



Traffic Safety Roads

The Graham Feest Consultancy
Incorporating the UK Road Safety Network

May 2023



Traffic Safety Roads

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

Traffic Safety Roads (TSR) collates a range of information and opinion from various sources. Whilst every effort is made to ensure its accuracy the Graham Feest Consultancy cannot be held responsible for any incorrect information provided from third parties or the views expressed by individuals.

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



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. Graham is Chairman of the Institute of Master Tutors of Driving, Chairman of RoSPA's National Road Safety Committee, Road Safety Advisor to the ADI National Joint Council and Road Safety Consultant for the RichWorks.

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

Edition 8 Issue 05: May 2023

CONTENT OF THIS ISSUE

- Project Edward
- Speed (Safety) Vans
- Epidemic of Drug Driving
- Brake
- Smart Motorways
- Deprivation has “Significant Impact” on Road Safety
- Delivering the Safe System Approach
- Bluecruise Technology
- Institute of Master Tutors of Driving Awards
- France
- Netherlands
- Lithuania
- Vehicles on the Road
- Manual for Smart Streets
- Potholes
- Currently Not Substantiated
- Operation Freeway
- The Technical Abilities of Modern Day Cars
- If It's Not Clear - It's Not Safe
- E- Scooters
- Drones Assisting in Detection
- Money for Improvements on High Risk Roads
- Electric Cars and Car Parks
- Seat Belts and Children
- Three New AI Technology Trailers
- Introducing the ADAS Knowledge Hub

Traffic Safety Roads



PROJECT EDWARD

The 2023 Project EDWARD week of action is taking place from Monday 15th to Friday 19th May 2023 to coincide with the UN Global Road Safety Week. Project Edward is about Every Day Without A Road Death

#Project EDWARD
Every Day Without A Road Death

**Safer Mobility,
Everyone's Responsibility**

The Theme this year sets around the subject of Safer Mobility, Everyone's Responsibility.

Follow the action at <https://projectedward.org/2023-2/week-of-action-2023/>



SPEED (SAFETY) VANS

Ever since the Safety Camera programme was introduced in the nineties it has been met with a mixed reaction from the motoring public with some applauding the fact that we are attempting to persuade people to drive within the limit, whilst others contend that it is just a way of penalising the motorists and some will remember claims about the "war on the motorists"

It would seem however that there is now a change of emphasis with the very open approach to operating safety camera vans along with publicity advising people where they are being deployed to a more secretive approach designed to catch people who exceed the limit.

This contentious approach is being met with dismay amongst many motorists who were always of the view that we should be encouraging people to slow down and the presence of a camera van made drivers check their speed and react accordingly - now rather than this we are likely to go back to the arguments about cameras being a money making exercise rather than a means of encouraging/warning people to watch their speed! This has led to a warning to motorists about what is being described as New 'stealth' speed camera vans which are painted grey to avoid detection which are being trialled - and could be rolled out nationally



Motorists are being warned about a new generation of 'stealth' speed camera vans - which are painted grey so they are harder to see.

The unmarked mobile traps are currently being trialled in Northamptonshire and if successful they could be rolled out nationally.

Existing speed vans have been re-wrapped in a matte grey coating rather than the typical bright orange and yellow markings seen on UK roads.

It is not a legal requirement for the police or local authorities to warn motorists about any cameras up ahead.

Police argue that unmarked speed camera vans will encourage consistently safe driving rather than the yo-yo effect when drivers slow down for cameras. The unmarked mobile traps are currently being trialled in Northamptonshire and if successful they could be rolled out nationally.

Traffic Safety Roads



EPIDEMIC OF DRUG-DRIVING

A hidden epidemic of drug-driving has been identified by IAM RoadSmart with almost 1-in-3 motorists unwittingly driving with dangerous amounts of drugs in their system. However the drugs in question are not illicit substances, such as cannabis or cocaine, but in fact everyday prescriptions, and over-the-counter medications, including painkillers and antidepressants.

A survey of over 2,000 motorists has revealed that 30 per cent of drivers do not know what the maximum dose of a prescription medication is before it will impact their driving. Meanwhile, 31 per cent of those surveyed do not know how long they should wait before driving after taking their medication.

Over 1-in-5 (22 per cent) drivers either rarely (14 per cent) or never (8 per cent) check whether their medication will impact their ability to drive, while over 1-in-4 (28 per cent) are unlikely to avoid driving after taking over-the-counter medications, such as antihistamines or cold and flu remedies, that come with a warning not to use heavy equipment or machinery.

Under UK law, it's an offence to drive or attempt to drive while unfit because of drug use - and driving laws do not distinguish between illegal and prescribed drugs.

Although it's ultimately the driver's legal responsibility to inform the DVLA of their fitness to drive, it is also the responsibility of GPs and pharmacists to offer suitable clinical advice to patients regarding the likely risks of prescribed medications.



IAM RoadSmart is calling for a review of the prescription process which is allowing driver to use the road whilst potentially unfit due to a lack of awareness. Since the law changed in 2015, cases of driving with a specified controlled drug above a certain limit have increased year-on-year, with convictions reaching 27,962 in 2021. Potential reforms could include following the example of Australia, where medication packaging is legally required to display a visible warning if a driver could be impaired by the substance, or the French, who have deployed a colour-coded system on medications labels to help make potential risks clearer.

BRAKE

Brake has announced the retirement of its founder and chief executive, Mary Williams OBE. Mary established the charity back in 1994, with a vision to prevent road crashes and support victims. Over the last 29 years, Brake has grown into an important and well recognised stakeholder within the road safety sector.



During its development Brake time created the annual Road Safety Week, one of the highlights of the road safety calendar each year which seeks to raise public awareness of road safety issues and is intended to act as 'the driver for positive change on UK roads'. Mary has also been responsible for delivering Brake's award-winning National Road Victim Service, which supports those impacted by road traffic collisions.

In 2000, Mary was awarded an OBE for services to road safety and road victim care.

Traffic Safety Roads



SMART MOTORWAYS

Being such an emotive issue since their inception it will not have escaped notice that the Government has confirmed that new smart motorways will be removed from road-building plans due to financial pressures and lack of confidence felt by drivers.

Prime Minister Rishi Sunak said

“All drivers deserve to have confidence in the roads they use to get around the country. Last year I pledged to stop the building of all new smart motorways, and today I’m making good on that promise. Many people across the country rely on driving to get to work, to

take their children to school and go about their daily lives and I want them to be able to do so with full confidence that the roads they drive on are safe.”



Smart motorways, which use variable speed limits and hard shoulder running to manage traffic and tackle stop-start congestion, have existed in England since 2002. The most common type in the UK, all-lane-running (ALR), was introduced in 2014 and involves opening the hard shoulder permanently to drivers. Smart motorways have long polarised opinion - despite repeated

assurances that they are as safe as the wider motorway network. However critics point towards the dangers drivers face in the event of a breakdown which can of course happen in any lane and the presence of a hard shoulder does not necessarily mean that a driver can get across the lanes in order to reach it in all cases.

In January 2022, the Government announced that the rollout of new smart motorway schemes would be paused until five years’ worth of safety data became available for schemes introduced before 2020.

However a decision has now been made that all New smart motorways planned - including the 11 already paused from the second Road Investment Strategy (2020 to 2025) and the three earmarked for construction during the third Road Investment Strategy (2025 to 2030) - will be removed from Government road-building plans. The Government says initial estimations suggest constructing future smart motorway schemes would have cost more than £1 billion and cancelling these will allow more time to track public confidence in smart motorways over a longer period.

The Government and National Highways will continue to invest £900 million in further safety improvements on existing smart motorways. This includes progressing plans on installing 150 extra emergency areas across the network, as well as further improving the performance of stopped vehicle detection technology on every all lane running smart motorway.

The Government says it will also continue to give motorists clear advice when using existing smart motorways and while no new stretches of road will be converted into smart motorways, the M56 J6-8 and M6 J21a-26 will be completed given they are already over three quarters constructed.

Traffic Safety Roads

DEPRIVATION HAS “SIGNIFICANT IMPACT” ON ROAD SAFETY

New data shows people living in London’s most deprived areas are twice as likely to be killed or seriously injured in road collisions and it is likely that we would find similar results in other parts of the UK.

A report on inequalities on the road network by TfL shows that deprivation, gender, age and mode of transport all have a significant impact on the risk faced by road users. The report finds that in London the more deprived the area, the higher the risk that someone travelling in that area will be seriously injured or killed in a road traffic collision in that area, with the 30% most deprived postcodes having more than double the number of casualties per kilometre compared with the least deprived 30%.

The same is also true for people living in London’s more deprived areas who are travelling in London as a whole. The more deprived the area someone lives in, the higher the risk they will be injured or killed in a road traffic collision wherever they are travelling in London, with people from the 30% most deprived home postcodes having nearly double the risk of people from the least deprived 30%.

For all casualties, the 16-30 age group has the highest casualty risk across all modes and all deprivation levels. Meanwhile, for all age groups, the risk is higher amongst the most deprived population with men living in the most deprived postcodes being nearly three times more likely to be killed or seriously injured in road collisions than women living in the same areas.

TfL says it is working in partnership with the boroughs, police and other stakeholders to directly tackle road danger

DELIVERING THE SAFE SYSTEM APPROACH

Getting back in the conference room for positive learning, interaction and networking

The Graham Feest Consultancy organise a number of Conference Style Events around the UK each year. The all important underpinning theme for 2023 will be based on “Delivering the Safe System Approach” which will, we understand, be central to the New Road Safety Strategic Framework.

With the support of Sponsors, Clearview Intelligence, Geveko and HCC Solicitors, the price remains the same as last year and delivered on the basis of High Value at Low Cost. The Graham Feest Consultancy is an accredited Training Provider for CIHT which support the requirements for CPD



Forthcoming Dates:

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

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

Traffic Safety Roads



BLUECRUISE TECHNOLOGY

Drivers of Ford vehicles will legally be able to take their hands off the wheel on some UK motorways, after the company's BlueCruise technology was approved by the Government.



The "hands-off, eyes-on" technology, level two on the automation scale, monitors road markings, speed signs and traffic conditions to control steering, acceleration, braking and lane positioning. It is also designed to maintain 'safe and consistent' distances to vehicles ahead - right down to a complete halt in traffic jams. The technology features a sophisticated infrared camera which continually checks driver attentiveness for safety and confidence.

Drivers of BlueCruise-fitted vehicles will be able to activate the technology on 2,300 miles of motorways in England, Scotland and Wales, designated as Blue Zones.

The UK is the first European country to approve the system but drivers of 193,000 BlueCruise-equipped Ford and Lincoln vehicles have already driven more than 64 million hands-free miles in Canada and the US.

However, significant investment to improve the quality of line markings will be needed to enable systems such as Ford's BlueCruise hands-free driving system to be used across the British road network, according to a key player in the industry.

INSTITUTE OF MASTER TUTORS OF DRIVING AWARDS 2023

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



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

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

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

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

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



Traffic Safety Roads



FRANCE

The French Minister of the Interior has announced that speeding offences of less than 5 km/h above the speed limit will no longer be punished by a loss of driving licence points, but only by a fine. The change is expected to be implemented from 1st January 2024. According to official figures for 2020, the change will affect more than half of the 12.5 million sanctions issued each year.

However the European Transport Safety Council Projects Director said:

“This change sends completely the wrong message and is of particular concern on urban roads where small speed increases can make a big difference, especially when combined with the tolerance already allowed by speed cameras. France had a 10% rise in road deaths between 2021 and 2022 and now the government is effectively saying

speeding is not a big problem. This new change follows another recent manoeuvre that has allowed French regions to increase the rural road speed limit from 80 km/h to 90 km/h. This looks to us like populism pure and simple, and throws decades of research into the impact of speed on injury and death out of the window.”



NETHERLANDS

Road deaths in the Netherlands grew by a quarter last year, rising from 582 in 2021 to 737 in 2022, according to preliminary figures published by Statistics Netherlands earlier this month.

In recent years, more cyclists were killed in the Netherlands than car occupants, which partly reflects relatively high levels of bike usage in the country. However, there is particular concern about a dramatic 60% rise in the number of older cyclists (75+) dying. The figure for 2021 was 94 deaths, which rose to 150 last year, more than half of the total number of killed cyclists (291). While more older people have taken up or returned to cycling in The Netherlands in recent years, it is not clear why there was such a dramatic increase in deaths last year. In the medium term, the higher speed of the electrically-assisted bikes preferred by older riders may explain part of the increase combined with a cycling culture where helmets are the exception rather than the norm even for electric bike riders.



LITHUANIA

The government of Lithuania is considering several new measures to help reduce road deaths after a series of high-profile, deadly crashes involving recidivist driving offenders. Lithuania was the only EU country to reduce deaths by half between 2011. However a series of high-profile crashes involving multiple victims in the first quarter of this year has been a ‘cold shower’ for traffic safety, according to the country’s police commissioner.

In two high-profile crashes earlier this month, with multiple people killed, one driver had nine previous convictions and 29 administrative penalties, and another had 13 administrative violations. The police are arguing for the return of a penalty points-based system so those who repeatedly violate the law are prevented from getting behind the wheel. Lithuania previously had a penalty points system but it came to an end in 2008.

Also up for discussion is the relatively high tolerance for speeding in Lithuania: despite the national rollout of fixed cameras and time-over-distance cameras, drivers are not fined for violations of less than 10 km/h over the limit and, even then, the fine starts at a very low level (€6).

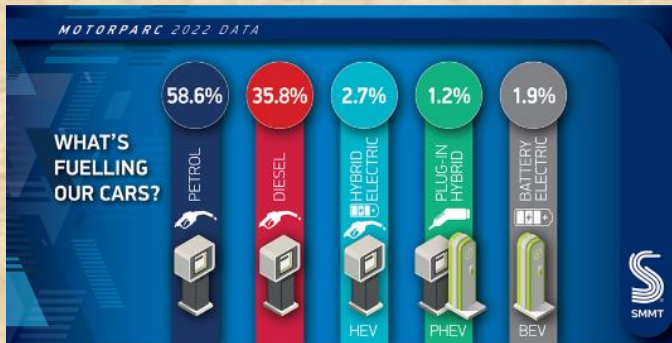
The police have also suggested other restrictions on repeat offenders, such as a ban on registering a new vehicle or receiving a technical inspection certificate. This could also be extended to other areas of life, such as a ban on taking out a loan. But it remains to be seen if such legal steps could be taken or if the government is willing to take such measures.

Traffic Safety Roads



VEHICLES ON THE ROAD

The annual Motorparc data from the SMMT reveals that the number of all cars in use on UK roads in 2022 rose by 124,393 units to 35,148,045 with over one million now being electric meaning that one in every 32 cars now



fuels its journeys via a plug. This represents more than a 50% increase in numbers over the last year, and EVs now account for 3.1% of vehicle on the roads according to new figures from the Society of Motor Manufacturers and Traders (SMMT).

The total number of vehicles has risen to 40,723,974 units. There are now 615,570 trucks and 4,887,593 vans in service, up 1.9% and 1.7%.

Most Popular Cars on the Road

Cars	No. of vehicles
1 Ford Fiesta	1,516,560
2 Ford Focus	1,090,777
3 Vauxhall Corsa	1,064,577
4 Volkswagen Golf	1,020,101
5 Vauxhall Astra	762,609
6 Volkswagen Polo	709,197
7 MINI	698,308
8 Nissan Qashqai	637,764
9 BMW 3 Series	528,601
10 Toyota Yaris	520,207



MANUAL FOR SMART STREETS

A Manual for Smart Streets has been published as a guide to provide guidance to support local authorities in implementing technology that supports traffic management and the operation of streets has been launched. It demonstrates how traffic signals will develop to connect to vehicles into the future and how new sources of data can link into implementing other services in the local authority.

The Manual for Smart Streets is based on the Manual for Streets which has become an essential document for anyone delivering a local road network, in the 15 years since its publication and 'The Manual for Smart Streets' is a sister resource to that and will become equally essential in the months and years to come. The manual contains a series of use cases and resources addressing specific functional areas to assist in both the understanding of how an authority might implement the solutions in its own locality, and also the arguments needed to build a business case for investment in the areas of:

- Asset Management
- EV Charging Information
- Parking Management
- Public Transport
- Traffic Management
- Road User Information
- Transport Data Management
- Signal Control
- Vulnerable Road Users' Safety
- Cyber Security



Traffic Safety Roads

POTHOLES

We just don't seem to be coping or getting on top of the pothole crisis and the RAC has said its patrols assisted more than 10,000 drivers with pothole-related breakdowns in the first three months of the year, a 39% increase on the same period a year ago.

The motoring organisation said damaged shock absorbers, broken suspension springs and distorted wheels are most likely caused by poor road surfaces and accounted for more call-outs than in any other three-month period since January to March 2021.

The number of pothole-related breakdowns more than doubled from the 4,915 seen in the fourth quarter of 2022 to 10,076. The RAC said its long-term Pothole Index suggests that drivers are now 1.6 times more likely to break down due to the repeated wear caused by potholes than they were 17 years ago.



CURRENTLY NOT SUBSTANTIATED

Reports of the UK government planning to introduce a restriction on new drivers appear to have been wrongly reported according to the information which I have obtained via official sources. The media reported that measures were to be put in place to prevent new drivers from carrying passengers in their first six months of independent driving. Media outlets, including television news channels, reported on the supposed plans citing unnamed sources.

However it has been confirmed that no such announcement was imminent and that any future developments would be discussed and consulted over first.



It has been suggested that some road safety campaigners were behind the story, possibly hoping to encourage the government to introduce the measures sooner rather than later. Reports had suggested that the new scheme would be announced as soon as May, but this now appears unlikely.

What measures might in the future be taken with young and newly qualified drivers by means of restricting them from certain activity is frequently a matter for discussion but all the ideas put forward to date have been about restrictions which is hardly a proper graduated licensing system and to restrict drivers for a given period and then to let them loose after without any intervention is hardly credible. However the debate goes on and it is not just an issue for the UK but throughout Europe who are giving further thoughts to the matter.

OPERATION FREEWAY

Almost 700 offences were spotted in just one week by police officers patrolling a short section of the M1 using a National Highways' unmarked HGV, eight police forces travelled the route between Leeds and London in a week of action targeting the motorway in Operation Freeway.

The operation say police stop a total of 663 vehicles and uncovered 691 offences. Most common offences were not wearing a seatbelt 239; 181 people using a mobile phone; 44 drivers not in proper control of their vehicle and 43 driving without due care and attention. Penalties ranged from words of advice and traffic offence reports to 14 court summons and five arrests.

Traffic Safety Roads



THE TECHNICAL ABILITIES OF MODERN DAY CARS

In a poll of 500 car owners using vehicles less than two years old - 68% claimed they struggle to get to grips with everything.

Features such as sports mode, electronic handbrakes, and autonomous emergency braking makes drivers feel a little uneasy and 40 per cent don't believe they are using their vehicle to its full potential, despite it being the most purchase for 86 per cent of drivers.

More car features that bemuse drivers are sat-navs, voice activation, and reverse parking cameras. Blind spot alert confused the 19% of motorists who were asked, claiming that they'd never even heard of it while 18 per cent don't know about lane assist or digital key.

Over half (55 per cent) of drivers involved in the research admit it took six months for them to realise some of the features their car has on top of which the study discovered that

it took an average of three-and-a-half months before owners got used to their car's technology - with more than one in ten not realising it came with features like lane assist and cruise control.

When it comes to confidence using modern gadgets in the car, 31 per cent stated they didn't feel comfortable using it, despite 73 per cent describing themselves as tech savvy. Eight out of ten expressed they like having the option to use advanced tech in their car, as it makes life easier for 55 per cent, and leaves 39 per cent feeling safer. A third (34 per cent) of those polled, via OnePoll.com, are so used to driving a modern car and state that they could never drive an older model again.

Top 20 pieces of technology in car that baffle modern car owners:

- Cruise control
- Assisted parking
- Connecting different Bluetooth devices
- Sports mode
- Lane assist
- Assisted braking
- Different switch locations for fog lights
- Wireless smartphone connectivity/charging
- Electronic handbrakes
- Sat-nav
- Heated steering wheel
- Climate control
- Voice activation/recognition
- Blind spot detection
- Remote engine starting
- Reverse parking camera
- Automatic boot
- Blind-spot alert
- Massage seats
- 360-degree camera



Dr Martha Newson, cognitive psychologist who facilitated the consumer study has been working with Hyundai to create a quiz to help drivers gauge how tech savvy they are and show them how to change their relationship with technology for a better overall driving and ownership experience.

Traffic Safety Roads



IF IT'S NOT CLEAR, IT'S NOT SAFE

Transport Focus are urging National Highways to make their signage clear with the spring weather encouraging the growth of hedgerows and trees on England's motorways and 'A' roads. Signs need to be clean, clear and without obstructions with the slogan - if it's not clear, it's not safe.

They are challenging National Highways, to quickly repair or replace damaged signs and to improve its approach to renewing worn out signs. We need to ensure drivers can see signs properly, through better management of vegetation and improved cleaning and maintenance. Alongside getting National Highways to act in this latest campaign it also encourages road users to report issues around the country for National Highways to fix. The Organisation are maintaining their focus in this area and know that damaged, dirty and obscured road signs, are dangerous to road users and need sorting quickly. Roads with higher speeds need to have clear, consistent information, particularly for those road users who may be unfamiliar or are visiting a new area.

The National Highways online reporting tool - <https://report.nationalhighways.co.uk/> allows drivers and road users to report issues directly to them. Now Transport Focus say the emphasis must be about getting the problem identified more quickly resolved.

E-SCOOTERS

France has increased the minimum age for using an electric scooter from 12 to 14. *(It is sixteen in the UK and legally only available for use on the highway currently from authorised loan schemes)*

The government unveiled a new regulatory plan for e-scooters increasing the age limit as well as raising fines for riding on them with another person from 35 to 135 EUR.

The explosion in use (of e-scooters) has come with an increase in the number of crashes with one in five crashes in Paris involving two people sharing an e-scooter. The new rules will cover all scooters - privately owned and free-floating ones for rent which are now available in more than 200 towns across France,

Meanwhile, at a local referendum Parisians voted to ban rental electric scooters in the capital. With an overwhelming 90% of votes cast supporting a ban, the government promised to follow the will of the majority despite the outcome not being legally binding. Paris was a pioneer when it introduced e-scooters in 2018 as the city's authorities sought to promote non-polluting forms of urban transport but as the two-wheeled vehicles grew in popularity, especially among young people, so did the number of crashes: in 2022 three people died and 459 were injured in e-scooter collisions in Paris. Loan scheme scooters are a source of tension and worry for Parisians and a ban would reduce nuisance in public spaces where Paris had almost 15,000 e-scooters across its streets. The ban will not affect privately-owned devices.



People argue that rental e-scooter users disrespect the rules of the road and regularly flout a ban on riding on pavements. The vehicles are also often haphazardly parked or even thrown into the Seine. In June 2021, a 31-year-old Italian woman was killed after being hit by an e-scooter with two passengers onboard while walking along the river.

What then I wonder for some of the cities in the UK although I sense that some of our problems are more associated with the privately own e-scooters which should not be on the public highway in the first place.

Traffic Safety Roads



DRONES ASSISTING IN DETECTION

Drones are being used to help detect driving offences on high risk routes across Devon and Cornwall, as part of a new project linking Devon & Cornwall Police's drone unit with the roads policing team, road casualty reduction officers and speed detection officers to target unsafe or irresponsible driving and riding.

The operation has a particular focus on motorcyclists after a spate of collisions in 2022 which resulted in the death or serious injury of more than 200 riders across the region.



The drones will help calculate vehicle speed live using fixed points on the highway. They will also record live video of all incidents, meaning any dangerous or inappropriate driving will be caught on camera. When a vehicle is detected breaking the law, details will be relayed to officers on the ground, which will allow police to check the MOT, tax and insurance status of the vehicle and whether it is reported as stolen. Nearby speed detection officers will then use calibrated laser cameras to accurately record the speed of the vehicle before the driver or rider is pulled over by police road casualty reduction officers.

Depending on the offence detected, the offender will be given words of advice, referred to a specific training course or issued with a fine and penalty points. In more serious cases, riders will be reported to court for prosecution or arrested on the spot.



MONEY FOR IMPROVEMENTS ON HIGH RISK ROADS

The Government has announced £47.5 million of new funding to improve safety on 27 of the country's high risk roads in the third round of the Safer Roads Fund. The Department for Transport (DfT) says that 27 new schemes will be delivered, driving forward safety improvements such as re-designing junctions and improving signage and road markings.



To date, £100m has been provided through the programme to improve 50 most potentially high risk roads in England, the majority of which are rural roads. Some of the improvements already made include improved signage, safer pedestrian crossings and better designed junctions.

Now a further £47.5m has been allocated so that local councils around the country have the support they need to keep everyone safe, while reducing congestion and emissions and supporting local economies.

The allocation of £47.5m to 27 different schemes has been based on data independently surveyed and provided by the Road Safety Foundation. The data analysed is based on a road safety risk, looking at data on those killed and seriously injured alongside traffic levels.

According to Road Safety Foundation analysis, early estimates suggest that the £47.5m investment should prevent around 760 fatal and serious injuries over the next 20 years, with a benefit to society of £420m.

Traffic Safety Roads



ELECTRIC CARS AND CAR PARKS

There is growing concern about Multi-storey car parks and the like which are not built to take the additional weight load of electric vehicles (EVs).

The warning comes from experts looking at the changing face of personal transport and how it fits into the current infrastructures, regulations and planning as electric cars are roughly twice as heavy as standard models.

Planning and architecture modelling works on old data, but the realities of the electric age will have repercussions not previously considered.



For car parks, the weight difference could cause serious damage to floors and weight tolerance levels. This is even more serious for older, unloved structures, which are most at risk of buckling.

Many multi storey parking systems were designed and built in previous decades. Add to this the fact that austerity policies over the last decade have seen local authorities cut back on many maintenance programmes. It is similar in the private sector, simply adding to potential and previously unrealised issues.

New guidance is now being developed recommending higher load bearing weights to accommodate the heavier vehicles.



SEAT BELTS AND CHILDREN

Parents are being urged to make sure their children are wearing a seatbelt or they could risk a fine of up to £500.

Motoring experts want to raise awareness with the temptation youngsters have to undo their seatbelt with the latest figures which showed that 24% of car occupant fatalities were not wearing a seatbelt and stress that parents need to watch that toddlers and young children wear seatbelts when travelling in the back seat of their cars.

Research also shows that the number of rear seat passengers observed not wearing seat belts is considerably lower than front passengers. Seatbelts are regarded as perhaps the greatest innovation in vehicle safety since the car hit the roads. Not only does the simple device offer a safety system that prevents and reduces injuries if there is a crash, they also significantly lower the risk of being thrown out of a vehicle. Since the law was introduced to make them a legal requirement, seatbelts are estimated to have saved tens of thousands of lives in Britain.

Drivers are responsible for any child aged up to 14 and many would say morally for all passengers in the car. They can certainly be fined for each child passenger not wearing a seat belt and, if the case goes to court, motorists can be fined up to £500. Any driver or passenger over 14 caught not wearing a seatbelt can be given an on-the-spot penalty of £100. The law also says it is also the driver's responsibility to ensure that children have an appropriate car seat until they are either 135cm in height or 12 years old.

Campaigners want to see penalty points issued alongside the fines for any person not wearing a seat belt whether they are the driver or passenger and some will say that it should be both driver and passenger

Traffic Safety Roads



THREE NEW AI TECHNOLOGY TRAILERS

Road safety company Acusensus is building three new trailers for the UK, equipped with AI technology to detect people using mobile phones at the wheel or not wearing a seatbelt. The trailers will be delivered in early summer 2023 and follow what the company said were successful pilots delivered with AECOM, National Highways and police forces across the UK.



They use Acusensus' 'Heads-up' technology to analyse images captured by cameras optimised to flag up likely violations, using AI software that analyses images in near real-time. When a possible case of distracted driving is identified, anonymised images are sent to a secure cloud for human review. A secondary check will validate whether an offence has occurred, allowing the creation of an offence file that can be - and has been - used by the police for prosecution.

Acusensus said the first state-wide scheme, rolled out in New South Wales in 2019, shows a significant impact on driver behaviour, with the number of mobile phone detections dropping by a factor of six.

The van-based safety checks on our roads have shown a small but significant number of drivers who are still irresponsibly putting themselves and other drivers at risk by using a phone while driving and not wearing a seatbelt. The investment in these extra trailers means we can deploy our life-saving

technology at specific locations for longer, getting a better idea of the scale of the problem, the number of repeat offenders and the types of drivers involved. This will help highway authorities and police forces to build a strategy to address these dangers, change behaviours and make our roads safer.

The Heads Up system won the ITS (UK) Enforcement Scheme of the Year Award in October for a project delivered with AECOM, National Highways and Warwickshire Police.

INTRODUCING THE ADAS KNOWLEDGE HUB

Advanced Driver Assistance Systems more commonly abbreviated to ADAS have the potential to prevent 20,841 deaths per year or about 62% of total traffic deaths.



ADAS are developed to automate, adapt, and enhance vehicle technology for safety and better driving. ADAS are proven to reduce road fatalities by minimizing human error. ADAS systems can significantly improve vehicle safety by incorporating key driving assistance functions such as: maintaining a safe distance controlling speed, intelligent cruise control and intelligent speed assistance. Adaptive features may automate lighting, provide adaptive cruise control, assist in avoiding collisions, incorporate satellite navigation and traffic warnings, alert drivers to possible obstacles, assist in lane departure and lane centering, provide navigational assistance through smartphones, and provide other features.

The Knowledge Hub which is administered by RoadSafe can be found at <https://adashub.co.uk/about-adas/> and brings together all the various ADAS systems currently found on vehicles, explains what they are and what they do.

This is a first class resource for everyone and particularly useful for those involved in driver training.

