



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

October 2022

QUEEN ELIZABETH II

1926 - 2022



Traffic Safety Roads

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

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

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



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Edition 7 Issue 10: October 2022

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EDITORIAL

Queen Elizabeth II

The Graham Feest Consultancy would very much wish to be associated with condolences to the Royal Family following the loss of their Mother, Grandmother and Great Grandmother and their extended family and to all people on the loss of our Queen. Like so many it is difficult to think ahead without her presence who has just always been there. We offer our loyalty and support to King Charles III as he assumes the role as our monarch.

News

As result of the Queen's death and with the appointment of a new Prime Minister activity has been somewhat curtailed and so this newsletter for October will be a little shorter than usual.

A Personal Note

This monthly newsletter has been published now since June 2016 and has been distributed free of charge to those registered to receive a copy and for those who receive a version through certain aspects of the work in which I am involved. I certainly have no intention that that should change for the foreseeable future despite many who have suggested and indeed encouraged that a modest charge would be very acceptable and worthwhile for all the information it contains. With this in mind however I do want to say something of a personal nature upon which you might feel you could help.

I am blessed with two children, Alistair with his son Toby and Hannah who has two girls Annabel and Eliza. They are both wonderful parents and it is great to see the unending love that is and always has been shared by brother and sister since they have been born.

However we have a story as written by my son



"I am delighted and excitedly nervous to be running the TCS London Marathon in aid of Challengers on Sunday, 2nd October 2022! This is my first marathon and I'm doing it for my beautiful niece Eliza.

Eliza was born on the 17th May 2017 to my sister Hannah and brother in-law Simon. Eliza is aged five. When she was 2 years old she was diagnosed with a rare genetic disorder (STXBP1). She has severe learning difficulties and mobility issues. With a lot of perseverance and hard work, despite a diagnosis that Eliza would not walk or talk, we now see her running around and trying to communicate and with her gorgeous smile leading you to what she wants to do.

Hannah and Simon, like all special needs parents, are the hardest working of all and support and respite for them is often limited. So many families rely on the great work Challengers do.

Challengers are passionate about providing play and leisure opportunities to all disabled young people, to enable them to have fun, make friends and try new activities while also providing vital respite for families.

I lovingly thank you for your support and am so grateful for anything you can give.

Thank you so much, Alistair"

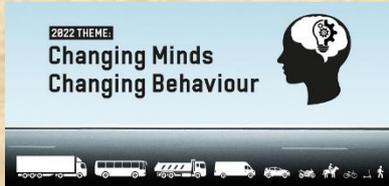
If you would like to support my son and make a small contribution to his efforts for his sister then that would be all the recognition that I would wish for continuing to provide this monthly newsletter free of charge.

You can go to his Just giving page at <https://www.justgiving.com/fundraising/alistair-feest1>

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PROJECT EDWARD 2022

Following the sad news of the death of her majesty the Queen, Project Edward which was to have taken place from 19th to 25th September 2022 was and has been re-scheduled to run now from 17th to 21st October 2022



I wrote about Project Edward in the last Edition and indeed my front cover was dedicated to the event. Project EDWARD (Every Day Without A Road Death) is described as “the biggest platform for showcasing good practice in road safety in the UK” and is backed by government, the emergency services, highways agencies, road safety organisations and businesses

The theme for Project EDWARD 2022 is ‘Changing minds, changing behaviours’.

NEW SECRETARY OF STATE FOR TRANSPORT

Prime Minister Liz Truss has appointed Anne-Marie Trevelyan as her new Transport Secretary and she replaces Grant Shapps who had held the post since July 2019.



Anne-Marie Trevelyan had previously been international development secretary but lost her place in the cabinet when the department was scrapped. She was Secretary of State for International Trade and President of the Board of Trade from 15th September 2021 to 6th September 2022.

Previously Anne-Marie was appointed as the UK International Champion on Adaptation and Resilience for the COP26 Presidency on 7th November 2020. She was Minister of State (Minister for Energy, Clean Growth and Climate Change) at the Department of Business, Energy and Industrial Strategy from January 2021 to September 2021, Secretary of State for International Development from February to September 2020 and Minister of State for the Armed Forces from 17th December 2019 to 13th February 2020, and Minister for Defence Procurement from 27th July 2019 to 16th December 2019.

She was first elected as Member of Parliament for Berwick-upon-Tweed at the 2015 general election.

The New Secretary of State is being urged to take “strong, immediate action” to get the UK back on track as a world leader for road safety in a statement issued by IAM RoadSmart. She joins the DfT at an important time - following a decade in which the number of road deaths has remained close to the 1,800 mark each year. This is with the exception of the last two years which were impacted by Covid-19.

HYBRID VEHICLE SALES FALLING

Sales of plug-in hybrid vehicles are declining at a rapid pace with plug-in hybrid sales down almost 16% after the first eight months of the year. Is this a reflection of the cost of fuel or now that electric vehicles can travel greater distances perhaps the need for the option is no longer needed.



Fully electric vehicles seem to be the most popular amongst buyers with almost a 50% increase this year to date as drivers bypass the hybrid option previously seen as a natural stepping stone to full electric vehicles.

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PROPOSED CHANGES TO DRIVER LICENCING

The Government is considering changes to driver licence regulations to include vehicles up to 7.500 to be driven on a category B licence entitlement (ie the basic car driving licence) which will have the effect of permitting the current 3.5 limit to be extended to 7.5 which is where it was up until 1st January 1977



A call for evidence has been launched on a range of options and the DfT is gathering views from a wide range of stakeholders. I rather fancy that for “Call for Evidence” means “Consultation” on doing it and more so that it was EU driving licence directives which brought about the initial change on 1st January 1977 restricting drivers to 3.5 tons and there has already been a statement to the effect that many of the EU driven laws will be repealed.

Other proposals being considered include: creating a formal register of HGV driving instructors; publishing pass rates for HGV instructors; and allowing mechanics who already hold a HGV licence, to drive vehicles such as buses and coaches for repair purposes.

The consultation runs until 28th October 2022.

OLD AGE CARS

It would appear that we are keeping our cars longer which some would say is putting drivers and passengers at a greater risk by not updating as frequently and taking advantage of all the new technology designed to make us safer.

On average, cars across the UK are 8.7 years old, more than a year older than a decade ago and the average scrappage age of a car is currently 13 years with almost a quarter of all cars, running past that age.



Chief of the motoring and cycling retailer, Graham Stapleton, said that the UK has the oldest car fleet in its history and hard-pressed owners are keeping vehicles going which risk their safety and he forecasts that the average age of cars in country could top ten years before the cost of living crisis eases.

Despite advances in technology which get lost if cars are not regularly updated, cars of today are better engineered for durability than in the past so it is not surprising that people are keeping them for longer

NEWS FROM ROADPOL

Raising public awareness of road safety is among the basic pillars of ROADPOL's mission.



As a result 6.5 million vehicles in 17 countries were checked during the latest successful ROADPOL Speed Operation, carried out in August 2022.

A violation rate of 6.09% was detected by police officers with laser-guns, unmarked police cars equipped with video and by technical means such as radar cars, speed cameras and section control systems.

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PERSONAL MOBILITY DEVICES (PMD's)

A new law covering electric unicycles, e-scooters, hoverboards, skateboards, segways, etc was published on 14th September 2022 in Cyprus introducing restrictions and prohibitions on the use of personal mobility devices (PMDs) and as we contemplate the laws which will govern their use in the UK many we should look at what has been done in Cyprus.

Restrictions



It determines that the persons who are allowed to use these devices must be 14 years of age or older, the streets and places where the devices are allowed to be used as well as the obligation of the users of

the devices to have a protective helmet, appropriately fastened. The law stipulates also

that the users must have suitable glowing signals on their outfit from sunset to sunrise. It is prohibited to carry any passenger, unless some requirements are met (age of 12 and above, seated on a seat,

The law forbids using scooters on any motorway or fast traffic road. The scooters are exempted from third party insurance.

Roads

The use of the Personal Mobility Device is only allowed on roads where there is a traffic sign which determines the maximum speed limit to 30 km/h and/or cycling roads, cycling lanes, etc. PMDs cannot be used in pedestrian areas,

except when clearly otherwise indicated. It is expected that at some point the Minister of Transport, Communication and Works will determine a maximum licensing fee per Personal Mobility Device.

Sanctions

The law also determines the sentences for the offences likely to be committed. The fines may vary, depending on the offence, with a maximum of one thousand euros (€1000) or five thousand euros (€5000), while imprisonment sentence may vary from a time period of no longer than three months to a

maximum of six months. The court has the power to impose both sentences (a fine and imprisonment).

As of 1st September Cyprus Police already started checking for violations of the new rules.

Cyclists

According to a new law, in Cyprus, there shall be a legal obligation for the use of protective helmet by a cyclist and a bicycle passenger from the 1st of February, 2023. In the event of

committing an offence and conviction, the offender shall be subject to a fine that does not exceed the amount of five hundred euros (€500).

ENGAGE

An initiative which enlists ADIs to help prepare learner drivers for the crucial period after they pass their practical test has been taken up by Safer Roads Greater Manchester.

Engage provides ADIs in north west England with professional training and learner resources that can be integrated into a standard driving lesson. The aim is to influence attitudes and behaviours on topics that are critical to the safety of young drivers, their passengers and other road users. The new partnership with Safer Roads Greater Manchester expands the network of Engage ADIs to 19 local authorities across Cheshire, Merseyside and Greater Manchester.



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ELECTRIC VEHICLE MILEAGE CAPABILITY RISING

Ford has stated that its E-Transit Custom, the EV successor to its best-selling van, will have a range of up to 236 miles.



The vehicle has a 74kWh battery combined with an 11kW AC three-phase onboard charger that can fully recharge the battery in 7.8 hours.

The one-tonne van is a major part of Ford's plans to have five electric commercial vehicles on its books by 2024

The battery can also be replenished at up to 125kW using DC chargers.

Fleets can choose from 135 or 217hp motor power outputs to suit their needs, each offering 415Nm of torque.

NEW CHAIR OF TYRESAFE

Stuart Lovatt, known to many as the former road safety lead at National Highways, has been appointed the new chair of TyreSafe taking over from Stuart Jackson who has stepped down after 14 years.

TyreSafe is the UK's charity dedicated to raising awareness of the importance of correct tyre maintenance and the dangers of defective and illegal tyres.

Stuart has worked closely with TyreSafe for many years through his previous role at National Highways and is a member of RoSPA's National Road Safety Committee and The Parliamentary Advisory Council for Transport Safety (PACTS) where he serves on the Road User Behaviour Working Group. He has been a judge for the HRH Prince Michael of Kent International Road Safety Awards for more than 18 years.



HORSE SAFETY IN WALES

A safety campaign originally launched in Carmarthenshire has now been made available to all 22 local authorities in Wales through Road Safety Wales with support from the Welsh Government .

Teresa Ciano, chair of Road Safety Wales, said:



“We are grateful to Carmarthenshire County Council for instigating a driver awareness campaign which can now be implemented across Wales, with the support of the Welsh Government. Our thanks also to the British Horse Society for providing invaluable data via the incident reporting section of their website, bhs.org.uk. This has helped ensure the advice can be located where most needed, at incident hotspot locations as well as on routes frequently used by the equestrian community.”

Road Safety Wales is also encouraging the ongoing reporting of incidents involving horses in order to expand the knowledge base of equine-related events using the free-to-use BHS Horse website. Road Safety Wales says capturing more accurate data on the frequency and severity of incidents will assist in identifying trends and can be used to more effectively highlight and address the risks faced by equestrian road users.

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ELECTRIC ON-STREET CHARGING POINTS

Nine local authorities (*Barnet, Dorset, Durham, Kent, Midlands Connect (with Lincolnshire as a lead authority), North Yorkshire, Nottinghamshire, Suffolk and Warrington*) are to receive a share of £20 million in funding to make it easier for people without a driveway to charge their electric vehicles.

The funding is being made available through the Local EV Infrastructure (LEVI) pilot scheme - and is expected to deliver more than 1,000 new public charge points. These will range from faster on-street charge points to larger petrol station-style charging hubs.

Funding for the scheme comes from a combination of Government and industry, as part of a collaborative approach to encourage more motorists to go electric. It is the first phase of a wider £450 million scheme.

KERB HEIGHT UNDER SCRUTINY

A visually impaired woman has been granted permission to take the Department for Transport to the High Court for a Judicial Review on the height of kerbs which she says are needed to keep her and her Guide Dog safe.

When uses a Guide Dog, or a long white cane when not working with her Guide Dog, to independently navigate the streets safely is high risk.

She says that to do this safely the kerb has to be of a certain height to stop the Guide Dog walking directly into the road, or a person using a white cane doing the same, as they cannot detect safely where the pavement ends and the road starts.

The case is being backed by the National Federation of the Blind of the UK (NFBUK) who point to research conducted in 2009 by University College London, which 'clearly showed that a minimum 60mm kerb height was needed to keep a blind or visually impaired person from danger and walking into traffic using a mobility aid.

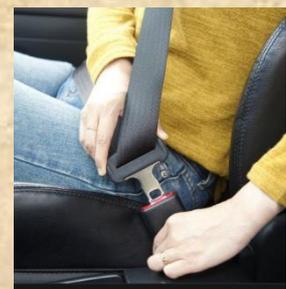
SEAT BELT WEARING

Professor Richard Allsop picked up on the item about seat belt wearing rates reported in the September issue

"Among car drivers, the compliance rates were slightly greater - at 97.2% of drivers, 96.8% of front seat passengers and 92.2% of rear seat passengers. Sadly data shows that 23% of car occupant fatalities in 2020 were not wearing a seatbelt demonstrating that those who do not buckle up are disproportionately likely to be killed in road collisions."

Richards makes the following important observation

On average over all car collisions, the risk of an occupant being killed is roughly halved by wearing a belt, so failure to wear a belt by around 3% of car occupants should lead to no more than about 6% of those killed being non-wearers. So the reason that as many as 23% are non-wearers cannot just be that not wearing a belt make one more likely to be killed. As PACTS has pointed out, a likely explanation for much of the extra 17% or so is that non-wearers are more likely to have a collision in the first place, or are likely to have a collision that is more severe than average. If so, this makes it even more important to keep trying to get the non-wearers to wear their belts.



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THE BIKEABILITY TRUST

The Bikeability trust were recognised by the Institute of Master Tutors of Driving at its awards luncheon early in September for their work inovative work with Driving Instructors through the Cycle Savvy project.



Cycle Savvy was a new educational initiative, funded by the Department for Transport, designed to improve understanding and cooperation between drivers and cyclists.

Driving Instructors were recruited to take part in the project to help make our roads safer for everyone. As a participant, they were assigned to a control or treatment group, with both groups given free online training at different points of the study. Some were offered free practical training on the road.

Whilst the project itself has now concluded and the results are currently being analysed there is still an opportunity should any driver trainers wish to have some training to get in touch with their local bikeability scheme via their local authority.



CYCLE TO SCHOOL WEEK

The 2022 Cycle to School Week will take place between 3rd to 7th October and looks to demonstrate the physical, financial and environmental benefits of pedal power and is being organised by The Bikeability Trust, with support from Sustrans.



Data from Cycling UK shows an average of just 2.2% of children cycle to school, while 35.4% are driven and the Bikeability Trust estimates that swapping the car for cycling on the school run could save families £160 a year.

Participants can choose between pledging to swap one car journey for cycling, cycle to school every day, cycle with their family or discover somewhere new on a cycle ride. All participants will be entered into a prize draw to win a brand new Frog City 61 Bike.

Schools are being encouraged to use presentations, activities and lesson plans created by The Bikeability Trust and Sustrans with these being available throughout the year, allowing schools to continue the conversation around active travel beyond Cycle to School Week

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NEW CALLS FOR REGULAR EYESIGHT TESTING FOR DRIVERS

An 82-year-old driver has been jailed for six months after colliding with a cyclist in the rear causing him to fall from his cycle which resulted in injuries from which he was not to recover.



A police report into the incident identified the cause of the crash was the driver's defective eyesight.

Salisbury Crown Court heard that the driver could only read a number plate from no more than three metres away. This is far less than the 20m required to pass a driving test. It was acknowledged that he was not driving at great speed. However in August 2018 he was told by an optician that he might be developing cataracts and was told to return in 12 months but he failed to do so.

This case has led once again to the call for mandatory eye sight testing particularly when

it comes to renewing your licence at 70 years of age and then every three years.

The relative laxity of the current system is a cause of concern for many, opticians and the Association of Optometrists (AOP) have said for a long time that the general approach to eye sight and driving is weak throughout the totality of anyone's driving career. In an AOP survey, 60% of optometrists had seen patients whose vision falls below the legal standard but continued to drive.

Steve Gooding, director of the RAC Foundation says the organisation had never supported mandatory re-testing of drivers' skills at "an arbitrary age, such as 70". However, he says eyesight tests should be compulsory throughout motorists' lives. Linking to licence renewal every ten years makes sense.

By contrast there is little evidence to show that defective eyesight is a major cause in crashes which is of course little comfort when it does happen. However there is wide spread support for a proper eyesight check to be undertaken prior to being issued with a provisional driving licence.

WALKING, WHEELING AND CYCLING ON PRESCRIPTION IN NATIONWIDE TRIAL

Social prescriptions, including walking, wheeling and cycling, will be offered by GPs as part of a new trial to improve mental and physical health and reduce disparities across the country. The government is to spend £12.7 million in 11 local authority areas including Bath and North East Somerset, Bradford, Cornwall, Cumbria, Doncaster, Gateshead, Leeds, Nottingham, Plymouth, Suffolk, Staffordshire. The funding will go towards several pilot projects in each location and must be delivered alongside improved infrastructure so people feel safe to cycle and walk. The pilots will be delivered between 2022 and 2025 with on-going monitoring and evaluation.

Other schemes include all-ability cycling taster days where people who may not have cycled before can try to in a friendly environment, or walking and cycling mental health groups where people can connect with their communities as they get active.

The pilots, a commitment in the government's Gear Change plan published in 2020, aim to evaluate the impact of cycling and walking on an individual's health, such as reduced GP appointments and reliance on medication due to more physical activity.

Trials in 11 areas across the country to help people's mental and physical health

GPs will issue social prescriptions such as walking, wheeling and cycling, backed by £12.7 million

Schemes will include cycling and walking groups, cycle training and free bike loans

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WORK PLACE SAFETY

A bus company has been fined £380,000 after one of its employees was crushed between a reversing bus and a stationary vehicle on 3rd October 2019.

Due to space limitations, buses often had to reverse to be able to leave the depot in readiness for the day's work. The sole banksman, who would direct vehicles, was occupied at the top of the depot where most buses were parked. As a result, it became custom and practice for the bus drivers at the front of the depot to reverse without a banksman, or to assist each other when reversing, despite not being trained as banksmen.



The injured employee, who was caught between a reversing bus and a stationary vehicle, suffered compound multiple fractures of his arm requiring six titanium plates and 65 metal staples between his wrist and elbow.

Speaking after the hearing, HSE Inspector James Collins said:

“Those in control of work have a responsibility to devise safe methods of working and to provide the necessary information, instruction and training to their workers in the safe system of work. If a suitable safe system of work had been in place prior to the incident, the life changing injuries sustained by the employee could have been prevented.”

An investigation by the Health and Safety Executive (HSE) found that the Bus Company had failed to put a suitable and sufficient risk assessment in place. This should have identified the risks inherent in the bus parking layout and action could have been taken to remove the need to reverse or mitigate the risks from reversing. For example, changing the parking layout, providing a sufficient number of trained banksmen for peak times and improved segregation of vehicles and pedestrians.

At Plymouth Magistrates the company pleaded guilty to breaching Section 2(1) of the Health and Safety at Work etc. Act 1974. The company was fined £380,000 and ordered to pay costs of £18,00



WILL TRUSS SCRAP SMART MOTORWAYS?

During Liz Truss' bid to become Prime Minister she labelled smart motorways a failure and said she would also review motorway speed limits which begs the question as to whether 80MPH or greater is back on the agenda.

She said she would 'look into' changing change speed limits on the motorway network from mandatory to advisory but stopped short of stating she would scrap limits entirely. The current speed limit on British motorways is 70mph, although the limit can sometimes be lowered by operator National Highways. She criticised smart motorways and suggest they could be scrapped if she were in Number 10 which of course she now is.

She told Conservative Party members:

'I absolutely think that we need to review them [smart motorways] and stop them if they're not working as soon as possible. 'On speed limits, again, I'd be prepared to look at that. I can't give you a precise answer but I do believe that the smart motorways experiment hasn't worked.'

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AA SETS OUT ITS AGENDA FOR ANOTHER SECRETARY OF STATE

The AA has pointed out that there have already been 12 Secretary's of State for Transport this century with Anne Marie Trevelyan beoming the thirteenth her precedessors being

John Prescott (1997-2001), Stephen Byers (2001-2002), Alistair Darling (2002-2006), Douglas Alexander (2006-2007), Ruth Kelly (2007-2008), Geoff Hoon (2008-2009), Lord

Adonis (2009-2010), Philip Hammond (2010-2011), Justine Greening (2011-2012), Patrick McLoughlin (2012-2016), Chris Grayling (2016-2019), Grant Shapps (2019 to 2022)

So for the 13th Secretary of State it asks for the following ten things:

Make UK roads safer - promote vision zero road deaths and set targets. Improve rural roads, cycling, pedestrian safety.

Surge in EV charging - improve charging infrastructure, cut VAT for on-street chargers to 5%.

Boost for zero emission vehicles - incentives for lower-income drivers to go electric and set longer-term fiscal incentives for company car drivers.

Reform smart motorways - full review and promote 'controlled' motorways with hard shoulder.

Fix the roads - boost ring-fenced spending and funnel penalty charge income into filling potholes.

Expand Park and Ride - cut congestion and pollution with cost-effective parking on city outskirts and help urban alternative transport.

Increase traffic police - cops in cars reduce overall crime and improve road safety.

Fuel price transparency - extend Northern Ireland's Fuel Price Checker tool to reinvigorate competition* and consider EV charge rate transparency.

Moving traffic violation enforcement protection - extend online transparency of London's traffic offences tribunals.

Speed up roll-out of assisted driving technology - mandate AEB, reduce collisions, cut casualties and improve road network efficiency.

E SCOOTER TRIAL

There was a recent announcement from the Government that the current trial period for loan scheme e-scooters was to be extended until May 2024. It was originally due to end in November this year. The extention only applies to existing trials and no new ones may be added.



However Kent County Council has decided not to further extend the 'controversial' trial of electric scooters. The pilot scheme launched in Canterbury in November 2020 for an initial 12-month period and - 'despite public safety fears and a pedestrian being knocked down' - has twice been extended.

Kent Council Council has declined an invitation from the DfT to further extend the trial until May 2024, preferring instead to stick to the current end date of November 2022. With regard to the scheme's safety record, Kent County Council (KCC) says more than 67,000 rides have been taken in Canterbury since the trial started, with just one collision recorded - which equates to a collision rate of 0.0014%. However, Cllr David Brazier, KCC's cabinet member for transport, said that he decided to "truncate it before someone was seriously hurt".

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CIHT 2022 ROAD SAFETY AWARDS

The Scottish Borders Council have been awarded the 2022 CIHT Road Safety Award for the creation of a 20mph default limit across the Scottish Borders region.

The Chartered Institution of Highways and Transportation (CIHT) Road Safety Award was created in memory of John Smart, the CIHT's former director of technical affairs, who passed away suddenly in 2012 and recognises 'outstanding achievements which improve road user safety through excellent practice, design and technical application'.



In December 2021, the Scottish Border Council confirmed plans to make 20mph the default speed limit across towns and villages in the region, following evaluation of a year-long trial. The 20mph limit was initially introduced to more than 90 locations in October 2020 in a bid to encourage more walking and cycling during the COVID-19 pandemic. The trial was

run in conjunction with Transport Scotland and Sustrans and with input from academics from Edinburgh Napier University, who carried out an independent evaluation from 125 survey sites over 97 towns and villages. They found vehicle speeds had reduced in almost all locations, in some instances by 6mph, with an average reduction closer to 3mph.

Highly Commended was a research project, which sets out to establish the best way to use pre-driver theatre and workshop education to enhance young and novice driver safety. The Pre-driver Theatre & Workshop Education Research (PdTWER) project is headed up by Elizabeth Box, research director at the RAC Foundation and doctoral researcher at Cranfield University. The of the research is to evaluate whether the content and format of theatre and workshop interventions can help pre-drivers develop effective strategies for coping with road related risk and have an impact on future collision involvement.

EQUALITY IN TRANSPORT SAFETY

PACTS has announced that its next 'in-person' one day conference, 'Equality in Transport Safety' is to take place on Wednesday 19th October at the Royal College of Anaesthetists in London London.



The conference overview says that while transport is relevant to everyone, using transport is not equally safe for everyone. It is no longer good enough to improve things for the majority - policies and services are expected to demonstrate consideration of the needs of all users.

The programme will include speakers from Thatcham Research, Birmingham City Council, SoMo, Guide Dogs UK, and TfL, as well as the House of Commons and the House of Lords.

REDUCING CASUALTIES by STOPPING CRASHES

Monday 24th October 2022 - The Jury's Hotel, Cardiff

An event produced by the Graham Feest Consultancy for the first time in Wales but with only a few days remaining until the early bird price expires.

Early bird discount must end at Midnight on 30th September 2022

More information; see the speakers who are participating and to book on line <https://www.grahamfeest.com/gfc-events/reducing-casualties-by-stopping-crashes-general-information/cardiff-2022/>

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STRESS LEVELS VARY WITH AGE AND EXPERIENCE

One in ten (10%) drivers experienced their first flat tyre within three months of passing their test, with more than three quarters (77%) having suffered a flat at some point in their motoring life according to a study for Kwik Fit.



The Kwik Fit research found that as well as new drivers finding a flat tyre easier to bear, experienced drivers are more likely than novices to find their first breakdown a stressful experience. One in ten drivers say they suffered their first break down within three months of passing their test, with 70% of them saying they found the experience stressful. Of those drivers who had their full licence for at least two years before their first breakdown, an even greater proportion, 74%, found the experience stressful.

While drivers can't dictate when they will get a flat tyre or break down, there are plenty of motoring 'firsts' they can control, and the research found that for some of these, tackling them early in a driving career means they are less likely to be stressful. A first motorway journey was found to be stressful by 60% of those driving for more than two years, a huge

Kwik Fit's research did discover that some motoring 'firsts' do get easier with more experience. These include the first appearance of a warning light on the dashboard, taking a car for an MOT, driving a rental car and driving through a 'drive-thru' restaurant. All these events are more likely to be found stressful by drivers in their first three months than those with more than two years on the road.

Interestingly, the research found that the level of stress in dealing with a flat tyre for the first time does not decrease with motoring experience - in fact, it increases. 57% of drivers who experienced their first flat tyre within three months of passing their test found the experience stressful (with 17% saying it was extremely stressful). However, when looking at drivers who got their first flat after more than two years of motoring, the proportions rose to two thirds (66%) and one in four (24%) respectively.

increase over the 39% of motorists taking to the motorway within three months of passing their test.

Similarly, a first journey on narrow country lanes was stressful for 55% of more experienced drivers, compared to 29% of those new to the road. Making a journey of over 100 miles for the first time was stressful for 32% of new drivers, rising to 46% for those with a couple of years motoring under their belt.

Parallel parking is seen by many new drivers as a daunting manoeuvre, but this is another example of a skill best embraced early. Of the drivers who had somehow avoided parallel parking until they had been driving for more than two years, 61% found their first attempt a stressful experience, compared to 36% who took on the challenge in their first three months.