

The Graham Feest Consultancy Incorporating the UK Road Safety Network SEPTEMBER 2023



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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



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.

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PEOPLE KILLED IN DRINK-DRIVE COLLISIONS IN 2021

We are now on the eve of receving the final overall casualties figures for 2022 which will be published towards the end of September but just published is the analysis of the drink drive casulties for 2021 which do not make for good reading.



An estimated 240 to 280 people were killed in drink-drive collisions in 2021, with a central estimate of 260 fatalities, the highest since 2009.

The central estimate of the number of killed or seriously injured drink-drive casualties in 2021 is 1,880, an increase of 23% on 2020.

Overall an estimated 6,740 people were killed, seriously or slightly injured in drink-drive collisions, an increase of 4% from 2020.

Comparing the numbers with 2019 (the better year of comparison given 2020 & 2021 were affected by the pandemic) There was a central estimate 210 fatal drink-drive deaths in 2019 unchanged from 2018. The total number of drink-drive accidents of all severities fell by 9% from 2018 to 2019 to 5,350, to the lowest number recorded.

Like so many of our road deaths the non compliance with traffic laws has brought misery to many some of whom are innocent victims of drivers/riders who should not have been usimng their vehicle at the time.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented:



"IAM RoadSmart believes a much smarter package of measures is needed from the Government. This should include a lower drink-drive limit in line with Scotland, investing in on-going campaigns to reach the prime offending groups, and more

resource for high profile and data-led policing.

Our research highlights that there is still a real lack of awareness regarding how much alcohol is too much before it is illegal to drive. We would like to remind drivers that individual characteristics such as body weight, food consumption, gender and metabolism will also have an impact on the reading. This is why we will always recommend 'none for the road'.

Rehabilitation courses work, and we believe all those convicted of drink-driving should be sent on one automatically rather than having to opt in. More use of alcolocks - which require the driver to blow into a mouthpiece on the device before starting or continuing to operate the vehicle - and extra penalties such as vehicle forfeiture could all be part of a more joined-up approach to the problem. Hard core drink-drivers are simply not getting the message, and these figures will not improve until policy changes."

IAM RoadSmart, found last year that up to four in ten drivers (42 per cent) of the 1,004 motorists surveyed do not know the legal drink-drive limit in England, Wales and Northern Ireland.

The Institute of Master Tutors of Driving also believe that that needs to be a change in the culture of what learning to drive is all about and issues such as drink and drug driving along with thing such as understanding issue surrounding seat belts. speed and distraction etc must be part of the learning process.



MYTHS OVER SPEED CAMERAS

The AA has warned drivers to ignore the many myths over modern speed cameras which are now too smart to be caught out and many of the tricks that some motorists use in the belief that they can evade being caught are dangerous and that people should avoid them as they risk receiving bans or fines.

One of the common myths the AA identified was the belief drivers can fool the speed calculations on an average speed camera network by changing lanes. That may well have been the case in the past,

but more advanced cameras now use multiple sets of cameras at each point to track all the lanes and compare average speeds.

While the Department for Transport has revealed all speed cameras are set to be painted yellow to improve visibility, another common belief is that speed cameras need to be visible in order for the offender to be penalised and just because you didn't see a speed camera clearly doesn't mean that you can get away with a fine.



The first camera type is still used today and is named the Gatso after Dutch rally-driving inventor Maurice Gatsonides. The Gatso is a type of fixed speed camera which means that it records the speed at which a car passes at a particular location.

According to the AA, there are four different kinds of fixed speed cameras and these are mainly found in locations where there has been a high rate of speed related crashes or in areas where it it is vital that a driver slows down to keep people safer - such as near a shopping area, hospital or school etc.

Another style is the average speed camera - which records the speed that drivers are travelling at different points over a length of

road. This means drivers are unable to just slow down as they approach the camera and there is no limit to how long an average speed camera length can operate.

A further type is a speed and traffic camera uses radar to capture how fast a driver is going. If a car is detected as breaking the legal limit, the speed camera will take a digital image of the vehicle including the colour, type, make and registration plate.

The registered owner of the vehicle will then be sent a Notice of Intended Prosecution (NIP) within two weeks of being caught. The minimum penalty for speeding is generally a £100 fine and three points on your licence. However, this can be escalated depending by how much the speed limit was exceeded or if the person is a repeat offender.



CLEAR UP THE PAVEMENTS

Living Streets is urging Councils to act to clear pavements of obstructions that make it difficult for pedestrians to walk and wheel easily. They are looking to councils to ban all A-board advertising on the pavement, remove unused phone boxes, and cut back hedges that encroach on pavements, to 'cut the clutter on Britain's pavements'.

With a rise in electric vehicles, e-scooters and e-bikes, the charity also wants a commitment from councils that charging points and cycle storage will be placed on the carriageway and not on the pavements, unless there is at least 1.5 metres clearance left for people walking and wheeling.



LOW-TRAFFIC NEIGHBOURHOODS (LTN's)

LTNs involve closing off streets to through traffic, either permanently or during certain hours to prevent rat-running.



The intention is to make residential streets safer and quieter as well as reduce air pollution by diverting traffic away from residential streets and back onto main roads. It is, in part, a reaction to the tendency of navigation apps to send through traffic down small side streets. They are not primarily intended as a climate policy, although they can contribute to this by reducing car use and promoting cycling and walking.

However, LTNs have proved controversial, with significant opposition from some drivers. In some cases, they have been targeted by conspiracy theorists who believe that they are part of a shadowy effort to control people's movements although some opposition to LTNs derives from motorists unhappy at the inconvenience and some residents of nearby areas have expressed concerns that traffic and pollution are merely being displaced. The scientific evidence collected so far, however, does not back this up.

A study by Imperial College London published in November last year found that they successfully reduced traffic and air pollution without displacing it to nearby streets. In fact, the study found that not only did traffic fall by more than half within the LTNs studied, but also by 13 per cent at their boundaries.

A further study from the journal Transport Findings by academics at three London universities, published in June, found that LTNs succeeded in reducing car travel by 1.3km per resident (six per cent) in the borough of Lambeth. While the authors found no change in the amount of van and car ownership, they said that the six per cent reduction was surprisingly high for such an intervention.

A much larger study from January of this year looked at 43 LTNs in the capital, found less than two per cent increase in traffic at the

boundaries of the schemes and a 47 per cent drop within them. As well as reducing car traffic and with it, air and noise pollution, studies have found that LTNs encourage more people to walk and cycle.

A report by the Centre for London think tank from June 2022, which looked at 10 LTNs in the capital, found that, within their boundaries, cycle use rose by between 31 per cent and 172 per cent, while car traffic fell by between 22 per cent and 76 per cent. The report also found strong evidence of a reduction in road casualties, with deaths three times lower after one scheme was introduced, as well as little evidence that traffic was simply being displaced. In addition, it found no evidence of emergency vehicles being slowed down by the schemes or that they disproportionately benefited wealthier areas, two common criticisms of LTNs.



CONNECTED VEHICLE DATA

The UK's best and worst areas for speed limit compliance have been revealed using new connected vehicle data, obtained exclusively for RoadPeace, the national charity for road crash victims.

The figures analysed by Agilysis have highlighted for the first time, the police force areas where drivers exceed the speed limit more excessively than others and we know that speeding is a major contributory factor in road collisions.

The majority of modern private and commercial vehicles on our road network are now 'connected' - they are constantly connected to the internet, transmitting data in real time. Some of this data is used to calculate both the average and high-end (85th percentile) speeds across the whole road network, which is matched to known speed limit and traffic volume data, to provide an estimated number of speeding drivers across any part of the road network.



Richard Owen, CEO of Agilysis, said:

"For the first time we are able to gauge levels



of compliance to speed limits and quickly identify any problem areas for targeted improvements in safety. As vehicles become more connected, the data they provide gives incredible insight

into how the roads are being used at all times. This type of data can't be used for tracking individual vehicles, but is perfectly placed to get a good sense of speeds on our roads. Much in the same way that something like Google Maps might show traffic delays, this allows us to see where speeds are significantly above the limit."

The five most speed compliant counties (based on data collected between April 2021 and March 2022):

Drivers speeding, by police force area

Percentage of drivers exceeding the speed limit

1. North Yorkshire
2. Northamptonshire
3.94%
3. Durham
4.43%
4. Central Scotland
5. Lincolnshire
5.02%

The five least speed compliant counties (based on data collected between April 2021 and March 2022):

Drivers speeding, by police force area Percentage of drivers exceeding the speed limit

1.	Grampian, Scotland	12.65%
2.	Strathclyde, Scotland	12.34%
3.	London (Metropolitan Police area)	11.38%
4.	Merseyside	10.39%
5.	Cleveland	9.75%





PROGRAMME OF ACTION IN BIRMINGHAM

The authorities in Birmingham have announced an extensive road safety campaign, after a number of recent deaths caused by 'unacceptable acts of road violence' with West Midlands Mayor Andy Street, Transport for West Midlands (TFWM), West Midlands Police, Police and Crime Commissioner Simon Foster, Birmingham City Council, and walking and cycling commissioner Adam Tranter jointly working towards an environment where no-one is killed or seriously injured on their roads.

The package of activities include:

A new Operation Triton, led by police and supported by partners, will focus on relentless enforcement of the rules of the road through intelligence-led operations and hot spot enforcement.

A second team on the West Midlands Police Road Harm Prevention Team will bolster efforts to enforce against people who endanger vulnerable road users. 'In addition, two new road crime teams will work day and night to target the most dangerous of drivers.'

TfWM will launch a new high-profile road safety campaign supported and co-funded by each partner.

West Midlands Police will grow capacity for third party reporting, giving communities power to submit dash cam and helmet cam footage to support police in tackling antisocial driving in their areas.

Birmingham City Council will consult on reducing speed limits on main roads in the city to 30mph from 40mph and has commenced a

pilot scheme to reprogram crossings to make them more responsive to pedestrians and give them longer times to cross.

West Midlands Police will equip and upskill local policing teams to tackle road safety in their communities, with a particular focus on anti-social driving and speeding.

A portion of the upcoming Safer Streets 5 funding will be used to tackle anti-social use of roads.

Partners are working together to increase the number of average speed cameras across the network to tackle speeding on our most dangerous roads.

West Midlands Police will work towards a significant increase in speed enforcement from 2024 in order that compliance with speed limits improves.

Birmingham City Council will accelerate its A45 active travel scheme, 'with spades in the ground for the first phase by this winter'.

Transport for West Midlands (TfWM will launch a revised Road Safety Strategy in September, with the goal of a 50% reduction in the number of people killed and seriously injured on our road network by the end of 2030; 'a pathway to our ultimate target of Vision Zero'.



PREPARING FOR THE 20MPH DEFAULT SPEED LIMIT

The Welsh Government along with the police, the fire service and the Go Safe Partnership are all helping to educate the public understand about the 20mph default speed limit which comes into force on 17th September 2023. At roadsides across Wales, fire service staff are working with partners, to stop speeding motorists in the current 20mph areas and offer them the opportunity to watch an educational video rather than face a fine of prosecution. The video warns about the dangers of excessive speeds and highlights the benefits of slower speed. It is only offered to those motorists not driving excessively over the speed limit.





CYCLING WOULD APPEAR TO BE GETTING SAFER

The number of people killed while cycling, per billion miles, on Great Britain's roads fell by nearly a quarter compared with pre-pandemic years, according to new analysis by Cycling UK from the latest DfT statistics on road traffic estimates for England, Wales and Scotland which indicated that the distance travelled by people cycling in 2022 totalled 3.9 billion miles an increase of 12% from an average of 3.5 billion miles per year for 2015-19.

Meanwhile, provisional road casualty figures published in May (awaiting the final figures which will come at the end of September) show there were 85 fatalities for pedal cyclists in 2022, the lowest number of fatalities since 1993 and representing a 15% reduction from an average of 100 fatalities per year between the years of 2015 and 2019, the closest comparable years after the pandemic.

Cycling UK says this is significant as it allows it to calculate the rate of people killed while cycling per billion miles travelled - 'the best way to see if cycling on the roads is growing safer'. In 2022, 22 people were killed while cycling per billion miles cycled compared to an average of 29 between 2015-19, a 24% reduction.



DRIVEN BY INFORMATION

In a new report for the RAC brought together by White Willow Consulting they have been able to identify that data collected from connected vehicles can be used to help identify high risk stretches

of road before incidents take place which is one of several 'valuable applications' we can get from data collected by cars and other vehicles, including cycles, as they use the road network.

Trials are already being run where connected vehicles generate data about extreme driving manoeuvres - such as harsh braking - accurately geolocated to particular points on the road network which allows highway engineers the potential to look at those locations where there are early indications of emergency manoeuvres and identify the cause.

Crucially, according to the report, resources could then be targeted on maintaining the road or changing its layout before a serious crash occurs.



Note: Article on Page 4 reference connected vehicle data and speeding

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



TRAVEL LIKE YOU KNOW THEM CAMPAIGN

The third burst of activity to support the Highway Code changes, which came into effect in January 2022 to improve road safety for people walking, cycling or horse riding in currently underway. A factual awareness raising campaign ran in February-March 2022, followed by a broader behaviour change campaign, 'Travel Like You Know Them' (TLYKT) in July-August 2022. By August 2022 the evaluation did demonstrate increased awareness of the changes and positive shifts in behaviour were occuring.

Moving forward this campaign is intended to speak to everyone who uses the road, with a focus on those who have a greater responsibility to reduce the risk that they may pose to others. A £1,025,000 media campaign is using 'priming' channels (video-on-demand, online video and social) to land mutual respect and hierarchy messages, and 'active' channels (radio, digital audio and out-of-home) to foster shared responsibility by reminding travellers to adopt positive behaviours on their journey.



COST OF POINTS

Speeding drivers generally face price rises on their car insurance if they have penalty points on their licence, according to new data compiled by Forbes Advisor, the price comparison and financial guidance platform which looked at car insurance quotes from a range of the UK's top insurers. It revealed that drivers with nine penalty points for speeding offences could see their premiums rise by up to 74% - with some insurers refusing to offer a quote to anyone with six or more points.

The research also looked at the statistics for more serious offences, such as drink-driving and driving without a licence. Two-thirds of the UK's top insurers (according to Statista) refuse to offer a quote to anyone convicted of drink-driving - and those who did, charge an average increase of 58% compared to a clean licence.

Motorists convicted of driving with no insurance or without a valid licence are also likely it difficult to get a new quote, with one third of insurers not willing to take on drivers committing those offences and those which do

the average price for those convicted of driving without insurance, and 37% for drivers convicted of taking to the roads without a valid licence.

look for a higher price, with a 23% more being

Data shows that making claims, even if they weren't the driver's fault, can also have a major impact. Claiming for an collision that was the driver's fault will increase future insurance quotes by an average of 24% but claiming that was no fault of their own can lead to a quote being 10% higher on average.

Average car insurance premium increase for driving offences

Driving offence	Average price increase
Convicted of drink-driving	58%
9 penalty points for speeding	40%
Convicted of driving without a licence	37%
6 penalty points for speeding	36%
1-3 penalty points for speeding	27%
Claiming for an accident that was driver's fau	ılt 24%
Convicted of driving without insurance	23%
Claiming for an accident that wasn't driver's	fault 10%



SOME ABBREVIATIONS WE NEED TO LEARN FOR THE FUTURE

A STATE OF THE PARTY OF THE PAR	A STATE OF THE PROPERTY OF THE PARTY OF THE
BODS	Bus Open Data Service
CONVERT	COnnected Network VEhicles in Real-Time (for network and
	asset management operations)
DTRO	Digital Traffic Regulation Order
ESG	Environmental, Social and Governance
FVD	Floating Vehicle Data
GLOSA	Green Light Optimal Speed Advisory
HMI	Human-Machine Interface
HRS	Highway Resource Solutions
IVS	In-Vehicle Signing
MOVA	Microprocessor Optimised Vehicle Actuated
NAP/FTD	National Access Point (now called Find Transport Data)



OPERATION TRAMLINE

Non - Compliance on the roads continues to be a major source leading road crashes and injuries and since 2015, National Highways has been collaborating with the Police across the country to target drivers who are driving in an unsafe way and

not complying with the rules of the road.

Three plain white HGV tractor units, equipped with multiple cameras and piloted by highly trained police drivers, patrol the strategic road network, capturing distracted HGV drivers and private motorists using mobile phones, laptops, reading/cooking or other unsafe activities.

Since the initiative began Operation Tramline has stopped over 32,000 vehicles resulting in more than 35,000 offences.





DEATHS WITHIN THE AGRICULTURAL INDUSTRY

Provisional figures for the year 1st April 2022 to 31st March 2023 show that of the 27 people killed - in the agricultural industry, 21 were workers and six were members of the public including a three year old.



Being killed by an animal (cattle) is the major cause of death in 2022-23 however vehicle related incidents are the major cause when looking at the 5 year average.

Although, the number of fatal injuries to workers in the agricultural sector has fallen by around half since the early 1980s, the rate of fatalities which is based on the number of people at work in the sector, has remained high with little change. The worker fatal injury rate is 21-times higher than the average five-year annual rate across all industries.

The most common causes of death in agriculture have not changed for many years. The five most common causes of work-related death in agriculture are:

- 1. Being crushed or trampled by animals, usually cattle.
- 2. Falling from height
- 3. Being struck by a moving vehicle
- 4. Coming into contact with machinery, during operation or maintenance
- 5. Being struck by an object, such as bales or trees

Older workers, those aged 65 and older, accounted for a third of all worker fatalities.



PENALTY POINTS

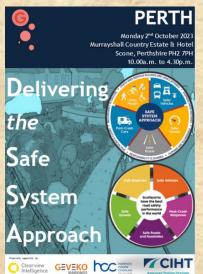
Figures from the DVLA as up to May 2023 show that 2.76 million drivers in the UK hold points on their licence. Of those, 696,568 people hold 6 or more points.



DELIVERING THE SAFE SYSTEM APPROACH

Face to Face events brought to you from the Graham Feest Consultancy with the UK Road Safety Network in mind. Main link for details and to book https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/







LAST FEW DAYS FOR EARLY BIRD DISCOUNTS

I should like to tell you about the three events which are taking place in September and October strategically placed in England, Scotland and Wales

The programmes and speakers, are still being added to for each event and vary although some presenters and content may appear each time.

Find out more and make a booking to attend by following the appropriate link below to the event of your choice

SHARE IN THE EMOTIONS OF
BEING TOGETHER
and not via a
SCREEN

FACE – TO - FACE EVENT
NO PRICE INCREASE FOR TWO
YEARS

ALL REFRESHMENTS AND LUNCH WITHIN THE PRICE

THE EARLY BIRD DISCOUNT RATE EXPIRING SOON

NETWORKING OPPORTUNITIES

MEETING YOUR MANDATORY AND OTHER CPD REQUIREMENTS

CIHT APPROVED TRAINING PROVIDER

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For CARDIFF https://www.grahamfeest.com/gfc-events/delivering-the-safe-systems-approach/cardiff-2023/



COST OF PARKING CONTRAVENTIONS TO INCREASE IN LONDON?

A 12 week consultation by London Councils on the level of penalty charges for parking and traffic contraventions on roads controlled by all London boroughs, including the City of London is underway. London Councils' Transport and Environment Committee are responsible for setting parking, bus lane and moving traffic penalty charges on borough roads.

The number of PCNs issued in London has increased by 50% over the last 12 years and London Councils says boroughs are concerned that the current penalty charge levels are not high enough to encourage compliance and act as a deterrent. The current maximum penalty charge level for contraventions on borough roads remains at £130 whilst on roads controlled by TfL it is £160



ANNUAL REPORT OF THE TRAFFIC COMMISSIONERS

The Traffic Commissioners for Great Britain are responsible for the licensing and regulation of the operators of heavy goods vehicles, buses and coaches, and the registration of local bus services in Great Britain.



In their annual report 2002/23, the Traffic Commisoners - Sarah Bell, Tim Blackmore, Miles Dorrington, Gerallt Evans, Kevin Rooney, Richard Turfitt, Claire Gilmore and Victoria Davies - outlined how they have helped to improve standards by holding regulatory and driver conduct hearings, and also educated and communicated with the industry about the value of compliance and the licensing regime.

The report contains statistics describing the licensing and regulatory activities including 14,133 operator licence applications and variations processed; 13,747 local bus registrations processed; 1347 public inquiries determined and 15,167 vocational driver cases closed.

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



HSE REPORT ANNUAL WORKER FATALITIES

One hundred and thirty-five workers were killed in work-related incidents in Great Britain in the period April 2022 to March 2023, according to figures published by the Health and Safety Executive. This does not

however take into account the number of road deaths which happen whilst people are at work estimated to be about 30% of those killed in road collisions. Many road safety practitioners believe that road incidents whilst people are at work should be reported and acounted for within the RIDDOR Regulations but to date that does not happen.

The 135 worker deaths in 2022/23 is higher than the previous year (123) but is in line with pre-pandemic levels. The figure for 2020/21 was 145. A further 68 members of the public were killed following a work-related incidents in 2022/23. This is a decrease of 20 from last year



The industries with the highest deaths were construction (45), agriculture, forestry, and fishing (21), manufacturing (15), and transportation and storage (15). Agriculture, forestry, and fishing has the highest rate of fatal injury per 100,000 workers of all the main industrial sectors followed by waste and recycling and the three most common causes of fatal injuries are falls from height (40), being struck by a moving object (29), and being struck by a moving vehicle (20). There has been a long-term downward trend in the rate of fatal injuries to workers, though in the years prior to the coronavirus pandemic the rate was broadly flat.

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



NEW POLICY AND STANDARDS DIRECTOR

A familiar name to many in the traffic Safety Roads arena is Nick Lyes who is to join IAM RoadSmart as their new Policy and Standards Director.



Nick has spent 15 years' in policy, media and public affairs and most recently at the RAC overseeing campaigns on fuel, smart motorways and road safety. Nick will be leading the IAM policy directorate to taking charge of its campaigns and strategically placing the organisation at the heart of Government policy-making to support drivers and riders.



AI CAMERA DETECTS 300 OFFENCES

Using the latest technology in an effort to improve compliance and reduce collsions and injuries is now becoming more common place for detecting those who use mobile phones or fail to wear seat



belts. There is public acceptance that those people who use a mobile whilst driving need to be caught and removed from the road but despite the overwelming support to catch drivers doing so - there continues to be a complete disregard by a high number who continue with the practice.

In the a recent siting of the now more familiar road side portable technology an AI road safety camera detected almost 300 driving offences in its first three days on one of Devon and Cornwall's busiest roads.

Vision Zero South West deployed the relocatable system - which uses cameras and AI to identify mobile phone and seatbelt offences - on the A30 near Launceston.

Acusensus, which provided the technology, said in the first 72 hours the system detected 117 mobile phone offences and 180 related to seat belts.

The free-standing system can be deployed at various locations and provides 24/7 monitoring. Although the cameras use Al to flag up potential offences, all images are subsequently reviewed by a human before action is taken. If an offence has been correctly identified, the driver can either be sent a warning letter or a notice of intended prosecution, depending on the severity.

Last year, Vision Zero South West conducted a 15-day trial of a pilot, van-based system from Acusensus which detected 590 seatbelt and 45 mobile phone offences across various roads in both Devon and Cornwall.



NOISE CAMERAS

Six-in-10 drivers (58%) questioned by the RAC said they would be in favour of so-called 'noise cameras' being widely used once the findings of the Department for Transport's £300,000 trials, which began last October, are revealed.

The cameras, which are triggered by a number of microphones, can pinpoint vehicles exceeding the 74-decibel legal limit as they pass by. Pictures of vehicle number plates together with recordings of the vehicle noise are then used by local police to identify and fine drivers. Trials took place in Bradford, Great Yarmouth, Birmingham and South Gloucestershire near Bristol.



RAC EUROPE SURVEY

72% of drivers who have experience of driving abroad think the condition of roads - such as the number and severity of potholes - is worse in the UK than in other countries, with just 8% saying the UK fares better according to the latest RAC Europe Survey.

In addition 62% say roadside litter is less of a problem abroad, compared to the 7% who think the UK roads are the cleanest.

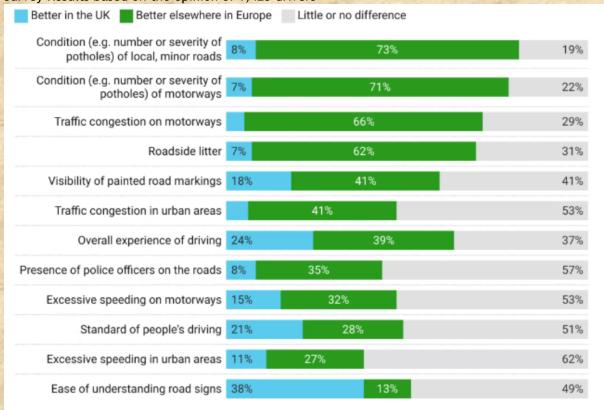
Of the 14 different aspects of roads and driving the RAC asked drivers to compare between the UK and other European countries, the UK comes out better on just one - the ease of understanding road signs, with 38% of drivers saying they find this more straightforward at home than abroad. Nearly half (49%), however, believe there is little or no difference and 13% say they find foreign road signs clearer.

On the question of motorway speeds, around half of respondents said they see little difference in the number of people driving excessively fast whether they are at home or abroad but a third still said the problem was less prevalent in other countries.

Half (51%) said they can't tell the difference between the standard of driving of UK drivers and their counterparts elsewhere in Europe, 28% still felt foreign motorists drive better - compared to a fifth (21%) who think UK motorists do.

Overall, four-in-10 drivers felt the experience of driving abroad is better abroad than it is in the UK, with only a quarter (24%) saying they prefer getting behind the wheel at home.

Survey Results based on the opinion of 1,423 drivers





DRIVER AND VEHICLE LICENSING AGENCY (DVLA)

An independent review of the Driver and Vehicle Licensing Agency (DVLA) is underway by the Government, which it says will enable it to "continue to provide customer-focused digital services to keep drivers and vehicles on the road simply, safely, and efficiently."



The DVLA will be assessed on its efficiency, efficacy, accountability, and governance.

With cooperation from Department for Transport officials, Janette Beinart, a former vice president and global chief information officer at Shell International has been assigned to head the study which is hoped to have concluded within the coming weeks.

With over 80% of all transactions now being carried out online, this review is intended to see how the DVLA can continue to grow from strength to strength and how it can become more digitally efficiently. The review will also assess how DVLA works with its wide range of stakeholders within and outside of Government to help keep Britain's roads safe.

The review comes at an important time for DVLA as they launch a new digital services and will set ambitious targets for the future, as a forward thinking, dynamic organisation.

In addition to handling vehicle tax evasion and data protection, the DVLA is in charge of over 40 million car records and over 50 million driver records. It collects £7 billion in Vehicle Excise Duty (VED). And through the sale and processing of personalised registrations and transfers, generates over



DRIVERS OVER 70 YEARS OF AGE

Opinions as to what to do and how far to go vary greatly when it comes to driving at an older age along with capturing those who clearly have reached a point when they should no loger get behind the wheel but recently a coroner has urged elderly motorists to have their fitness to drive tested after a 74-year-old with undiagnosed dementia caused a crash that killed a baby.

The coroner from Cambridge, plans to write to the Department for Transport with his concerns after a five-month-old boy died in his pram when then 73-year-old driver veered into the path of a van, forcing it onto the pavement where it hit the baby and his mother.



The 73 year old was driving her Mazda after a shopping trip to Tesco when she caused the crash. An inquest in Huntingdon was told that the van driver, who was driving within the 50mph limit, had no time to react. The 73 year old driver was prosecuted for causing the death by careless driving, but after a trial at Cambridge Crown Court she was found not guilty by reason of insanity. The jurors in the case were informed that the pensioner was suffering from dementia, which was undiagnosed at the time.

By law, motorists aged 70 or over are required to renew their driving licence every three years. Whih she had done in May 2017 as she approached her 70th birthday. This was completed online, and she stated in her application that she was medically fit to drive. The three-year licence was extended by a year due to the Covid pandemic. This meant that the expiration date was June 2021, after the crash.

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LEGISLATE FOR E-SCOOTERS

The Prime Minister has been sent a letter signed by more than 50 organisations, including environmental charities and campaigners, local authorities, disabled people's organisations, micromobility operators and retailers demanding urgent action on regulation of e-scooters.

Not only are they are all warning that the UK is at risk of falling behind the rest of Europe, but that currently the situation is a free for all situation lacking regulations or enforcement,

Government trials permit only rental escooters to be legally used under certain regulations in public. (these regulation are clear that renters must be 16 years of age and they should be ridden on the road and not the pavement) These trials have been taking place in around 23 towns and cities across England now for some time.

It is illegal to use privately owned e-scooters on public roads or public spaces. However,

they are readily available to purchase everywhere without any conditions. It means all ages of riders, from under 10 years of age through to commuters are currently using them. However, there are no safety guidelines, rules or protection for riders and the public in general.

The UK is the only developed nation without either permanently legal e-scooters or committed plans to legalise.



The letter, on behalf of more than 50 organisations, is calling on Rishi Sunak to press ahead with legislation to create a new powered light vehicle class that would make e-scooters legal. Not only would it bring the transport within the legal framework, it would provide guidance for road safety and protection of the public and the riders.

An independent poll found recently that more than 80% of the general public are supportive of new regulatory measures for e-scooters and over 70% want them introduced before the next General Election.

Some collision data to note:

There were 1,349 reported collisions involving e-scooters in the year ending June 2022, compared to 978 in the year ending June 2021.

Of all collisions involving e-scooters, 346 were single vehicle collision (ie no one else involved), compared to 200 in the year ending June 2021.

Overall, there were 1,437 casualties in collisions involving e-scooters, compared to 1,033 in the year ending June 2021.

Of all casualties in collisions involving escooters, 1,095 were escooter users, compared to 811 in the year ending June 2021.

Tragically, 12 people were killed in collisions involving e-scooters (11 of whom were e-scooter riders) compared to four in the year ending June 2021.

The DfT's best estimate, after adjusting for changes in reporting by police, is that there were 429 seriously injured and 996 slightly injured casualties in collisions involving escooters, compared to 288 and 741 respectively in the year ending June 2021.

It should be noted however that the majority of collisions and casualties were involving people riding privately own e-scooters illegally in public areas.



THE STRESS OF PARKING

For many years paying for parking was by means of just simply buying a ticket at a machine and the only real stress of the operation once one had found a space was ensuring that you had a pocket of coins. Then with some sense machines started to offer the facility of using a credit or debit card.

Now advancement in technology is and indeed has changed all that and drivers are finding paying for public parking an anxious ordeal, with 40% of UK motorists saying it's as stressful as being late for work. With so many different payment methods used across Britain, from ticket machines to apps.

Research by Škoda UK found that 20% compared it to having an argument, 16% said it was stressful as opening a bill and 9% as bad as going to the dentist.



Almost half of motorists in the UK have given up paying for parking altogether because the process is too difficult, while 18% have said they'd spent more than 10 minutes trying to pay for a space. In addition, 33% have failed to pay for parking at least once, and later received a fine as a result.

The British public's least favourite payment method is an automated phone call (38%), followed by a parking app (26%) and then a ticket machine (18%), according to the research.

Now Škoda is aiming to make the public's parking woes less troublesome, as it trials a new and innovative service. Pay to Park enables cashless payments for parking directly via the Škoda infotainment system.

The Pay to Park service automatically identifies the car park or parking zone you've entered using the car's navigation and handles payments automatically. The system is currently being trialled in Scandinavia, Germany, Belgium, Austria, Switzerland and Italy, and will soon be available in the Czech Republic, Spain, France, Netherlands, Slovenia, Hungary, with plans for the system to be trialled in the UK in the future.



CROSSING TIMES UNDER REVIEW

Active Travel England (ATE), an executive agency of the Department for Transport, is looking into

changing the average walking speed used to set crossing times from 1.2 metres per second to one metre per second which would give people more time to cross the road at light controlled crossings.

Active Travel England is developing advice notes on critical issues for transport authorities and this includes crossing times.

Currently it is important to note that the 'green man' period is the invitation to start the crossing period if it is safe to do so and that the time pedestrians have to cross the road is also includes the 'intergreen' period, which follows the fixed green man. This is because a person starting to cross in the last moment of the fixed green man period must still should have adequate time to cross the road safely.



However many elderly and disabled people have claimed for a long time that they still struggle to get across the ropad in the time allowed. However the balance between allowing enough time and keeping the traffic from backing up is not an easy one to resolve.