Traffic Safety Roads

Published monthly by
The Graham Feest Consultancy
incorporating the UK Road Safety Network
November 2018

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The Road Casualty results for 2017 were finally published (although stated as provisional) for 2017 at the end of September after the last of my newsletters went to press.

1,793 people were killed on roads in Great Britain during 2017 one death more than in 2016.

24,831 people were seriously injured in 2017; however this figure is not comparable to earlier years due to changes in casualty reporting methods introduced in 2016.

170,993 was the total number of road casualties for the year a fall of 6%.

Pedestrian deaths rose by 5% to 470 in 2017 and are showing an upward trend on the 2010-2014 average of 424.

Motorcycle deaths increased - up 9% to 349.

There was a fall in the number of cyclists killed - down 1% to 101 - and the number of car occupants killed - down 4% to 787.

Looking at age, the number of fatalities aged between 17-24 years decreased by 7% in 2017 - down from 299 in 2016 to 279. The ongoing downward trend for this age group is welcome news given the pressure on young drivers between this age range. However a number of additional factors may well have some influence on this such as young people learning to drive later and also having attained a licence not immediately getting behind the wheel of a car. The number of fatalities aged 60 years and over increased by 5% to 559 (from 533 in 2016). Largely due to the number of pedestrian deaths in 2017 (216 compared to 186 in 2016).

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

Comments made can be found on page 13
NUMBER PLATES FOR CYCLISTS

A controversial approach to cycling to school has had mixed response following the action of the headteacher and school.

The children from a south London school have been told they will be banned from cycling if they do not put number plates on their bikes. Teachers at Stanley Park High in Carshalton proposed to introduced the plates on 1st October alongside measures to encourage cycling, including subsidised bike lights and maintenance workshops.

The number plate scheme has come about in response to incidents of children cycling in a way that ‘endangers themselves and others’ and enables members of the public to report pupils who ride dangerously.

On the school’s website is a clear statement which says

“All students who cycle to school will be required to display a school-issued bicycle number plate when riding to and from school. Students without a number plate will not be permitted to cycle to school, or lock their bicycles on school grounds.”

However both Cycling UK and Sustrans have questioned why the school - which says the main aim is to keep pupils safe ‘wants to make cycling to school more difficult’ and saw the actions of the school as ‘part of a trend of head teachers trespassing on parental responsibilities. There approach is to encourage schools to focus on encouraging local authorities to adopt 20mph speed limits and traffic-calming measures instead of making ‘cycling to school more difficult’ but the Headteacher is clear about his objectives stating that the absolute priority is the safety of our students and the aim of this initiative is simply to ensure their safety as they travel to and from school.

Meanwhile

Breaking down the barriers that stop women from cycling could increase the number who ride to work by 60%, new research from Transport for London suggests. The Transport for London (TfL) research highlights several reasons why women choose not to cycle, including the fear of being involved in a collision, concerns around too much traffic and not feeling confident and it is considered that addressing these concerns could increase the number of women who cycle to work by 30,000 a day - and increase cycling in London by around 10%, the equivalent of more than 50,000 extra daily journeys.

In London TfL says only 10% of women cycle regularly but that new infrastructure is encouraging more to take to two wheels. The number of female cyclists in the Capital has increased by 4% in the last three years; and since Quietway 1 was launched in 2016 the number of women using the route has increased from 29% to 35%.
DEVELOPING SAFE SYSTEM ROAD SAFETY INDICATORS FOR THE UK

PACTS, in association with Ageas, has called on the government to adopt a new approach to managing road safety. The report - Developing safe system road safety indicators for the UK, was launched at the Conservative Party Conference on 2nd October 2018. It recommends that the UK monitors a set of eight key indicators to show changes in the underlying safety of the road system.

The indicators are:

- Percentage of traffic complying with speed limits on national roads
- Percentage of traffic complying with speed limits on local roads
- Percentage of drivers who do not drive after consuming alcohol or drugs
- Percentage of car occupants using a seat belt / child seat
- Proportion of drivers not using an in-car phone (hand held or hands free)
- Percentage of new passenger cars with highest Euro NCAP safety rating
- Percentage of roads with appropriate iRAP safety rating
- Percentage of emergency medical services arriving at accident scene within 18 minutes.

The World Health Organisation has recommended that countries adopt this approach and the European Commission has called on members states to draw up indicators by the second quarter of 2019.

David Davies, PACTS Executive Director, said,

“Reporting on these indicators would focus attention on the factors which most determine the level of death and injury on UK roads. They are evidence-based and would benefit all road users. They apply across the UK and some can also be monitored at local level. PACTS is very pleased to have had the chance to undertake this work, thanks to the support of Ageas. We have had tremendous cooperation from road safety experts and stakeholders who are enthusiastic about this new approach. It would not involve significant new spending. Much of the data exists already. It needs to be supplemented, brought together and used.”

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

SLEEP DEPRIVATION TEST ON THE HORIZON

Researchers have developed a new test which could provide information for police forces to identify whether a driver involved in a collision was suffering from sleep deprivation. Scientists from the Sleep Research Centre at the University of Surrey have created a blood test capable of telling whether a person has skipped a night’s sleep. The researchers say the breakthrough, which could also ‘assist employers in assessing fitness for duty’, paves the way for a future test to accurately calculate how much sleep an individual has had. Tests carried out on 36 participants who’d gone through a 40-hour period of sleep deprivation identified changes in the ‘expression levels’ of thousands of genes.

Previous research has shown that drivers who get just one to two hours less than the recommended daily allowance in a 24-hour period nearly double their risk of being involved in a collision.
The reduction in Scotland’s drink-driving limit has had little effect on the level of deaths and collisions on Scottish roads says a new study which was certainly not the news which the road safety world in the rest of the UK were looking for in the hope that it might make the UK Government reduce the limit in England and Wales.

Researchers from the University of Strathclyde found that the lower limit for blood alcohol content (BAC) has not been followed by a statistically significant overall drop in road fatalities, including during peak collision periods at night-time and weekends. There has also been little change in the death rate for young drivers aged 16-25 years, who are seen as one of the highest-risk groups for drink-driving. The lower drink-drive limit of 50mg in every 100ml of blood was introduced in December 2014, bringing Scotland into line with most other European countries. However the rest of the UK still maintains an 80mg per 100ml limit.

The study, carried out by the university’s Department of Economics assessed data on more than 1.1m collisions between 2009 and 2016 – leading to 1.5m casualties and more than 14,000 fatalities - with prevailing weather conditions also taken into account. The study found that, in the two years leading up to the lower BAC limit, Scotland had a monthly collision rate of 740.63 and fatality rate of 14.96. In the two years after the new limit was introduced, the rates were 704.13 for collisions and 15.25 for fatalities - consistent with England and Wales, where the BAC limit remained unchanged.

The researchers conclude:

“While there may be other reasons to pursue a reduction in the BAC limits, our results suggest that this further BAC limit reductions has not achieved all that might have been hoped for it in terms of road safety. This is not to say that previous BAC limit reductions have been an ineffective means of preventing traffic fatalities. Instead, our results indicate that the marginal returns to further BAC reductions in terms of road safety are small, which is a result that policy makers should take into account when weighing the costs and benefits of alcohol-control policies.”

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

A QUARTER OF CAR OCCUPANTS WHO DIED IN 2017 WERE NOT WEARING SEAT BELTS

The latest Government Casualty Figures for 2017 have indicated that the number of car occupants who were killed while not wearing a seat belt reached the highest level on record. Up to one in four deaths in a car would potentially have been prevented if a seat belt had been worn. If this is correct then it is something which is a needless waste and we need to adopt the same harsh penalties as using a mobile phone with these people who cost society so much money through selfish acts. So why not have madatory disqualification for drivers who do not wear a seat belt or ensure that their passengers of whatever age are doing so. By the same token we should remove many of the exemptions given to drivers not to wear a belt.

What do you think?
USING THE RIGHT FOOT TOO MUCH IS STILL AN ISSUE

Latest information shows that 86% of cars exceeded the speed limit on roads with a 20mph limit - with 18% breaking the limit by more than 10mph - this according to the latest DfT figures for 2017.

To formulate what is happening a measurement of speed and compliance is made at sites where the road conditions are ‘free flowing’ - for example roads with no junctions, hills, sharp bends, speed enforcement cameras or other traffic calming measures. The figures show the percentage of cars exceeding 20mph limits rose year-on-year by 5% in 2017 - with the percentage of those breaking the limit by more than 10mph rising by 3%. Against this rise however we need to note that the number of areas where 20mph in in operation has increased and continues to do so at a fairly rapid rate. However, the DfT acknowledges that free flowing conditions are not typical of most 20mph roads. One might also conclude that where free flowing traffic is possible drivers consider that it is an inappropriate speed for the road although there are of course other factors which have brought the speed limit down to that level.

Single carriageway roads where the national speed limit applies (60 mph) had the highest levels of compliance, with only 9% of cars exceeding the limit. However, this figure represents a 1% rise on 2016 when only 8% exceeded the speed limit.

On motorways, 48% of cars exceeded the 70mph speed limit, with 12% exceeding it by more than 10mph. Again, these figures show a year-on-year rise; compared to 46% and 11% respectively in 2016.

On 30mph roads, 52% of cars exceeded the speed limit with 6% exceeding it by 10mph or more - 1% fewer than in 2016.

REPORTED EYESIGHT ISSUES

A Freedom of Information (FOI) request to the DVLA by Feel Good Contacts - a UK based supplier of contact lenses indicated a 20% increase in the number of drivers notifying the DVLA of problems relating to their eyesight between 2013 and 2017. The DVLA received 200,289 notifications of ‘eyesight issues’ in 2017 - compared to 166,148 in 2013. The data also shows the number of licenses that were ‘refused on application or revoked for eyesight-related conditions’ between 2013 and 2017 was 42,803 for ‘Group 1’ drivers (car/motorcycle) and 6,965 for ‘Group 2’ drivers (lorry/bus).

Currently learner drivers must demonstrate that they can read a number plate from a distance of 20m (65ft) before the start of their practical test - and are then legally responsible for ensuring their sight remains good enough to drive thereafter. However, there have been repeated calls for better regulation of eyesight tests including a campaign which says drivers should be tested by an optician before they are issued with their provisional driving licence.
SHAKE UP IN THE REGULATIONS FOR TAXI AND PRIVATE HIRE OPERATORS

Local authorities have welcomed recommendations in a report to introduce national minimum standards for taxi and private hire vehicle licensing urging the Government to overhaul the regulatory regime for the taxi and private hire vehicle (PHV) sector.

The report recommends the introduction of national minimum standards for drivers, vehicles and operators for taxi and PHV licensing and is looking for the Government to convene a panel of regulators, passenger safety groups and operator representatives to determine what these minimum safety standards should be. However it also for licensing authorities to set additional higher standards in safety and all other aspects depending on the requirements of the local areas.

Campaigners have been warning for some time of the dangers of a lax regulatory regime when it comes to taxi licensing. The Suzy Lamplugh Trust warned in January that passengers are at risk because the highest level of criminal checks is not required in law — it is only recommended in guidelines. The Trust’s research into safety checks for taxi and PHV drivers revealed that only 46 out of 316 local authorities were able to provide detailed information about drivers’ criminal histories on request. It also discovered that at least 865 drivers in the 38 licensing authorities approached for information had successfully applied for or renewed their licence despite having a criminal conviction.

John Hayes, the former minister of state at the Department of Transport who commissioned the task group report described the current licensing regulatory system as ‘not fit for purpose’ and welcomed the fact that the report recognised the importance of retaining a certain amount of local flexibility when it comes to licensing.

SAFETY COMES OUT ON TOP IN BUS DRIVER SURVEY

Safety is the most important factor for bus and coach drivers according to a survey carried out by Swedish manufacturer, Volvo. The company spoke to 1,000 bus and coach drivers across Europe to learn what mattered most to them in their working environment with road safety coming out as the top priority. The Volvo’s study suggests that most drivers enjoy their work with 85 percent of those surveyed saying they would recommend their job to other people. A total of 44 percent think that satisfied passengers are the best thing about the job while 29 percent put the driving itself in first place.

When answering which factors play the greatest role in their choice of employer, working hours, geographical working area, managers, colleagues and training opportunities were all deemed very important. However, the most important consideration of all is which bus they are assigned to drive according to 67 percent of the drivers. Asked about different characteristics of the vehicles they put safety in first place closely followed by manoeuvrability and visibility. The fact that drivers put road safety at the top of their list demonstrates their sense of responsibility and concern for passengers which pleased the company and it seems that passengers are also satisfied with 63 percent of drivers saying they rarely or never came across angry or rude passengers; with passengers often showing their appreciation to drivers - nine out of ten had been given a spontaneous round of applause by passengers and around 30 percent said that this happened frequently.
PROJECT EDWARD: EUROPEAN DAY WITHOUT A ROAD DEATH

Project EDWARD, with has become an annual event, (the European Day Without A Road Death) took place across Europe on Wednesday 19th September. Devised in 2016 as Project EDWARD by the European Traffic Police Network (TISPOL), the initiative once again aimed to raise awareness of road safety and reduce the number of people killed every day on the roads of Europe. In efforts this year some 50 deaths on Europe’s roads were recorded on the day which is below the average of 70.

Preliminary results across the 31 countries which took part are recorded thus far:

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POLICE USE DOUBLE DECKER BUSES TO CAPTURE PHONE USERS ETC

West Midlands Police are making use of the vantage point offered by a double-decker buses to detect drivers using a mobile phone at the wheel. Operation Top Deck as it is known sees plain clothes officers equipped with video cameras peering down at passing motorists. When detected the Information is radioed to police motorcyclists who stop offenders and remove them to a designated area where they are given an ‘educational input’, including a ‘hard-hitting’ virtual-reality video highlighting the potentially consequences of using a phone while driving.

The first operation took place on 17th September which captured 45 motorists using phones. 13 of them were using devices in stationary traffic and were given on-the-spot education about the dangers. These drivers face prosecution should they be caught a second time. The remaining 32 drivers face the prospect of a £200 fine and six licence points added to their licence.

One man was caught using his phone while on route to a speed awareness course while a female driver was prosecuted for driving without due care and attention after officers found her eating from a bowl of cereal in her lap.

STUDENTS AND OTHERS ADVISED TO KEEP DETAILS UP TO DATE

According to GoCompare nearly 500,000 students in the UK could face fines of up to £1,000 by failing to update their driving and licence and vehicle documents with their new address details and they are stressing that it is a legal requirement to amend these details with both the DVLA and Insurance Companies even if it is temporary. The warning is however relevant to all drivers if they change their address.
WAS YOUR LICENCE OBTAINED AFTER 1ST JANUARY 1997?

Younger van drivers are being urged to make sure they don’t overload their vehicles which carries a risk of invalidating their driving licence. Van leasing company leasevan.co.uk says that many younger van drivers may not be aware that their driving license limits them to driving vans which weigh less than 3,500kg when fully loaded - including the weight of the driver themselves. The rule applies to motorists who passed their driving tests after 1 January 1997 and if they plan to exceed this weight they need to take an additional driving test.

LeaseVan warns that many van drivers fail to factor in the weight of their van’s load and instead, wrongly assume that just because the van itself is below 3,500kg, they should be safe. Most medium-sized vans typically weight around 2,000kg but fully loaded with items along with the weight of a one or two-man crew the 3,500kg limit can easily be exceeded.

If a driver was involved in a road accident and their van was found to be over the weight threshold, they would not be qualified to drive it and therefore insurance would be invalid.

SOME GOOD NEWS FOR MOTORISTS

The tolls on the two Severn crossings will be scrapped earlier than planned. Charges on the bridges were scheduled to be axed by 31st December will now be lifted a week earlier on Monday 17th December 2018. The tolls have been in place since the original Severn bridge was opened.

The Queen opened the £8m first bridge in 1966 while the second bridge built three miles downstream across the Severn Estuary was financed by a private consortium set up in 1992. Now around 25 million journeys a year are made across the two bridges and daily users of the crossings could save about £1,400 a year. The toll on the M4 and M48 bridges - that link south Wales and south west England - was initially reduced on New Year’s Day in 2018 after they returned to public ownership as the UK government removed VAT on their take-over. The downside to scrapping the charge is that 115 jobs are now at risk.

SCOTLAND TO COME IN LINE WITH FIXED PENALTIES

The Scottish Government is proposing that section 54 of the Road Traffic Offenders Act be amended to allow the police, traffic wardens and DVSA vehicle examiners to issue on-the-spot fixed penalty notices to suspected offenders of road traffic offences committed in Scotland. The current process in Scotland allows fixed penalty notices to be fixed to vehicles or issued to suspected offenders by way of conditional offer, which if not paid, must be reported to the prosecutor by the relevant authority for any further action to be taken. This differs from the process elsewhere, where fixed penalty notices can be enforced without the need to raise summary criminal proceedings in court. The Scottish Government will now consider issues raised by respondents and engage with the DfT and the Office of the Secretary of State for Scotland to reach a decision on the way forward.
INCIDENTS AT RAIL CROSSINGS OF GREAT CONCERN

Network Rail in conjunction with British Transport Police have launched a national campaign to reduce the number of incidents with drivers at level crossings and to hopefully increase awareness of the dangers which level crossings present.

Network Rail have revealed that in the UK 46 incidents take place on level crossings each week and in the last 5 years 6 people have lost their lives in vehicles at level crossings with many more being injured. Lorries make up also a third of all level crossing incidents but the involvement of cars not far behind.

A recent survey accompanying the figures found that while distractions can result in drivers overlooking warning lights, a concerning 26% of motorists have never been taught how to use level crossings. Box junction rules state that vehicles should never enter the yellow hatched area over the tracks unless they have a clear exit however many motorists ignore this rule leaving them ‘trapped’ when trains approach.

The study also found that 11% of drivers would drive onto a crossing if they had checked the timetable and believed there was no train coming. Network Rail point out that this is particularly dangerous as freight trains and other services aren’t listed on public timetables and will pass through level crossings at speeds of up to 100mph.

BUS USE FALLS

A continued fall in bus use over the last four years has prompted calls for a national bus strategy from a leading operator to stem the tide of local cuts. The latest government statistics show the trend of falling bus use has continued in across England in the last quarter while at the same time fares have gone up.

The Go-Ahead Group which is London’s largest bus operator has highlighted that while the Department for Transport has clear strategies for rail, roads, aviation, cycling and walking, it does not have one for bus services. The company said a strategy was ‘urgently required to boost patronage, tackle congestion, improve air quality and address social exclusion’. Such a strategy should incentivise bus prioritisation measures to reduce congestion and deliver smart solutions.
SHARED SPACE SCHEMES

As the controversy continues about Shared Space Schemes the Government has issued some clarification on its recent statement about putting on hold such projects—which incorporate a level surface until new guidance has been issued.

Designers had raised concerns that the injunction as set out could affect housing development schemes among others but now further clarification has been given in terms of:-

‘While authorities need to ensure that all schemes are designed with the needs of different users in mind and satisfy their obligations under the equalities legislation the focus of the pause is on level-surface schemes in areas with relatively large amounts of pedestrian and vehicular movement such as high streets and town centres (outside of pedestrian zones). The pause does not apply to streets within new residential areas, or the redesign of existing residential streets with very low levels of traffic, such as appropriately designed mews and cul-de-sacs, which take into account the relevant aspects of the National Planning Policy Framework and associated guidance. Features often included in a shared space scheme, such as the minimal use of traffic signs and other traffic management related street furniture, removing traffic signals, removing/modifying formal and informal crossings, raised side road entry treatments, continuous footways, table junctions and shared use routes for pedestrians and cyclists are often integral parts of other traffic management schemes. The use of these features in traffic management schemes is not included in the request to pause level-surface shared space schemes. The availability of formal crossings is particularly important for visually impaired people. Local authorities should consider how this need can be met in all schemes, including shared space. The current injunction does not apply to development schemes that are currently at the planning application stage or beyond’.

The Department for Transport, with the Scottish Government and Transport Scotland is to commission research on inclusive design which will also inform further advice on creating places that are accessible, inclusive and well-designed.

PARENTS WHO BRING THE PROBLEM ARE COMPLAINING ABOUT IT!

Living Streets is calling for new measures to reduce the number of cars on the school run. Research by YouGov 2018 reveals that *too many cars are the things parents find most annoying on the school run* and in particular too many cars around school gates (54%); cars parking on the pavements (50%); and too much traffic on the journey (45%).

Living Streets is seeking for local authorities to trial road closures around schools thereby prohibiting cars from outside the school gates at the critical times that the children are coming to or leaving alongside a series of other measures which will encourage more families to walk to school. It also adds that over 2,000 primary schools in the UK are situated in pollution hot spots, putting pupils’ health at risk.

This amused me - So what are parents going to do about it then? I expect some of those complaining are those who walk already but many are no doubt car drivers themselves all trying to park on top of the gate. Shutting the road is just moving the issue somewhere else and potentially into a less safe and secure environment Ed
I am grateful to Toni Watkins-Burton - Peeks Driver Education Centre

Every driver knows that exceeding the speed limit is a criminal offence that can lead to penalty points, a fine and a driving ban. For LGV and PCV drivers however, the position is even more serious. If you are caught speeding and hold vocational drivers’ licence you can expect to face not just the criminal courts but also a hearing before the Traffic Commissioner.

Below are five things every bus, coach and truck driver needs to know about speeding offences:

1. You may be called to a Driver Conduct Hearing to explain yourself unlike ordinary car drivers, as a professional driver the Traffic Commissioner regulates your vocational licence. This means that if you are caught speeding, whether in an LGV/PCV or not, you face not only criminal proceedings (Fixed Penalty Notice, Magistrates Court summons etc) but may also face regulatory action by the Traffic Commissioner. This takes the form of a Driver Conduct Hearing at which the Traffic Commissioner will question you about how the speeding offence occurred and consider whether or not he or she should take action against your professional drivers’ licence.

2. You could lose your Vocational Drivers’ Licence. The powers of the Traffic Commissioner are extensive. For example, the “starting point” for a second offence of speeding in a commercial vehicle normally carries a 6-week licence suspension. However this is only a starting point and the actual action taken may vary widely depending on the circumstances of each case.

3. Speeding in your own car is still a matter for the Traffic Commissioner. It is a commonly held myth that the Traffic Commissioner can only take into account speeding offences that occur behind the wheel of an HGV or PCV - this is wrong. In deciding what action to take against the holder of a vocational licence, the Traffic Commissioner can, and will, take into account all your conduct “as the driver of a motor vehicle.” This means that if you are caught speeding in your private car on your day off, you can still be called to a Driver Conduct Hearing and have your professional licence suspended or even revoked.

4. Your Employer will have to Report you to the Traffic Commissioner. The holder of an operator’s licence has a legal duty to inform the Traffic Commissioner of any relevant driving offences committed by his or her drivers and this includes fixed penalty notices. This applies even if you are a temporary agency driver. If they do not, they risk being called to Public Inquiry and having regulatory action taken against their O licence.

Continued on the next page
SPEEDING - THE FACTS & CONSEQUENCES (Continued)

5. The new Speeding Fine Bands - How much will you be fined if you’re caught speeding?
The fine depends on what band you fall into, which will then dictate how much of your weekly income you’ll be charged.

The new fines are now based on your weekly wage as calculated below:

<table>
<thead>
<tr>
<th>Band</th>
<th>MPH over stated speed limit</th>
<th>Fine (Percentage of relevant weekly wage)</th>
<th>Number of points on licence or length of disqualification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Band A</td>
<td>1mph to 10mph</td>
<td>25-75%</td>
<td>3 points</td>
</tr>
<tr>
<td>Band B</td>
<td>11mph to 20mph</td>
<td>75-125%</td>
<td>4-6 points or 7-28 days’ disqualification</td>
</tr>
<tr>
<td>Band C</td>
<td>Over 21mph</td>
<td>125-175%</td>
<td>6 points or 7-56 days’ disqualification</td>
</tr>
</tbody>
</table>

Finally
So, what is the moral of the story? Well, we all accept the simple fact that speeding is illegal. However, there are some road users who console or even justify themselves with the premise that “everyone does it”. That premise does not have any weight when the facts are placed before the courts nor the Traffic Commissioner and will definitely not excuse your conduct. Moreover, if you are driving one of the company’s vehicles, then you are also bringing the public image of the business into disrepute, something that will affect everyone involved with the company. So be aware, be compliant and be safe.

HIGHWAYS ENGLAND AREA 10

Amey has secured the Highways England Area 10 highways maintenance and response contract in a 15-year deal worth £325m. The road network serves the North West of England, connecting the cities of Manchester and Liverpool, and surrounding areas and covering Cheshire, Merseyside, Greater Manchester and South Lancashire. The previous Area 10 contractor was a Balfour Beatty Mott MacDonald joint venture. From April 2019, Amey will be providing all routine and cyclic maintenance on the strategic road network (SRN) in the area as well as incident response, defect rectification and severe weather treatment, including traffic management during incidents.

GENDER DIFFERENCES IN THE BEHAVIOUR OF OLDER DRIVERS:
MAINTAINING MOBILITY AND SAFETY

Older woman drivers, aged over 70, are involved in fewer collisions than older men per driver per year but have a higher collision rate than older men per mile driven. For female drivers of all ages, a higher percentage of serious collisions occur during right turns across traffic or at T-junctions than is the case for male drivers. Studies of self-regulation find that older women are more likely than men to find some aspects of driving unpleasant and to try to avoid some situations. Women drive lower mileages than men and studies have shown that drivers with a mileage of less than 2,000 to 3,000 miles a year have a higher collision involvement rate per mile. These are the finding of a report published by the RAC

A copy of the report can be found at: https://www.grahamfeest.com/resources/documents/latest-uploads/
REFLECTION ON 2017 ROAD SAFETY STATS

Neil Greig, IAM RoadSmart director of policy and research, said:

“Although the number of casualties of all severities in reported road traffic accidents in 2017 is 6% lower than in 2016 and is the lowest level on record, the number of fatalities has increased, albeit by just 1. We appear to have reached a hard core of human behaviour related crashes that requires much more focus on driver training and quality if we are to make progress towards a long term vision of zero deaths on our roads. Road safety in the UK seems to be bumping along the floor with yet another year without real improvement in key fatal injury statistics. With seven years without progress it is clear that we have an increasingly complex picture of good news, such as safer cars and investment in new roads, being cancelled out by more traffic and a hard core of human behaviour issues that are the most difficult to tackle. Road safety is everyone’s responsibility and it is clear that working in partnership to promote it is the key to returning to long term downward trends. More incentives for post-test training, consistent enforcement of new motoring laws, accelerating the uptake of AEB (autonomous emergency braking) equipped cars and promoting best practice in driving for work are just a few examples of the quick gains that could be achieved.”

The Graham Feest Consultancy said:

“Whilst overall it is disappointing that we have not made any progress in reducing death and serious injury at least the picture is not worse. This might not give much comfort but we seem to fail to really tackle the issues which could give us a better rate of return. The number of deaths with people not wearing seat belts, using a hand held phone for various applications, drink driving and speeding are ALL legislated by laws and yet we fail to act efficiently enough to persuade motorists to comply and suffer the consequences of death as a result be that the innocent victim or the perpetrator. In general terms whilst there is a welcome result in the overall number of casualties on the road which has been the case now for a number of years there is much concern that we have not made any progress in those being killed or seriously injured for the last few years. This does however appear to be in line with what is happening elsewhere in Europe. When so much emphasis is being place on a Safe Systems Approach aimed at reducing death and serious injury from mistakes made by road users it is suggesting that we also have much to do in this direction.”

Joshua Harris, Director of Campaigns for Brake

“These figures highlight the shocking lack of progress on road safety improvement in Britain. This stagnation must be arrested and yet the Government sits on its hands and rejects the introduction of policies which are proven to save lives - for the individuals, families and whole communities devastated by road crashes, this is simply not good enough. Casualty reduction targets are a proven catalyst for road safety improvement and yet, since 2010, the UK Government has rejected this approach. With the UK’s deterioration in road safety showing no signs of abating, we urge the introduction of national road casualty reduction targets as a priority. The Government must have its feet held to the fire on road safety.”
LOCAL ROADS FUNDING AND GOVERNANCE

A coalition of transport bodies has warned that without adequate and stable funding the maintenance backlog on local roads will pass to future generations. The stark message comes in a joint letter sent by the Chartered Institution of Highways and Transportation (CIHT) to Lilian Greenwood, chair of the Commons Transport Committee which is currently carrying out an inquiry into Local Roads Funding and Governance. The organisations, who also include the Institute of Highway Engineers, Highways Term Maintenance Association, council directors body ADEPT and the Civil Engineering Contractors Association, say they ‘recognise that there have been great strides in improving efficiency in the highways industry but believe that the local highways network needs urgent answers to the questions of funding and governance’. The letter argues that local roads have in recent years been ‘underfunded and unrecognised for the fundamental role they play in the economic, social and environmental wellbeing of our nation’

LAUNCH OF A NATIONAL ACCIDENT PREVENTION STRATEGY

A total of TWENTY FIVE recommendations for action are made in the first ever National Accident Prevention Strategy which has been published by RoSPA which integrates all the various areas where accidents result in death or serious injury. The issues which are raised demand the attention of all leaders within our community whether they are in the public, commercial or voluntary sector.

Accidents (Crashes, Collisions, Incidents) are a leading preventable cause of death, serious injury and long-term disability which devastate individuals, families, communities and businesses and place a huge burden on our health and social care system and on society as a whole. There have been significant reductions in accidental death and injury on the roads and in workplaces, with nationally led strategic approaches to prevention - featuring a blend of education, engineering and enforcement - being implemented for both road and occupational safety.

Home and leisure accidents have not benefited from such rigorous and enduring national strategic approaches and fatal home and leisure incidents have increased. This increase in home and leisure fatalities (particularly falls and accidental poisoning) contributed to an overall rise in deaths in England from 2013-2016.

Relatively few accidents are wholly new or unforeseeable and the majority are preventable through the application of proportionate safety measures. Interventions should be enabling or empowering, and a risk-averse “cotton wool” approach to safety should be resisted.

The majority of recommendations are aimed at those with responsibility for setting the agenda locally in local authorities or the NHS. In addition there are also opportunities for those with frontline delivery roles to make an impact whether it is in further improvements with regard to road and work place safety or in areas such as home water and leisure which hitherto have not received the attention which they demand.

A copy of the report can be found at: