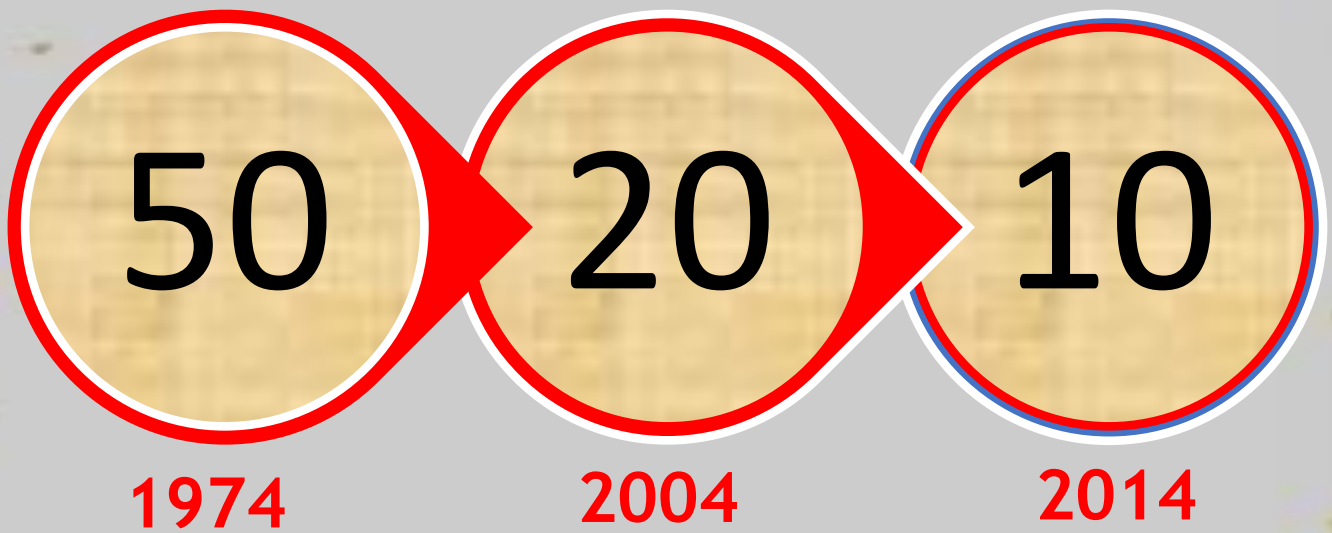


# Traffic Safety Roads

The Graham Feest Consultancy  
*Incorporating the UK Road Safety Network*

January 2024

*Celebrating 2024*



# Traffic Safety Roads

## 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.



Celebrating 2024



**GRAHAM FEEST** is a road

safety consultant and a CIHT accredited training provider, organising and leading low-cost high value events around the UK; speaking at national, international and local conferences/seminars; organising/conducting workshops both in the UK and overseas; along with providing support and guidance drawing on fifty 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 Road Smart; the immediate past Chair of the National Road Safety Committee and is the current Chair of the Institute of Master Tutors of Driving, Road Safety Advisor to the ADI National Joint Council and Road Safety Consultant for the RichWorks.

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Front Cover Picture  
Depicting the start of 50 20 10

# Traffic Safety Roads

Celebrating 2024

50 20 10

## EDITORIAL

You will have seen the front cover of this Newsletter the 50 20 10 graphic which also appears as part of the design for each page of the newsletter and will carry through for the whole of 2024 with the likelihood of an addition come September but more about nearer the time.

50 20 10 gives me time to reflect as I first became involved in my work in 1974 and so I am able to share with you my 50<sup>th</sup> Anniversary during 2024.

The statutory responsibility for road safety in 1974 when Local Government was Re-organised (for the first time) placed a clear responsibility on the Local Highway Authority to deliver road safety. So we did what we felt was right and certainly did not have the research base that we now have.

In 1974 - 6,883 were killed on the roads in Great Brittan in what we used to call accidents but now and rightly so crashes and collisons. Although it has taken a long time we have now reduced that to 1,711 according to data for 2022 but there is a growing tendancy not just to reflect on those who die but all those who are injured - which makes a very important statement about the thin dividing line when conflict between road users or obstacles happen as the outcome is so difficult to predict.

When I entered the profession in 1974 my role was very much going into schools and playing the part of a teacher putting across educational road safety messages, mainly in primary schools where we were most welcome but getting through the door of the senior school was a different matter. It was however, the period of Rosla (*Raising of the School Leaving Age*) and for those who wanted to leave school at the age of 15 but were prevented from doing so were pushed into class with a specially dedicated teacher who had to keep them amused for a year and they were very keen to support, for those pupils Pre-Driver Training Activities.

I have to admit I was in my element in that face to face role as I had wanted to be a teacher but through other things I was doing at eighteen chose not to accept my place at teacher training college. However being able to walk into a variety of schools, spend time in the classroom and staff room where one had to learn the appropriate etiquette then walk away without all the associated school matters was great.

The other role at the time was delivering Cycle Training which at the time was undertaken on the playground. Parents put great score on the fact that children were able to do this at school in their primary years from the age of nine, although in most schools they were in their final year of primary so were nearer 11 years; and it was the licence for parents to say once they had done their cycle training and passed the test that they could then ride on their own on the road!!! One looks back on this parental reaction and questions how they could see someone ride around an artificial playground set of chalk and tape lines and believe that this equipped them for the road.

There was then had the annual poster competition and the annual road safety quiz through the schools and depending upon the interest of a teacher within a school and the time they were prepared to give to train a team, so would the final result be determined.

If we look at today we would cringe at some of these approaches but then we knew little better. In terms of education it was all mainly about children and a thought that if we get them young all the problems would be dealt with for the future - well I will leave you with that thought!

In a final thought to my start in the professsion it would be remiss if I did not mention Tufty - the squirrell - who provided the vehicle for education, to pre-school and infant aged children.

More about how things moved on next time.

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## GLOBAL STATUS REPORT ON ROAD SAFETY 2023

The Global status report on road safety 2023 has been published which shows that the number of annual road traffic deaths has fallen slightly to 1.19 million.



The report shows that efforts to improve road safety are having an impact, and that significant reductions in road traffic deaths can be made if proven measures are applied. Despite this, the price paid for mobility remains high.

Road traffic injuries remain the leading killer of children and young people aged 5-29 years. More than half of fatalities occur among pedestrians, cyclists and motorcyclists, in particular those living in low and middle-income countries. More action is needed if the global goal of at least halving road traffic deaths and injuries by the year 2030 is to be achieved.

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



## LOCAL COUNCIL ROADS INNOVATION GROUP (LCRIG)

Established in 2013 by a group of forward-thinking councils, The Local Council Roads Innovation Group (LCRIG) of which The Graham Feest Consultancy is an avid supporter, has published its first report. LCRIG's mission is to make the case for local roads through collaboration, innovation and skills. They



do this by offering a unique platform for members to engage, offering a vital link between central and local government, supply chain and the wider highways community to ensure ongoing improvements in the highways sector.

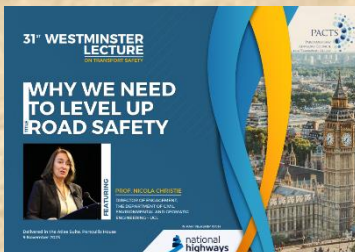
LCRIG is a Community Interest Company (CIC) committed to giving back to the community through charitable donations and reinvestment back into the highways sector by enabling local government members to benefit from fully funded services.

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



## WHY WE NEED TO LEVEL UP ROAD SAFETY

The Annual PACTS Westminster Lecture on Transport Safety was delivered this year by Professor Nicola Christie of UCL on Thursday 9 November 2023.



Professor Nicola Christie is currently Director of Engagement for the Department of Civil, Environmental and Geomatic Engineering at University College London and President of the London Road Safety Council. Her research has found that the risk of injury increases significantly when people are driving for work as well as links between deprivation and child casualties.

Nicola's recent work has been into the safety of gig-economy riders.

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

## NEW CHAIR OF ROAD SAFETY GB



Sam Merison has become chair of Road Safety GB succeeding Philippa Young following her term in the post.

Sam Merison is the road safety manager for both the London Borough of Richmond Upon Thames and Wandsworth Council. He has nearly 20 years' experience of working in road safety within local authorities, predominantly education and training, but more recently on the policy and engineering side as well.

Sam was head of the Road Safety GB Academy between 2013 and 2020, a period which saw the introduction of a suite of courses and framework of training for road safety professionals.

## CHANGES TO DRIVING LICENCE RULES ON THE CARDS

The UK Government is considering changes to driving licence rules following a consultation in 2022 in which more than two thirds (69%) of respondents say all licensed drivers should be automatically entitled to drive vehicles up to 7.5 tonnes but no decision has yet been made.

The Department for Transport (DfT) consultation sought views on a series of changes to the driving licence regime, including allowing drivers once they had passed their test to drive vehicles weighing up to 7.5 tonnes which of course used to be the case prior to January 1977 - and so in effect reverting in the UK to what it used to be. Licence holder who took their category B test prior to this date already have the entitlement to drive up to 7.5t. Currently a C1 licence covers medium-sized vehicles from 3.5-7.5t



Currently, a category B (car) licence entitles holders to drive vehicles up to 3.5t and alternatively fuelled vehicles up to 4.25t (the latter with five hours of additional training) for commercial carriage of goods.

Analysis of responses to the DfT consultation published in June 2023 appears to show support for the change but it comes in certain minds with some safety concerns. However the consultation revealed that 69% of the 2,000-plus respondents supported the entitlement change

DfT statistics suggest show a dramatic drop in C1 licence holders after an EU directive added the new C1 test and licence. The number of C1 vehicles and their mileage has more than halved down by 58%, from around 2.9 billion miles in 2000, to 1.2bn miles in 2019.

Those against highlighted the size and weight difference of C1 vehicles to cars, raising the potential of crash risk. However the vast majority of respondents agreed that there should be an age restriction with 65% believing that 21 years was appropriate to allow the use of the larger vehicles

Along with a number of issues the the DfT says it is considering responses to the consultation before deciding what changes may be taken forward and no doubt keep an eye on what the EU finally decides to do.

# Traffic Safety Roads

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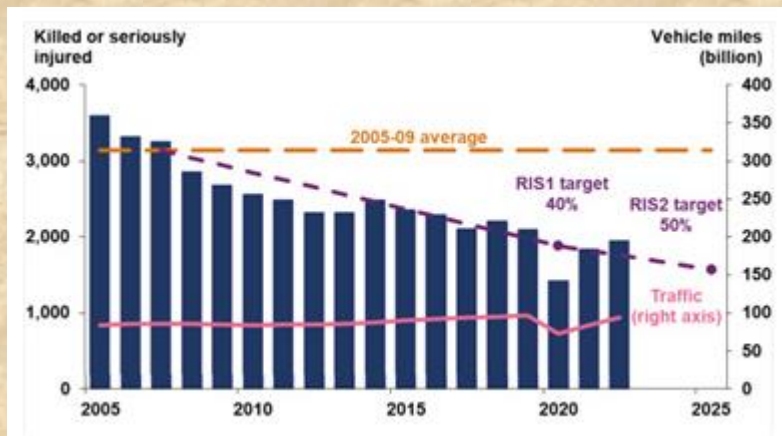
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## CASUALTY REDUCTION TARGETS ON COURSE FOR FAILURE

National Highways in danger of not meeting its key safety target of halving KSIs by 2025 - compared to a 2005 to 2009 average baseline and need to employ a new set of targeted initiatives.

There were 219 fatalities on the SRN in 2022 an increase of nine (4.3%) from 2019. IN addition a further 1,725 serious injuries yet alone all those people who were involved in crashes where only minor injuries were sustained and could have been worse.

National Highways must therefore deliver a further improvement of 12 percentage points (376 KSIs) to achieve its target of a 50% reduction by the end of 2025.



The graph indicates those killed or seriously injured and traffic on the SRN, 2005 to 2022.

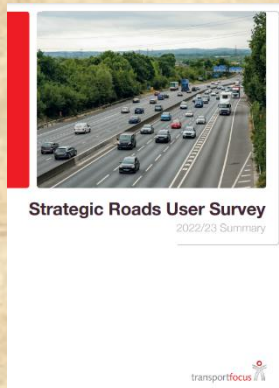
National Highways urgently needs to make decisions regarding additional interventions. The company must set out how these will deliver its target by the end of December 2025 and transparently include them in a robust plan by the end of March 2024.

## STRATEGIC ROAD USER SURVEY

The Strategic Roads User Survey (SRUS) published by Transport Focus measures the consumer experience driving on England's motorways and major 'A' roads, the strategic road network managed by National Highways on behalf of the Government.

This report is a summary of findings for 1 April 2022 to 31 March 2023.

Overall, 73 per cent of road users were satisfied with their last motorway or major 'A' road journey, an improvement on last year's 69 per cent. Satisfaction with journey time (71 per cent) continues to be at a similar level to overall satisfaction, having also improved on last year's 67 per cent. Management of roadworks continues to be one of the weaker performing areas (48 per cent, no change from last year) albeit this question is answered only by drivers passing through roadworks on their journey.



Looking at results for individual roads\*, the A303 achieves the highest level of overall satisfaction (85 per cent), followed by the M5 and M40 (both with 82 per cent satisfied). These three roads also top the table for satisfaction with journey time (A303 81 per cent; M5 84 per cent; M40 79 per cent). The M40 also performs well on quality of road surface (83 per cent satisfied), just behind the M4 (rated highest at 84 per cent) and tops the table in terms of feeling safe (92 per cent), followed closely by the A30 (91 per cent).

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

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## WRONG WAY

Between 2016 and 2021, there were 700 incidents of people caught driving the wrong way on motorways, almost all caused by human error or in what we have now come to accept more so that drivers make mistakes.

While one obvious response is to increase penalties for people making this potentially catastrophic mistake, it's not that simple and what does that really solve and we need to have a solution to the issue rather than a stick approach.



Krishna Desai, senior global marketing manager at Cubic Transportation Systems promotes an approach of preventing wrong-way driving through technology, design and infrastructure and highlights the fact that various regional and local transportation authorities around the world have begun using alerting technologies to prevent drivers from making a mistake that could lead to a wrong-way crash.

Unfortunately, technology like flashing signs does have risks of false alarms, so some projects also employ dynamic message signs to alert other drivers to the possibility of a wrong-way driver on the road. This helps increase the risk awareness of other road users as they navigate a road or allows motorists the time to select an alternate route. In addition, modern traffic management systems are designed to efficiently move motorists through busy roads and junctions while creating a safe distance between vehicles.

Addressing wrong way driving issues more complex and there are various options available, such as painting arrows on the asphalt, using barriers or installing illuminated and flashing reflectors directly into the road. Ultimately, any visual reinforcement that can help people in poorly lit or competing light situations is likely to be beneficial, particularly if there are repeat incidents of people going the wrong way.

Looking at the long term, there are a range of innovative solutions available that can help minimise the likelihood and impact of wrong way driving and in doing so, promote better all-round road safety on our increasingly congested junctions, dual carriageways and motorways along with an alert system inside the vehicle which makes it clear that the driver is going the wrong way.

## SPEED LIMIT ON GERMAN MOTORWAYS

Speed limit may be finally coming to German motorways from an unexpected direction, an indication that not all road safety issues need solving by a road safety solution.

For a long time road safety stakeholders have fought for a national motorway speed limit without success however it seems the speed limit may be enforced on climatic grounds. A ruling by the Berlin-Brandenburg Higher Administrative Court based on a lawsuit brought by Deutsche Umwelthilfe and the environmental association BUND imposed on the federal government to adopt immediate measures for more climate protection in transport and buildings among which - a speed limit on motorways was proposed.

Alas the government is appealing the ruling, but it seems the countdown is now ticking with 57% of Germans favouring a limit.

## ROADPOL TRUCK AND BUS ENFORCEMENT PROGRAMME

An 18% rise in truck violation rate was registered by ROADPOL during a recent pan-European enforcement campaign.

The campaign was run in November focusing on commercial goods and passenger transport with 17 countries taking part in the joint operation. According to their feedback, 245.500 trucks and 11.261 buses were checked.



During the period of operation 38.589 violations were found (trucks: 79.152, buses: 8.796). 2556 times the onward journey had to be prohibited until the driver had taken his statutory rest period or the proper condition of the vehicles or load had been rectified. The defect rate was 26,23% for freight transport which is an 18% increase compared to results of the same operation a year ago (22,81%). Alarmingly, the violation rate among buses was at 6,96%, which is lower than for trucks, but still 17% higher than the one registered among buses a year ago (5,91%).

For trucks most of the offences were found in the area of exceeding driving time, tachograph settings or manipulation, speed and technical offences (including overweight and insecure loads).

10.368 drivers (trucks 9.846, buses 522) offended against Europe-wide valid social regulations, meaning they drove their vehicle for longer than legally allowed without complying the mandatory breaks.

307 drivers were also found under the influence of alcohol, as well as 106 drivers under the influence of drugs.

In 5.033 cases (4.911 trucks, 122 buses) serious technical defects were found. 1.695 trucks (< 12 tons), 1.211 trucks (> 12 tons) and 113 buses were found with overweight issues.

The load securing was insufficient on 1.631 trucks.

In 4.834 cases the prescribed tachographs were not properly managed. Manipulations of digital tachographs were detected in 344 cases.

## DRIVERS TURNING OFF SAFETY FEATURES

Safety features in cars such as lane-keeping assistance and reversing cameras or sensors are being switched off by drivers, because they find them annoying according to a new survey, commissioned by Brake and insurance firm Axa UK which found that 41% of drivers have turned off features in their car designed to keep them safe.

The study also found that, although the majority (82%) of drivers surveyed consider the safety rating to be an important factor when choosing a new car, only 36% know for certain what safety features their car has and regretfully there are problems at point of sale in this respect with few working in sales really knowing what features are on the cars they are selling or indeed how to operate them. Also within the survey almost half (46%) said they prioritise safety features when buying a new car, yet 41% said they had switched off at least one safety feature, mostly because they find it annoying.

BRAKE is calling for a new public awareness and education campaign to help people understand the safety benefits of technology that is already available, and for vehicle sellers and manufacturers to take responsibility for educating people when they purchase vehicles.

The report Vehicle safety systems and the future of driving can be found at <https://www.grahamfest.com/resources/latest-uploads/>





## DRIVER CPC - REFORM OR ABOLISH

The Government has outlined a series of changes to the Driver Certificate of Professional Competence (CPC) qualification following a consultation outlining a series of proposals last April which received over than 1,100 responses.

Having considered the responses the Government has decided that the Driver CPC will benefit from reforms to increase flexibility when renewing and regaining the qualification and it has indicated that it will consult further on introducing a new periodic test as an alternative to 35 hours of training, for drivers looking to renew their Driver CPC.

It has indicated that it will reform training by reducing the minimum course length from 7 hours down to 3.5 hours and decouple e-learning from trainer-led courses and that it will develop, with the Driver and Vehicle Standards Agency (DVSA), more core course content and encourage informal assessment at the end of modules.

Changes for training reforms will be brought into force through secondary legislation using powers within the Retained EU Law (Revocation and Reform) Act with the intention of introducing secondary legislation in the summer, but this will not include the introduction of the new periodic test. Proposals for periodic testing will be brought into force at a later point which could be via secondary legislation or further to a slot in an appropriate bill, and will be the subject of further consultation, said the DfT.

The Driver CPC, which was introduced in 2007, is a qualification that professional drivers of certain goods or passenger carrying vehicles are required to hold in addition to their driving licence.

In the UK, except in the case where a driver had 'acquired rights', it is initially obtained by completing four test modules consisting of a two-part theory test, case studies, a practical driving test and a practical demonstration of vehicle operation. It is then renewed by completing 35 hours of periodic training every five years. Completing 35 hours of training allows a driver to drive for commercial purposes for five years. The main objectives when introduced, were to improve road safety and the safety of the driver, including during operations carried out by the driver while the vehicle is stopped and to raise the professional recognition of drivers, thereby attracting greater interest in the profession and increasing the number of drivers.

As a result of the acute driver shortages in 2021, the Government announced a policy review into the Driver CPC in November 2021 which sought to assess how the qualification could be reformed to reduce the burden on drivers and ensure it did not act as a barrier to working in the sector.

Publishing the results of that consultation in December 2023 it found that a third (33%) of respondents reported that the Driver CPC was either effective or very effective at improving road safety, compared to 38% of respondents saying it was either ineffective or very ineffective. These numbers are influenced by the number of drivers responding being larger than other groups - 63% of respondents were drivers. 47% of drivers said it was ineffective or very ineffective at improving road safety.

Almost half (48%) of respondents said that it should be reformed, 39% that it should be abolished and 12% that it should stay the same. Support for abolishing the Driver CPC was mainly among drivers (54%), which was contrasted by only 13% of all other respondents who were not professional drivers. 72% of all other respondents who were not professional drivers were in support of reform.

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## CARS AND LIGHT COMMERCIAL VEHICLES SCRAPPED

A total of 798,363 passenger cars and light commercial vehicles (LCVs) were scrapped between January and October 2023, according to data obtained via a Freedom of Information (FOI) request to the Driver and Vehicle Licensing Agency (DVLA).

It showed that the Ford Focus was the most scrapped car this year, with 42,637 cars being taken off the road followed by the Vauxhall Astra and Vauxhall Corsa, with 35,578 and 34,405 scrappages respectively.

*Top 10 most scrapped cars  
January to October 2023*

Make / Model	Total
Ford Focus	42,637
Vauxhall Astra	35,578
Vauxhall Corsa	34,405
Ford Fiesta	32,935
Volkswagen Golf	25,903
Vauxhall Zafira	16,898
Renault Clio	15,955

Source: Autocar

Seven of the top 10 most scrapped cars in 2023 were hatchbacks, and those seven models made up a quarter (25.2%) of all vehicles removed from the road.

The 798,363 cars and LCVs scrapped between January and October equates to 79,836 per month or 2,626 vehicles every day.

In comparison, 1,889,758 new cars and LCVs were registered during the same period. This means that more than twice as many cars and LCVs were registered than were scrapped in the UK during this period.

Data from the Department for Transport (DfT) shows that, as of the end of September, there were 41.3 million licensed vehicles in the UK, an increase of 1.4% compared to the end of September 2022.

## PROJECTS TO SUPPORT OLDER DRIVERS

Two projects aimed at improving safety for older road users have launched in the UK as a result of funding from the Road Safety Trust.

The first project 'Road Safety GB' will increase the roll out of an evaluated and Driver and Vehicle Standards Agency (DVSA) recognised training course aimed at Approved Driving Instructors (ADIs). The course aims to help develop an ADI's understanding of various factors including common collisions experienced by older drivers, how the ageing process may impact on eyesight, hazard perceptions skills and strength and flexibility and also how to prepare for driving retirement.



The project aims to expand the reach of this practical road safety intervention to a further 300 ADIs by running and evaluating an anticipated 20 courses across the project time span.

The second project 'Driving Change Together' will work closely with older people in Leeds to understand 'what works' to encourage older drivers to assess their driving ability as they age and consider safer alternatives whilst maintaining a social and independent life.

The Road Safety Trust believes in the importance of supporting older road users to assess their driving skills in order to be safe on the roads.

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## IRELAND



New research presented by the Road Safety Authority (RSA) at its annual conference has shown significantly higher numbers of serious injuries from road traffic collisions than that reported to the police.

The number of road users admitted to hospital between 2014 and 2021 as in-patients in Ireland following a road traffic collision is significantly higher at 15,677 than the number recorded by Garda Síochána and reported in official statistics by the RSA of 8,977.

The research was conducted by the RSA in conjunction with the HSE and Trinity College Dublin, following recommendations of the European Commission to all Member States to formally report on serious injuries using hospital data, as a complement to police data.

The RSA said the discrepancy between hospital and police data had been observed internationally and could be more pronounced when looking at cyclist serious injuries. The research showed 2.4 times more cyclists were hospitalised following a road traffic collision, compared to numbers recorded in official figures recorded by An Garda Síochána and reported by the RSA.

## AMERICA



The National Highway Traffic Safety Administration (NHTSA) has issued a warning about aftermarket steering wheel decals that could potentially cause significant injury or death.

The agency said at least one driver suffered a serious injury that resulted in the loss of sight in one eye, when an aftermarket emblem

adorned with rhinestones became dislodged from the steering wheel in a crash and hit the driver in the face.

The product is a metal or plastic plate, usually covered with rhinestones or other shiny decorations, with an adhesive back that covers the vehicle's logo in the center of the steering wheel. In a crash, the force of a deploying air bag can turn the product into a projectile, resulting in serious injury or death.

## AUSTRALIA



Dangerous drivers are to be targeted earlier as part of new legislation being introduced in Victoria.

Minister for Police, Anthony Carbines has introduced the Justice Legislation Amendment (Police and Other Matters) Bill into the Victorian Parliament which will deliver a suite of reforms aimed at keeping the community safe.

The Bill introduces new circumstances in which police can deploy vehicle immobilising

devices (VIDs) such as road spikes and stop sticks to intervene to prevent and stop dangerous drivers earlier on. Currently police can only deploy a VID when they are trying to prevent a driver from escaping custody, avoiding arrest and stopping a moving vehicle in limited circumstances.

The new powers will allow police to preemptively deploy VIDs where they have reasonable suspicion that a vehicle is a risk to the safety of the driver, a passenger, a police officer or another person.

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## ROADSIDE VAN INSPECTION FINDINGS

Serious safety defects have been found in almost two-thirds (64%) of checks carried out by inspectors from the Driver and Vehicle Standards Agency (DVSA) on light goods vehicles (LGVs).



The research, conducted by Direct Line Business Insurance, suggests that the DVSA is on track to issue van operators with more than 6,800 prohibitions this financial year.

There are almost 4.5 million vans on Great Britain's roads, travelling 92.6 billion kilometres a year and the average van age has been creeping up and now sits at almost nine years.

Prohibitions issued by the DVSA Inspectors typically refer to restrictions placed on vans or commercial vehicles due to safety concerns.

These can include issues related to the vehicle's roadworthiness, such as defects in brakes, tyres, lights, steering, and other critical components.

The DVSA may issue a prohibition if they find that a vehicle poses a danger to road users. Mechanical defects and overloading issues make up the majority of prohibitions issued.

When it comes to specific mechanical defects, the most common reason for a prohibition is the condition of the tyres (46%) followed by faulty indicators (26%) and bodywork issues (19%).

Two in five (40%) prohibitions were issued for overloaded vans. Overloading can be dangerous as it can impact on the driving performance, lead to increased stopping distances, difficulty in steering and make the vehicle more likely to tip over.

The DVSA can also issue Fixed Penalty Notices of up to £300 and van drivers could face three points on their driving licence, depending on the severity of the offence. The inspectors may also visit van operators' premises and review maintenance records.

It will also cause excessive wear and tear to the van affecting tyres, suspension, and brakes.

Prohibitions can lead to enforced time off the road. The DVSA has the power to issue immediate or delayed prohibitions, depending on how dangerous the vehicle fault is.

An immediate prohibition is issued when a defect is considered so serious that the vehicle is prohibited from being driven straight away. The vehicle must be fixed on the spot or towed away.

A delayed prohibition allows the operator to continue to drive the vehicle, but the defect needs to be fixed within 10 days or less depending on how critical the issue is.

Once repaired, the vehicle will need to be reinspected to have the prohibition lifted before it can be used on the road again.

## THREE YEARS PLUS AND COUNTING

The 15,000 people who responded to the consultation to ban parking on the pavement are still waiting for a response three plus years after they were asked for their views. Fortunately the issue is vested in each of the four nations of the UK and some have set out their stall and started to issue fixed penalties for those who do obstruct the pavement. Scotland was the first country in the UK to make pavement parking illegal and following a public information campaign they are enforcing the restrictions.

## THEORY TEST DISASTER

A Freedom of Information request to the DVSA by AA Driving School revealed the most spent on theory test attempts to date, before passing is £1,380 at Redditch theory test centre. This equates to 60 attempts of the £23 test.

Attempts	Cost	Centre
• 60	£1,380	Redditch
• 58	£1,334	Hull
• 56	£1,288	Guildford
• 54	£1,242	Royal Tunbridge Wells
• 52	£1,196	Bristol
• 48	£1,104	Birmingham
• 48	£1,104	Chelmsford
• 48	£1,104	Sidcup
• 48	£1,104	Sutton Coldfield
• 47	£1,081	Taunton

84 driving theory test centres saw candidates shell out more than £500 each getting their pass certificate after passing on their 22nd attempt.

Half of driving theory test centres (125 centres) saw at least one candidate spend £345 to take the test 15 times before they were successful.

The data also shows test centres which saw candidate(s) spend more than £1,000 to pass their theory test.

Many driver trainers advise pupils to sort out and pass their theory test before embarking on their practical driving lessons which means they are not getting the support and guidance which they need and some candidates believe that it is easy and so do little or no rfeading beforhand.

The written theory test was introduced for learner drivers in 1996. Today, the theory test is made up of two parts. The first is 57 minutes to answer 50 multiple choice questions based on the Highway Code and the second is the Hazard Perception test, during which candidates are asked to spot hazards in videos. Candidates must pass both the multiple choice (43 out of 50) and hazard perception test (44 out of 75) before they can book their practical driving test.

Recent research by AA Driving School showed the theory test pass rate has fallen to its lowest rate in recorded history with just 44.2% passing compared to 65.4% in 2007/08.

## DRIVER BEHAVIOUR

According to a recent Aviva study 79% of drivers claim to feel frightened by other drivers when they are driving.

When asked what makes them feel intimidated, over half of drivers (51%) said that “tailgating” is the primary source, followed by being passed at a high speed (37%) and being overtaken on the inside (27%).

One in five people (23%) list hostile gestures and honking as threatening behaviours.

However while most drivers report experiencing intimidation while driving, over half (62%) of drivers acknowledge engaging in intimidating behaviour themselves.

In fact, one in six (18%) drivers admit to flashing headlights and although well-intentioned in most cases, flashing headlights unnecessarily is against the Highway Code which states: ‘Only flash your headlights to let other road users know that you are there. Do not flash your headlights to convey any other message or intimidate other road users’.



## STRESS LEVELS HIGHER ON A FRIDAY

Research by Lightfoot - *The green tech company committed to making fleets safer, cleaner, and more cost-effective* - suggests that Friday is the most hazardous day of the week for drivers with the most incidents, speeding events and examples of aggressive driving.

The company analysed more than 5,000 drivers taking part in blind trials before they had Lightfoot's driver coaching and telematics system installed and operational.

The data showed that Friday at 9am is the most common time for a collision to take place - based on the number of FNOL (first notification of loss) alerts the company receives.

Friday is also the worst day of the week for aggressive driving, with more incidences of harsh braking, cornering, speeding and sudden turns.

Lightfoot says that tiredness at the end of the working week, which leads to mistakes and inattentiveness, could be to blame.

By contrast Monday is the day when there are the lowest incidences of speeding, harsh driving and insurance claims.



## STOLEN VANS

Research, conducted by Go Compare Van Insurance, claims that the Mercedes Sprinter was the most stolen van in the UK last year, with a ratio of 7.42 thefts per every 1,000 registered vans.

The total number of thefts of each van model from the available figures, obtained through freedom of information (FOI) data from 26 UK police forces, was added together before being divided by the number of registrations for each van model.

Only 12 van models were included in these calculations, excluding all others. The vans included in the calculations were: Ford Transit, Ford Transit Custom, Mercedes Sprinter, Vauxhall Vivaro, Volkswagen Transporter, Renault Trafic, Peugeot Expert, Citroen Relay, Citroen Berlingo, Toyota Hiace, Fiat Ducato, and Iveco Daily.



The Mercedes Sprinter topped the list followed by the Ford Transit and Ford Transit Custom, with a combined theft ratio of 5.25 per every 1,000 vans registered.

In contrast, the Volkswagen Transporter was the 'least stolen' van, with a ratio of just 0.6 thefts per 1,000 vans.

The insurance comparison site's research also reveals van theft trends between 2019 and 2022 have remained at a similar level, rising from 4.36 stolen vans per 1,000 registered in 2019 to just 4.55 in 2022.

Meanwhile the newly published data, from the Society of Motor Manufacturers and Traders (SMMT), shows that the new light commercial vehicle (LCV) market grew by 12.7% in November, with 27,433 vans, pickups and 4x4s joining Britain's fleets.

It also represents 11 consecutive months of rising demand, totalling 311,754 units - the largest volume for two years as product availability continues to improve.



## EYE SIGHT



Glaucoma UK has launched a new campaign to encourage drivers to keep their vision 'road ready'. The campaign highlights the importance of regular sight tests to enhance road safety, as glaucoma can be symptomless and early diagnosis is crucial.

Glaucoma UK has placed petrol nozzle ads at filling stations to spread the campaign message in cities where there is lower uptake of eye tests. The charity has also updated its driving and glaucoma booklet, which included frequently asked questions for people living with glaucoma.



## GRANT MONEY

The GEM Road Safety Charity is inviting applications for grants of up to £10,000 for road safety projects. The current funding window will remain open until Wednesday 31<sup>st</sup> January 2024. Details can be found on their website <https://www.motoringassist.com/road-safety-charity>.



Since it was established in 1985, the GEM charity has funded many projects which have aimed to reduce the number of people killed or seriously injured on the UK's roads.

The charity trustees are keen to encourage applications from community groups, registered charities, professional bodies, road safety organisations, partnerships, schools and colleges whose projects demonstrate a 'clear road safety benefit to the wider community at a regional or national level'.

This can include anything from educational initiatives through to research.



## MORE E-SCOOTER BANS

Malta is set to become the first EU country to ban all rental e-scooters, from March 2024, citing the persistent inconvenience caused to pedestrians.



The move comes following numerous complaints from pedestrians, especially in coastal towns about e-scooters being irresponsibly parked, obstructing walkways, garages, and homes.

Private e-scooters will still be permitted. The city of Paris has already banned rental e-scooters, but Malta is the first national government to issue a blanket ban.

Transport Minister Aaron Farrugia emphasised that the decision stemmed from what he described as "intolerable abuse" related to e-scooter violations. E-scooter violations are so prevalent that even a sudden doubling of enforcement officers would not have resolved the issue. The government had considered establishing designated parking areas for the 5,000 scooters on the island before deciding to impose a complete ban.

Meanwhile the UK Government remains on the fence with regard to introducing legislation to allow the use of privately owner e-scooters, where our problems arise from their illegal use and collisions with others rather than from our loan schemes users.

# Traffic Safety Roads

Celebrating 2024

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## STILL AVAILABLE AT THE POST OFFICE

Drivers have been handed a major driving licence boost as the DVLA announces that its services will continue to be accessible at the Post Office which is likely to help older motorists relying on their local area. However the contract extension between the DVLA and the Post Office is understood to be a one one-year rolling contract for up to three years.

The DVLA has continued to extend its online platform in recent years and has encouraged road users to move over to digital services but this has not pleased everyone including those who are not used to the technology or do not possess the hardware.

## ILLEGAL OFF-ROADING

Funding has been given to a project to fund two police officers and state-of the-art technology to help tackle illegal off-roading. The initiative between Torfaen, Blaenau Gwent and Caerphilly Councils and Gwent Police has been operating since the start of November 2023 resulting in the seizure of 10 illegal off-road vehicles to date.

The local authorities have invested £122,220 Shared Prosperity Funding to fund the officers' posts, as well as a drone, Land Rover and quad bike to catch people who ride scramblers, quad bikes and motorbikes illegally on the mountainsides. The project is being led by Torfaen Council and will see a PC and Police Community Support Officer based in the upland area for 60 per cent of their time.

## MOTORWAY BREAKDOWNS

Three-quarters of drivers unknowingly put themselves in danger during motorway breakdowns according to research by the RAC

Nearly eight-in-10 (78%) drivers would unknowingly put themselves in danger after breaking down on the motorway and stopping on the hard shoulder.

one. One-in-10 (11%) said they would stay in their vehicle, leaving them at great risk of being seriously injured or killed if another vehicle were to hit them.

Only a fifth (22%) of the 1,900 drivers surveyed would do the right thing after breaking down on one of the UK's fastest roads on a cold and wet winter's night by standing to the rear of their vehicle and as far as possible from traffic, ideally behind a barrier if there was

Two-thirds (65%) would also unwittingly put themselves at risk by standing either in front of or next to their car, where they could be hit in the event of another driver colliding with their broken-down vehicle.

The analysis corresponds with reports from nearly 200 RAC patrols, who found 78% of drivers they have attended who had broken down on motorways were still in their vehicles when they arrive

## CROSSING ROUTES FOR HEDGEHOGS ETC

Hedgehogs and other small animals will be better protected on English roads under rule changes to make it easier for local authorities to put up wildlife warning signs.



The current hedgehog sign will be updated following feedback from the sector to make it clearer for drivers. Alongside this, rules around the small wildlife warning signs will be relaxed to make it easier for local authorities to put up small wildlife warning signs, helping to better protect hedgehogs and other small animals.



# Traffic Safety Roads

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## TRANSPORT TRAFFIC SAFETY ROADS

The Graham Feest Consultancy dates for its conference style events for 2024



**Tortworth Court Hotel** located in South Gloucestershire just off junction 14 of the M5 on **Monday 26<sup>th</sup> February 2024**

**Coventry Holiday Inn** located just off junction 2 of the M6 where it also intersects with the M69 on **Monday 4<sup>th</sup> March 2024**

**The Guildhall in Hull** on **Monday 30<sup>th</sup> September 2024**

**The Dalmahoy Hotel** located just on the outskirts of Edinburgh on **Monday 7<sup>th</sup> October 2024**

**The Leonardo Hotel** located in Cardiff City Centre on **Monday 21<sup>st</sup> October 2024**

Financially supported by



The generic theme will centre around transport, traffic, safety and roads and will be financially supported by Clearview Intelligence and Geveko Road Markings.



The Graham Feest Consultancy has approved training status from the Chartered Institute of Highways and Transportation and will be particularly useful to Road Safety Auditors in meeting their annual mandatory needs.

These events are NOT available on-line or in hybrid format

The Graham Feest Consultancy only provides face to face conferencing and events. It firmly believes that involving people together to interact, share best practice and to be able to challenge the presenters and speakers in person creates a far better and more productive learning and emotional experience. Networking is key and a face-to-face environment creates an ideal setting when people come together in person and is more likely to create new working relationships across the transport, traffic, safety and roads sectors.

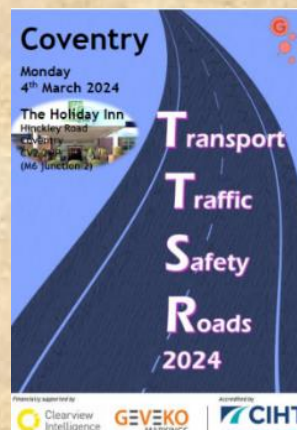
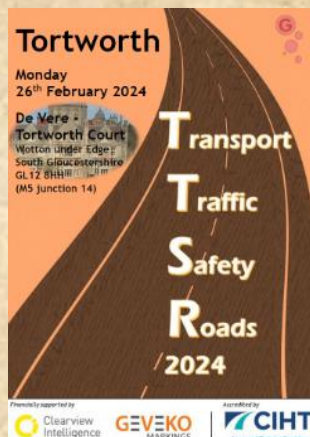


## Book now for your early bird price

for your place at Tortworth on Monday 26<sup>th</sup> February 2024

and for Coventry on Monday 4<sup>th</sup> March 2024 at

<https://www.grahamfeest.com/gfc-events/transport-traffic-safety-roads-2024/>



and then follow the link to your chosen location and click for the booking form: