combination of legislation which includes limits on the number of hours that a driver may drive, tasks a driver may undertake other than driving and the requirements for the duration and frequency of rest breaks. In exceptional circumstances, for example where time is critical and impacts will be severe if relaxation is not permitted, a temporary relaxation of driving time limits and/or rest drivers’ hours regulations can be considered. However, to date, there has been no co-ordinated research conducted to assess the benefits and disadvantages that have resulted from these relaxation periods, or the impact they have had on driver fatigue.



The specific objectives of the research project were to understand:

- The impact that drivers’ hours regulations have on cumulative driver fatigue.
- The impact that drivers’ hours regulations have on cumulative driver fatigue during periods of regulation relaxation.
- The impact of drivers’ hours regulations on road safety, driver welfare, and attractiveness of the occupation, including during periods of regulation relaxation.
- The perceived effectiveness of the current processes for industry requests for driver relaxations, including existing guidance, and how this may be adapted for future relaxations.

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

Traffic Safety Roads



SUV's CAUSE MORE HARM

A study by the Belgian VIAS Institute found that higher, heavier and more powerful vehicles, such as SUVs and pickups, (*SUV stands for 'Sports Utility Vehicle', a fairly loose term but one that generally refers to stylish, sleek looking vehicles that offer elegant city driving but also handle rugged terrain thanks to a typical 4x4 capability. SUVs can come in any size - small, midsize or large.*) are substantially more risky for occupants of smaller vehicles, pedestrians, and cyclists. The study looked at all crashes in Belgium between 2017 and 2021 relating to 300,000 car passengers and vulnerable road users.



The key findings were:

Vehicle mass

Occupants of heavier vehicles are less likely to be seriously or fatally injured, while their opponents are more likely to suffer serious or fatal injuries. In a collision between a car weighing 1600 kg and a lighter car weighing 1300 kg, the risk of fatal injury decreases by

50% for the occupants of the heavier car but increases by almost 80% for the occupants of the lighter car. If the mass is increased by 300 kg, the risk of fatal injury is 30% higher for vulnerable road users.

The occupants of a car with 50kW more power than another vehicle are 65% less likely to suffer fatal injuries than the occupants of that other vehicle. On the other hand, the

occupants of a car hit by a vehicle with 50 kW more power than the average are 125% more likely to suffer fatal injuries.

Bonnet height

The risk of fatal injuries to vulnerable road users increases as the bonnet height of the vehicle hitting them increases. For example, a pedestrian or cyclist hit by a car with a bonnet

90 cm high runs a 30% greater risk of fatal injury than if hit by a vehicle with a bonnet 10 cm lower.

Pick-ups

The occupants of a pick-up are less likely to suffer serious or fatal injuries than the occupants of a car, while their opponents are more likely to be seriously or fatally injured than those hit by a car. The risk of serious injury decreases by 65% for occupants of a

pick-up but increases by 50% for occupants of a car involved in an accident with a pick-up.

For a pedestrian or cyclist hit by a pick-up, the risk of serious injury increases by 90% and the risk of fatal injury by almost 200%.

SUVs

SUV occupants are less likely to suffer serious or fatal injuries than car occupants. Occupants of a car involved in an incident with an SUV have a higher risk of serious injury. The risk of

serious injury decreases by 25% for SUV occupants but increases by 20% for occupants of a car involved in an incident with an SUV.

Traffic Safety Roads

CHANGES ON THE HORIZON FOR DRIVING LICENCES

Karima Delli, the MEP who is responsible for drafting the European Parliament's response to a European Commission proposal to revise rules on driving licences has called for a number of changes that could boost road safety. Whilst initially this relates to EU Countries it would have implications in the UK should it be introduced by the Commission.

One notable innovation in Ms Delli's draft report is a proposal for a new B+ licence for cars weighing more than 1.8 tonnes. (See item on page 14) New drivers would only be able to apply for the licence to drive the largest and heaviest vehicles when they are above 21 years of age, and after two years of driving since around 40% of road deaths in the EU occur in collisions involving one or more young

The draft parliamentary report also removes references to the Commission's proposal that Member States should allow 16-year-olds to drive any type of car, as long as it is fitted with a speed limiter set at 45 km/h.

While the Commission had suggested a probationary period with zero tolerance on alcohol for new drivers, the Delli report goes further with suggestions on graduated driving licences, to also include restrictions on drugs and night-time driving for new drivers. drivers or motorcycle riders.

WHAT'S THE CAR MARKET DOING

The Society of Motor Manufacturers and Traders' (SMMT) latest vehicle registration figures for 2023 show the top 10 most popular cars in the UK so far this year.

Sales since the pandemic k, followed with semi-conductor shortages, have meant car sales have been limited. Waiting times have been long while the encouraged move to electric vehicles without any current subsidies has meant the market has struggled to pick up.

However, new car registrations have seen a comeback and September marked a record 14th consecutive month of year-on-year sales growth with some 272,610 new cars being registered. Fleet and business had 54.9% of the market and private 45.1%. This represents a 21% increase compared with the same month in 2022. However, registrations are still 20.6% down on pre-pandemic levels.

The top ten best selling cars of the month and across the nine months of 2023

SEPTEMBER 2023			YEAR-TO-DATE		
①	Nissan Qashqai	8,565	①	Ford Puma	37,312
②	Ford Puma	8,087	②	Nissan Qashqai	32,582
③	Kia Sportage	5,739	③	Vauxhall Corsa	30,177
④	Ford Kuga	4,638	④	Tesla Model Y	28,177
⑤	MG ZS	4,613	⑤	Kia Sportage	28,153
⑥	Hyundai Tucson	4,546	⑥	Hyundai Tucson	27,429
⑦	Vauxhall Corsa	4,485	⑦	Nissan Juke	25,547
⑧	Volkswagen Polo	4,427	⑧	Vauxhall Mokka	22,942
⑨	Nissan Juke	4,411	⑨	MINI	22,470
⑩	MG HS	4,030	⑩	Ford Fiesta	22,446

One wonders whether the availability is driving this list with people buying what is quick and available as I note that my new car which I have just ordered does not appear and has an initial projected date of February next year but no guarentee.

Traffic Safety Roads

DEMENTIA SCREENING PROJECT

A new project will set out to develop an effective screening test to identify individuals in the early stages of dementia who are unfit to drive.



Funded by The Road Safety Trust, the project is being led by Professor Andrew Morris, from Loughborough University's Transport Safety Research Group.

Driving is a complex activity requiring a multitude of cognitive skills and abilities. For persons with dementia, driving inevitably becomes more difficult and they may become unsafe on roads.

Defective eye scanning (inadequate scanning, loss of central field advantage affecting response times etc) has been shown to be a feature in the early phases of dementia called mild cognitive impairment.

A decline in visual scanning skills, which help drivers judge risk and predict upcoming traffic problems, could play a large role in making people with early dementia unsafe drivers. For example, small changes in visual scanning may reduce reaction times and/or result in failure to notice important cues.

The project aims to investigate the accuracy of a non-invasive eye scanning technique to detect how and when changes in visual scanning skills are related to driving ability in older people with and without early dementia/MCI.

The results will be compared to the usual dementia screening tests used currently to determine fitness to drive.

Delivering the results of a fitness to drive test to the patient with dementia and their loved ones can be a difficult task for clinicians, therefore the project will also explore the needs and preferences of this feedback amongst people with cognitive impairment who are no longer able to drive safely.

MORE ACTION ON REDUCING SPEED LIMITS

Birmingham City Council is asking for residents' views on proposals to reduce the speed limit to 30mph on most roads that currently have a speed limit of 40mph with the aim to improve road safety and encourage active travel such as walking and cycling. The proposal is for 25 main roads in the city that currently have a 40mph speed limit see a reduction to 30mph following concerns about dangerous and anti-social behaviour from drivers.

The first step in the consultation process is an informal engagement with residents followed by a statutory consultation.

CYCLE HELMETS SHOULD BE COMPULSORY

Mark Pawsey, MP for Rugby has brought forward a 'Ten Minute Rule Bill' requiring a person riding a bicycle on the public highway to wear a safety helmet. Ten Minute Rule Bills allows a backbench MP to make a case for a new Bill in a speech lasting up to ten minutes. Although these rarely pass into law, they are a helpful way of raising the profile of an issue.

Mark said

"I continue to believe that helmets should be mandatory, particularly for children"