



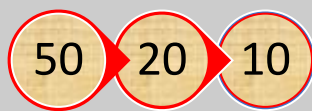
# Traffic Safety Roads

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

April 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.



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**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 RoadSmart; 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 Advanced Stop Lines for Cyclists



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## EDITORIAL

*Readers coming to my newsletter for the first time - I need to explain that the expression 50 20 10 refers to having personally spent 50 years in road safety, twenty years having had my own consultancy and then 10 years that my executive assistant, Victoria has been with me. This 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*

Last month I referred to some of the things which happened in the 90's with particular reference to driver retraining programmes. Also, in the 90's we saw the major introduction of Traffic Calming and it was not just about road humps.

The objective of traffic calming streets was to stop much of the rat running which was happening at speed through residential streets by motorists attempting to cut through areas where they should not be instead of using the more congested distributor roads.

A range of devices were used and for the first time a road hump was regulated in terms of its height. Road humps came in several formats such as those which were rounded, pretty much what had been used particularly on private roads and access drives, to flat top humps and larger table humps often placed at road junctions. We also saw the introduction of humped zebra and pelican crossings. In addition build outs, chicanes and strategically placed parking - designed in a way to changes the forward vision of drivers and to slow them down.

Villages became marked at the entrance with "gateways" to give drivers going through rural communities a sense that they were entering a special area. Each series of measures in an area tended to be selected by the local group of community leaders so what devices were used were put in by agreement. However, ambulances in particular did not like the problems caused by humps as it took away the important smooth ride for the patients and so cushions became a substitute for road humps as such vehicles could the place their wheels between the gaps being of a wider base.

But it was not all good news. Communities were keen to engage with such programmes but once installed and the noise of heavy vehicles such as refuse collection vehicles and skip lorries etc bouncing up and down road humps and braking to give priority through build outs and chicanes early in the morning

led to cries for them to be taken out and the pleas for installation were swiftly muted.

Another interesting development which was probably the starting point for shared space as new developments, particularly in closes and cul-de-sacs were totally paved at the same level which presented an area upon entering to gain access to one's property a feeling of being part of a community with responsibility for all. Also we saw the relaxation of the rigid building lines which hitherto planning authorities vigorously defended into a more broken line giving the impression to drivers that the road was not as straight as in fact it was and thereby encouraged drivers to be more vigilant.

Another big introduction in the 90's was speed cameras, later referred to as Safety Cameras. These were not new on the roads to control speeding and red light running but the problem was that the highway authority had to install and maintain them and the police had to deal with the offences which had been committed but the Government took all the money. So, in the 90's agreement was reached to pilot a system where the costs could be recovered from the fines thus enabling more to be installed. Eight pilot authorities won the case to be trial areas and I was pleased that Northamptonshire was one of them. Because infrastructure took time to install a number of mobile vans were purchased and they went to sites where there were known to be injury crashes caused by speed. The evaluation showed that where the camera sites were located the number of speed related crashes reduced considerably. The approach was not without a good deal of controversy with many members of the public saying that we were just making money out of motorists but on the whole people thought they were a good idea - that was until they got ca



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## NEW SEAT BELT CAMPAIGN

In 2022, 30% of fatalities among 17- to 29-year-olds were unbelted which has led to a new campaign to remind young men to 'CLICK' their seat belt in a bid to shift attitudes and save lives on roads across England and Wales following the overall data indicating that every week on average, four young people aged 17 to 29 are either killed or seriously injured on roads when not wearing a seat belt, with young men more likely to not wear one, especially on short or well-known journeys.

Targeted advertising on roadside posters, radio and social media, the £1.2m CLICK campaign will collaborate with partners, including various county football associations and local clubs, to promote 'belting up' when travelling to matchdays to keep themselves and their teammates safe.

Taxi and private hire vehicle companies, including Uber, are also supporting the campaign and looking to introduce direct reminders to passengers to wear their seat belt when making journeys in cabs.

CLICK is the first seat belt specific campaign since 2011 and refers to personal moments between friends to point out the consequences of not wearing a seat belt and 'leverages the power of social consequences and relatable scenarios' to shift attitudes and behaviours around seat belt wearing. The creative approach focuses on the 'CLICK' sound of a seat belt fastening, which serves as an audible and visual reminder that something as simple as clicking your seat belt could save your life, and the lives of your friends.

The message is a reminder that something as simple as clicking your seat belt could save your life and that of your friends and also the importance of wearing a seat belt when travelling in a minibus, bus or coach.



## YOUNG DRIVERS

A letter calling on MPs from all political parties to commit to taking action to save the lives of young drivers has been signed by a number of road safety professionals who point to statistics which show that 4,935 people were killed or seriously injured in crashes involving young drivers during 2022.



The experts point to other countries, including Australia, Canada and New Zealand, who have "supported young drivers through the transition from being a learner by initially limiting their driving in the riskiest situations". Known more commonly as graduated driver licencing, this includes carrying peer-aged passengers and driving at night.

The letter was signed by:

- Dr Ian Greenwood, Campaigner to stop road deaths
- Prof Sarah-Jayne Blakemore, professor of psychology and cognitive neuroscience, University of Cambridge
- Dr Elizabeth Box, research director, RAC Foundation
- Prof Nicola Christie, professor of transport safety, University College London
- Prof Kevin Fenton, president, UK Faculty of Public Health
- Dr Pamela J Hardy, chair, Faculty of Pre-hospital Care, Royal College of Surgeons of Edinburgh
- Dr Shaun Helman, chief scientist, Transport Research Laboratory
- Prof Samantha Jamson, professor of transport psychology, Institute for Transport Studies, University of Leeds
- Prof Andrew Morris, professor of human factors in transport safety, Loughborough University
- Prof Tim Nutbeam, professor of prehospital medicine, University of Plymouth
- Prof Ian Walker, professor of psychology and head of school, Swansea University

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## THE LONDON ROAD SAFETY COUNCIL

The London Road Safety Council (*formerly the time known as the London Accident Prevention Council*) was founded in 1916 with its membership made up of elected council members and professional road safety officers from across the London boroughs and the City of London Corporation is appealing for financial help to continue its work.



Since formation, LRSC has helped reduce the number of casualties on the Capital's roads by producing and promoting resources and publicity materials, and providing a forum to discuss road safety issues and has been responsible for a host of campaigns including the iconic post World War 2 'Keep Death off the Roads' poster, which featured a widow in mourning. This campaign caused considerable controversy at the time with some road safety groups believing it to be too shocking for public display. It has produced the 'Caring

Parent' campaign, which launched in 1987. Approximately five million copies of the campaign booklet were purchased by local authorities and other organisations, in London and across the United Kingdom and more recently, the 'It's a Jungle Out There' campaign helped improve awareness of road safety among Year 6 pupils who are about to transition from primary to secondary school.

However to continue its work it is urgently seeking funding on the back of data indicating that there were 23,465 reported collisions in London in 2022, resulting in 102 people being killed, 3,859 being seriously injured and 23,246 being slightly injured

The money required for LRSC to continue to function is relatively modest, and they are hoping that a benefactor will come forward and help so they can continue the vital work. Anyone interested in finding out more should contact [lrsc.wbricethompson17@gmail.com](mailto:lrsc.wbricethompson17@gmail.com)

## GRANT MONEY AVAILABLE FOR ROAD SAFETY PROJECTS

The Road Safety Trust has announced that its Spring 2024 Small Grants round is now open for applications. The Trust is an independent grant-giving trust supporting projects and research that make UK roads safer for all road users.



The main aim of the Spring 2024 Small Grants round is to improve road safety at a local level. This will be achieved by funding pilots or trials, expansions of successful trials across a new area, and/or the evaluation of road safety interventions. Applications of between £10,000 and £50,000 are welcomed from local authorities, police forces, fire and rescue services, registered charities, not-for-profit social enterprises, and community interest companies.

Universities can also apply in partnership with another organisation.

All projects should have other sources of funding. Projects must also include plans for monitoring and evaluation and an element of partnership and collaboration.

Detailed guidance and support is also available from The Road Safety Trust website, <https://www.roadsafetytrust.org.uk/small-grants> including the newly-developed editable Application Workbook.

Closing submissions must be made by 24<sup>th</sup> April 2024.

**Always remember that CARS don't crash into one another or pedestrians, cyclists, motorcyclists or horse riders  
DRIVERS do**



## ELECTRIC VEHICLE RESISTANCE



Elderly drivers are the least likely to convert to electric vehicles because they believe the cost of owning one is unreasonable according to research by electric vehicle charging manufacturer Zaptec.

About 90% of retirees who responded to the study said they thought EVs were a waste of money and that there is still more work to be done in terms of production before they would consider purchasing one. The elder generation is not impressed, even though the government is making it more difficult to buy diesel-powered cars while also expanding incentives for electric vehicles.



However, millennials and Gen Z are the most likely to convert to a zero emission car compared to 55 to 64-year-olds and only 21% of 25 to 34-year-olds are willing to give up using petrol and diesel motors within the next five years.

Only 16% of those 65 and older said they would think about switching.

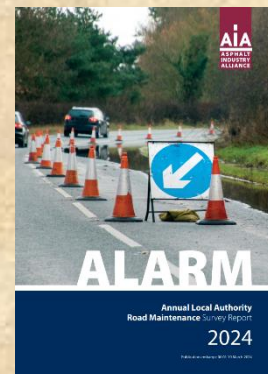
In a study, nearly 50% of British drivers indicated they didn't think EVs were appropriate for long trips, and 32% questioned whether the energy grid would be able to handle the demand.

## ANNUAL LOCAL AUTHORITY ROAD MAINTENANCE (ALARM) SURVEY REPORT



The Annual Local Authority Road Maintenance (ALARM) survey report, published by the Asphalt Industry Alliance, highlights the scale of the challenge that faces local authority highway teams who have a statutory responsibility to keep local roads safe but don't have the funds to do so.

More than half of the local road network in England and Wales is reported to have less than 15 years' structural life left as the amount needed to fix the backlog of carriageway repairs increases to a record high of £16.3 billion. Despite local authority highway teams reporting an overall increase in carriageway maintenance budgets, they have been hit by the impact of rising costs due to inflation, meaning they have been able to do less. This has been compounded by the increasing frequency of extreme weather events, which together are accelerating the rate at which the network is deteriorating.



ALARM data shows that only 47% of roads in England and Wales are classed as being in good structural condition, with the remaining 53% - more than 107,000 miles - now having less than 15 years' structural life remaining. Surface conditions are also reported to have declined, despite a 40% increase in the number of potholes filled over the last 12 months adding to the existing patchwork of previous repairs.

This year's ALARM survey is the 29th and received responses from 72% of local authorities in England and Wales. It reports local road funding and conditions based on information provided directly by those responsible for their maintenance.

The findings, which relate to the 2023/24 financial year, show that in England and Wales Local authorities would have needed an additional £1.22 billion (an average of £7.2 million per authority) just to reach their own target road conditions.

You can find a copy of the report at <https://www.grahamfeest.com/resources/latest-uploads/>



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## HORSE SAFETY ON THE ROAD

*In this article Alan Hiscox, Director for Safety at the British Horse Society discusses and outlines the importance of passing horses safely on our roads.*

We have seen first-hand the terrible consequences of what can happen to horses when a car passes by too quickly and closely. Every day, we speak to, and receive reports from, members of the public who have been involved in a road incident with their horse. Sadly, these can end tragically. In 2023 alone, 66 horses and three equestrians were killed on our roads. Overall, nearly 3,400 equine related road incidents were recorded via our Horse i app last year, with 85% of those occurring because a driver passed by too closely or quickly.

But, what can we do to stop these incidents from happening? A big step will be ensuring greater awareness. As part of our Dead Slow road safety campaign, we continue to inform and involve road users on how to pass horses as well as how impactful passing horses in an unsafe way can be.

This includes making more road users aware of the power of a startled horse and how a collision on our roads can not only lead to a horse being injured, but also the rider or carriage driver, motorist, or even the passenger in the vehicle too. We want people to recognise that horses are flight animals, and their instinctive response to

danger is to react and move quickly away. Even the most experienced and well-trained horses can be startled by unexpected movements or loud noises, like a car passing at great speed.

With all that in mind, it is incredibly important for all road users to pass horses safely, following the advice set out in the Highway Code for passing equestrians. The guidelines, which were a direct result of the BHS's involvement in the Highway Code Review Stakeholder Group, align with our key Dead Slow behavioural messages. Included is an advisory speed of 10mph for passing people riding horses or driving horse-drawn vehicles and asking drivers to leave at least two metres of space. While we recognise and greatly thank all those road users who continue to follow this Highway Code guidance, it is clear that there is much work to do to make sure tragic incidents reduce dramatically.

Unfortunately, it isn't always possible for equestrians to stay off the roads due to the shrinking bridleway network. That is why we are really working hard to make sure we all play our part to keep everyone safe.

Alongside, slowing down to a maximum of 10mph and allowing at least two metres of space upon seeing a horse on the road, we're also asking roads users to:

- Heed a rider or carriage driver's signal if they ask you to stop or slow down.
- If a rider or carriage driver is signalling to turn, wait patiently for them to complete their manoeuvre before continuing your journey. If the horse(s) show signs of nervousness as you get closer, please stop and/or turn the engine off and allow them to pass.
- Please don't start your engine or move off again until the horse(s) has moved away.
- If a road is narrow and there is not enough room to pass safely, please approach slowly, or stop to give them time to find a gateway or other place off the road where there will be enough space between the horse and vehicle to allow you to pass safely.
- Please be patient. Most equestrians will do their best to reassure their horses and will allow you to pass as soon as it's safe to do so.
- The safest place for the rider's hands is on the reins, so they may only be able to nod their head to you - but please do be assured that they will be very grateful for your consideration.
- Look out for equestrian road signs - these signs indicate you are likely to encounter a horse on your journey.

The onus isn't just on drivers, it's important that equestrians take key steps when out on the roads with their horses too. This includes wearing conspicuous clothing and equipment as well as using the appropriate signals to make other road users aware of their intentions to manoeuvre.

If a rider experiences a driver going past too fast or close, we also recommend that they record it via our Horse i app. The more incidents that are recorded, the more that can be done to protect the rights of equestrians on Britain's roads.

Unfortunately, far too many lives have been lost over the last 10 years on our roads and we all have a responsibility to stop this from happening.



## YELLOW BOX JUNCTIONS DESIGNS AND FINES



A study, commissioned by the RAC, found that almost every yellow box junction it analysed - 98 out of 100 yellow boxes in London and Cardiff - is bigger than it needs to be to prevent traffic congestion resulting in motorists being fined from poorly designed and oversized yellow box junctions.

It commissioned Sam Wright, a chartered engineer who was responsible for the design and approval of yellow boxes for Transport for London (TfL), to examine 100 junctions in Cardiff and London which were collectively responsible for 374,276 fines in 2019.

The research found that 98 were larger than necessary, with the average box being 50% bigger than it needed to be to serve the primary purpose of having a yellow box in the first place - to prevent vehicles blocking the path of other crossing traffic. More than half were also not under traffic light control and could therefore easily be converted to 'keep clear' markings to serve the same purpose.

Sam Wright said

"Making sure yellow boxes are the correct size is extremely important when you consider that even a car bumper overhanging part of a box can result in a driver being fined to the tune of up to £160



depending on where they are in the country. Yet in so many cases, drivers can't avoid stopping in them - a good example being where a yellow box is so big that a driver can't see where it ends. Throw in some bad weather that reduces visibility, and the potential for unnecessary fines increases still further. The Government has stated that 'poorly designed schemes can undermine enforcement overall and give rise to public perception of 'revenue raising'.

While yellow boxes can play an important role in keeping vehicles moving at busy junctions, the RAC says that those boxes - or parts of boxes - that do not prevent vehicles blocking the path of other crossing traffic serve no purpose, meaning there can be no justification for them being there and therefore for councils fining drivers every time they partially stop in them.

There are a number of reasons why yellow boxes might be too big, the most likely one being that they were painted prior to 2016 when the regulations were last updated and demanded that boxes had to extend to the kerbs on either side of the junction.

Yet Government guidance from 2022, aimed primarily at new councils enforcing 'moving traffic offences' including yellow boxes, states: 'Enforcement action should not commence at any location where contraventions could be avoided by reasonable improvements to the highway or to traffic signs, and not until such improvements are made and appropriate monitoring has been carried out'.

Wright and the RAC are calling on the Government to urgently refresh its advice to councils, to spell out precisely their purpose in terms of preventing the cross movement of other traffic, and to make it clear where and how they should be used.

As well as looking at the overall size of the yellow boxes, the RAC-commissioned study found a fifth of those analysed (22) are also potentially not compliant with the Traffic Signs Regulations 2016.



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## LOW TRAFFIC NEIGHBOURHOODS

Low-traffic neighbourhoods (LTNs) are popular and effective according to a leaked report from the Department for Transport (DfT) following the polling of more than 1,800 residents carried out inside four LTNs in London, Birmingham, Wigan and York which revealed that twice as many local people supported them (45%) as opposed them (21%) and nearly 60% of the survey respondents did not even know they lived in an LTN.



The report also concluded that there was little evidence to suggest that LTNs displaced traffic to other streets, although it notes that formal studies of their impact on overall congestion levels were limited.

The available evidence from the UK indicates that LTNs are effective in achieving outcomes of reducing traffic volumes within their zones while adverse impacts on boundary roads appear to be limited.

A DfT spokesperson said:

‘We are clear that many local authorities have not put local residents first when implementing Low Traffic Neighbourhoods. We are backing motorists and will produce new guidance focused on the importance of securing strong local support. Alongside this the Government have stated that greater consultation with residents must be undertaken before such schemes are implemented.

## NATIONAL HIGHWAYS NEW CAMPAIGN

According to a survey, carried out by Ipsos UK on behalf of National Highways, nearly a third (32%) of drivers admit to lane hogging ‘at least occasionally’ while driving on England’s motorways and major A roads which has led to a new campaign urging lane huggers and tailgaters to carefully consider their driving habits.



The new National Highways campaign carries the slogan ‘little changes, change everything’ and aims to highlight that lane hogging is among the most likely behaviours to cause motorists and riders to feel frustrated, while tailgating makes them feel anxious, stressed or unsafe.

When thinking about their most recent journey, around a third (34%) of those responding to a survey noticed middle lane hogging, and many of them reported that it made them feel frustrated or angry.

Meanwhile almost seven in ten (67%) said close following, or tailgating, is a serious problem on these types of roads.

The campaign will feature on radio and television adverts, podcasts, roadside billboards, posters at motorway service stations, retail parks and petrol stations, and on social media.

Additionally, a campaign toolkit is available to download via the National Highways website at <https://nationalhighways.co.uk/road-safety/little-changes-resources/>

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## SOMERSET COUNCIL CAMPAIGN

Dangerous driving behaviours are the focus of a new Somerset Council campaign aimed at reducing fatal collisions on the county's roads. The Fatal Five campaign, backed by Avon and Somerset Police and led by Somerset Council's road safety team, highlights the key behaviours which can contribute to serious or fatal collisions.

Data shows 30 people died while travelling on Somerset's roads in 2023 - approximately 43% up on the figure for 2022 and the highest number of fatalities in 10 years. In four of the incidents more than one person died. Of the 30 fatal casualties, 11 were car drivers, 12 motorcyclists, four were car passengers and three were pedestrians



The council says there is no particular cause or issue thought to be responsible for the increase, but according to Avon and Somerset Police, 76% of the collisions involve one or more of the following five behaviours:

- Intoxicated driving (drink or drugs)
- Careless or inconsiderate driving
- Excessive speed
- Mobile phone use or distraction
- Failing to wear a seatbelt

The council says a further concerning factor is that nearly half of the fatal collisions were caused by a vehicle crossing into the path of another one.

## BUCKINGHAMSHIRE COUNCIL RESPECT CAMPAIGN

Buckinghamshire Council is calling on all drivers to be respectful of the work carried out by the county's dedicated group of school crossing patrollers.



More commonly known as lollipop men and women, Buckinghamshire's 60 school crossing patrollers (SCPs) help children and families to reach school safely.

The council says most drivers are respectful and stop when requested, however, a small minority can be abusive and put lives at risk with dangerous manoeuvres because they don't want to stop to let people cross safely.

Examples include drivers using abusive language, not stopping when the patroller is already standing in the road and swerving around patrollers to get past.

Patrollers' jobs are also made more difficult by drivers blocking pavements and stopping or parking in inconsiderate places to drop off children, the council adds.

Accordingly, Buckinghamshire Council has relaunched its 'Respect Me' campaign to remind drivers to be more considerate and respectful of the valuable job school crossing patrollers do.





## OLD CARS

Data from the Driver and Vehicle Licencing Agency shows that about 340,000 cars older than 40 years are still owned by their registered keepers of which around one in eight are declared off the road by keepers.

In response to a Freedom of Information request by LeaseLoco - DLVA records as at 15th December 2023 reveal that 338,697 vintage cars are still owned by drivers in the United Kingdom of which 12% are not actually being driven on the road meaning that about 41,217 vintage cars had their owners' Statutory Off Road Notifications (SORNs) declared, meaning they were off the road, as of the date the FOI was filed. Many of these are likely restorations, projects, or valuable vehicles that their owner isn't using in an effort to



hold onto and increase the worth of their future acquisitions. According to the DVLA, there are 28,311 MGs, 10,393 Morris Minors, 5,575 Rolls Royces, and 4,508 Triumph Stags among the classic cars still in use today.

Although the term 'classic' car has several varied meanings, it is most commonly used to refer to vehicles that are older than 40 years and hence eligible for several perks associated with 'historic vehicles. Among these is exemption from annual MOTs and Vehicle and Excise Duty. However unlike the MOT exemption, you don't immediately stop having to pay road tax once your car enters its fourth decade.

## TOP REASONS FOR SELLING

Whilst some owners hold on to their cars for many years as referred to above on the other side of the coin reliability and higher running costs are the top reasons for selling according to a new survey by Carwow, the online car-changing marketplace.



Nearly eight out of 10 respondents (78%) cited reliability as the biggest reason for changing their cars, while increased running costs (71%) came a close second on their list for choosing to sell.

Despite being a nation of vehicle enthusiasts, where 63% of motorists admitted loving their current car, most owners are willing to break-up with their beloved motor if running costs increase significantly.

However, more than a third (36%) say that an expanding family would make them consider selling their car, while 26% like to keep an eye on the odometer and would consider selling when the mileage is too high.

Finally, drivers don't like to be pressured into moving on from their motors, according to the research by Carwow. Just 2% would sell a car because friends or family are embarrassed by it, and only 4% believe you should get rid when you get divorced.

Once drivers have decided to change cars, people don't hang about when it comes to selling. 44% sold their car within one month of deciding, and nearly three-quarters (74%) had successfully sold their car within a maximum of three months.

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## DELAYED LONGER AND TRAVELLING AT LOWER SPEEDS

Drivers are being delayed for longer and travelling at slower speeds, according to new figures published by the Department for Transport (DfT).

The statistics, for the strategic road network (SRN), show that the average speed was 57mph in 2023, a 1.9% reduction on the average of 58.1 mph reported in 2022 and down 1.7% from 58mph in 2019.

Meanwhile, the average delay on roads managed by National Highways in 2023 was 10.5 seconds per vehicle per mile - a 12.9% increase from 9.3 seconds in 2022 and up 10.5% from 9.5 seconds in 2019.

### Average annual speed and annual delay on the SRN per year

Year	2019	2020	2021	2022	2023
Average speed (mph)	58.0	60.0	58.9	58.1	57.0
Average delay (spvpm)	9.5	7.3	8.5	9.3	10.5

Separate data for England's local 'A' roads shows that the average speed was 23mph, a 2.1% reduction from 23.5 mph reported in 2022 and up 0.4% from 22.9mph in 2019.

The average delay on local 'A' roads in England in 2023 was 47.9 seconds per vehicle per mile - a 5.3% increase from 45.5 seconds in 2022 and down 0.6% from 48.2 seconds in 2019.

## ROAD RAGE TRAINING MODULE

More than two in three (69.5%) drivers in the UK report experiencing road rage, with over one in 10 (12%) admitting it's a weekly occurrence for them which had led E-Training World to launch a new training module focused on road rage.



Graham Hurdle, managing director at E-Training World, said:

"With congestion on our roads increasing, we felt it was important to design a training module that addressed the common causes of road rage and train drivers in how to react if faced with an angry driver. You can't control another driver's behaviour, but you can control your own. How you react to a situation determines what happens next. If you back off, take a deep breath and remain calm, you can defuse a potentially damaging situation. Drivers often get frustrated because they are in a hurry and can't get to their destination quickly enough because of traffic. Leaving earlier can help drivers feel more relaxed and less likely to react angrily. Keeping a safe distance can also help drivers avoid potential road rage situations."

More details at <https://e-trainingworld.com/new-online-driver-training-road-rage/>

## IMPROVING REST AREAS FOR HGV DRIVERS

Industry and Government are jointly investing £16.5 million to improve 38 HGV rest areas across England with the Department for Transport (DfT) investing £6m with £10.5m coming from industry, to significantly improve the facilities for lorry drivers.

Lorry drivers will benefit from more parking spaces, better welfare facilities and safer rest areas, says the DfT.

The upgrades will include new showers and restaurants, as well as better lighting and secure fencing and will also create around 430 new parking spaces for heavy goods vehicles (HGVs) to free up local roads.



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## EXCEEDING THE SPEED LIMIT

An excellent Fact Sheet has been produced by RoSPA noting that in 2022 303 people were killed in collisions involving someone exceeding the speed limit, with a further 2,180 people seriously injured and 5,648 slightly injured. A further 131 people died when someone was travelling too fast for the conditions.



Drivers and riders who are travelling at inappropriate speeds are more likely to have a collision and their higher speed means that the collision will cause more severe injuries, to themselves and/or to other road users.

For detailed information on the impacts of inappropriate speed and comprehensive advice on how speed-related collisions can be reduced find a copy of the fact sheet at <https://www.grahamfeest.com/resources/latest-uploads/>

## PROJECT EDWARD DEVELOPMENT UPDATE

Project EDWARD (Every Day Without A Road Death) for 2024/25 has now been outlined as it moves from a specific week to an all year round plan of action. Project EDWARD started in 2016 and was awarded a Prince Michael International Road Safety Award in 2018 and continues to raise the profile of road safety.

The previous annual week of action has been replaced with a strategically-planned year-round programme of activity, guided by this year's theme - Data-driven actions for safe mobility. The programme will involve members of the EDWARD team working with key partners to facilitate events, symposiums, webinars, discussions, podcast episodes and online activity with the specific aim of sharing examples of evidence-led good practice that supports the Safe System.

The Edward team is now wanting to seek out replicable activity across different sectors and at many levels: national, regional, city, county and local and will be investigating and disseminating the outcomes and achievements from Prince Michael International Road Safety Award winners, Road Safety Trust programmes and other specific initiatives.



They are asking practitioners from all sectors to

- Tell them about a project demonstrating evidence-led good practice, how and why it worked - and how it can be replicated elsewhere
- Invite Project EDWARD to attend your road safety event
- Check our annual calendar and let us know if you would like an involvement
- Feel free to suggest an event that's not yet there but you feel should be
- Join a podcast recording to tell us about your role in the Safe System
- Check our website and social media for developments

For all the information about Project Edward <https://projectedward.org/>

## DRIVER DISTRACTION

A new report from the European Road Safety Observatory identifies driver distraction as a key challenge to road safety and a significant risk factor in traffic. The thematic report on “Driver Distraction” was released as part of the European Commission’s efforts to promote safe mobility across the EU.

The report highlights that car drivers are engaged in distracting activities for approximately 50% of all driving time. The most common sources of driver distraction are from using mobile phones, interacting with the vehicle’s information systems, interacting with passengers and eating.

Distractions where the driver’s gaze is averted from the road present a particular danger - with drivers subject to longer reaction times, swerving, and missing important traffic information. In particular, the use of mobile phones whilst driving is one of the most common sources of distraction for drivers.



The report highlights that one in three European drivers admits to using a handheld phone and 25% admit to checking notifications or social media - with younger drivers more likely to use a mobile phone whilst driving than older people. Research has shown that using a handheld phone whilst driving can increase crash risk by 2.5 times. The report also highlights effective measures against distracted driving, including: strict enforcement of bans on the use of handheld devices (including through the use of smart cameras); building rumble strips into road infrastructure; awareness campaigns; driver education through licensing; and in-vehicle technology that warns or intervenes when departing from a lane or approaching too close to a vehicle in front.

Preventing driver distraction is an important step towards achieving the EU target of reducing road deaths and serious injuries by 50% by 2030.

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

## LEARNING FROM A NEAR MISS!

GEM Motoring Assist is encouraging drivers to reflect on the dangerous moments they have experienced at the wheel, to reduce the risks they face on future road journeys.

GEM says those ‘oops factor’ moments we have all encountered offer a golden opportunity to reflect on our driving and to find ways of being safer in future and has produced the following four simple tips to reduce risk for drivers:

Think about risk on journeys. This risk could come from a dangerous stretch of road, from not taking breaks, from bad weather, from unwise speed choices or from a lack of focus on the driving task.

Expect the unexpected. This is especially true on familiar stretches of road. Keep your guard up, anticipate what could happen and stay ahead of the situation, rather than having to react urgently.

Eliminate the word ‘suddenly’ from your driving vocabulary. By identifying all the possible areas of risk, you can adapt and update your speed and position to keep yourself away from trouble.

Learn from every journey. What went well? Where were the biggest risks? Take time later to think about why that moment happened. Did you fail to see another vehicle? Did you misjudge distance or speed? Did you gamble with a changing traffic light? Most important, what different action could you take next time to reduce the risk?



## MOTORCYCLES IN BUS LANES



The Department for Transport (DfT) has updated its guidance for councils on allowing motorcycles to use bus lanes and recommends that councils should consult beforehand and provide advice on monitoring and enforcement.

The starting point for the guidance is that traffic signs give local authorities the flexibility to allow motorcycles into their bus lanes, but this must be explicitly stated in the traffic regulation order for the bus lane.



The guidance notes that there are potential benefits and non benefits of such a move, adding that the decision should be taken with care to mitigate foreseeable and avoidable risks. Among safety issues that councils are advised to consider are visibility, the impact on pedestrians who may be expecting slow moving vehicles, and any potential for conflict between motorcycles and pedal cycles.

The guidance also advises councils to consider the continuity of bus lane routes that admit motorcycles, warning that intermittent permission can be confusing and may pose enforcement difficulties. It also highlights the risk of turning vehicles at junctions, noting that allowing motorcyclists into the bus lane reduces the risk of them turning across the bus lane but that there may be an increased risk of vehicles turning across the path of motorcycles.

The updates to the legislation since the last version in 2007 maintains the existing policy that councils should allow motorcyclists - solo-powered 2-wheelers including mopeds - to use bus lanes 'wherever it is appropriate to do so'.

## CAR THEFTS



The UK's worst places for car thefts have been revealed by private number plate vendor Absolute Reg, with rates rising in several of these areas. In 2023, more than 130,000 cars were reported stolen, and an additional 212,900 drivers had an item taken from within their vehicle.

The West Midlands has the highest rate of car crime, with 12.64 instances per 1,000 residents in 2022, according to Absolute Reg. The company also found that, with 11.87 incidences per 1,000 people, London's streets are also a popular location for car crime.



Top 10 areas for vehicle crime in the UK (rate per 1,000 people)

1. West Midlands - 12.64
2. London - 11.87
3. Bristol - 10.72
4. South Yorkshire - 8.52
5. South Glamorgan - 7.56
6. Bedfordshire - 7.49
7. Warwickshire - 7.42
8. Buckinghamshire - 6.9
9. West Yorkshire - 6.77
10. Berkshire - 6.59

Director of Absolute Reg, Jake Smith, advised motorists across the country to keep their vehicles safe from burglars by parking them in well-lit areas. At nighttime try to park in a well-lit area underneath a streetlamp or in a busy area you're unable to use a garage. This will help prevent opportunistic thieves from attempting to steal your car.

## PARKING ON THE PAVEMENT

This is one of those topics which is beginning to feature as prominently as potholes with the majority of people supporting demands to outlaw parking on pavements, with nearly two thirds (62%) supporting the idea from recent research conducted by Startline Motor Finance after the Local Government Association (LGA) called for increased authority to impose the ban in England.

According to the surveys, 28% of respondents thought that parking on pavements is “just lazy,” 23% think that drivers should give way to pedestrians, and 21% find it “annoying.”

A similar proportion (24%) asserted, however, that parking on pavements is frequently feasible while still providing room for walkers,

and 14% defended their position by stating they only park on the pavement when dropping someone off or stopping by a store.

Currently, only London has prohibited pavement parking; however, local governments have the authority to exempt specific routes.

A consultation on imposing limits on pavement parking is scheduled to occur in Wales, while some authorities in Scotland have just begun to impose a statewide parking ban.

## YOU NEED TO BE ABLE TO DRIVE

Research by the RAC Foundation shows that in the first week of October 2023 a total of 1,092,172 recruitment ads were posted on the job vacancy aggregator site Adzuna.

Of the 1,092,172 advertisements, 189,608 (17.4%) explicitly or implicitly required those applying to have at least a standard driving licence because the job was either:

1. specifically for a driver,
2. or required driving during the course of work,
3. or a car was needed to reach work (due to a lack of alternatives).

The analysis looked at data for the same week in October in the eight years from 2016 to 2023, inclusive.

Whilst the highest proportion of jobs requiring the ability to drive was seen in 2020 at the height of the pandemic (120,190 out of 611,702, or 19.6%) the proportion for 2023 was still higher than in any of the four years pre-Covid.

## TTC-TELFORD TRAINING CONSULTANTS to TTC -TRUSTED TRAINING & COMPLIANCE

Following its acquisition of Business Driver Risk Management and Licence Bureau, TTC Group is uniting its portfolio of training and risk management businesses under one brand - TTC.



Moving away from its legacy identity of the Telford Training Consultants, it is now known as the Trusted Training & Compliance expert as it lays the foundations for future growth. This follows TTC's entry into the broader health and safety marketplace with the acquisition of construction and infrastructure accredited education specialist, Synergie Training, earlier this year.

Its range of licence checking and document verification services, along with its business driver services that reduce fleet running costs by minimising work-related driver incidents, are now available to all customers through a single TTC platform instead of operating as separate businesses.

Synergie Training will begin its transition to join the TTC family under one platform in the coming months, as it builds on its range of solutions as part of one of the UK's leading education providers.



## MOTORCYCLING TRAINING AND TESTING

The NMC has today issued the second edition of its 2022 position on motorcycle licensing, testing and training, which sets out updated proposals for change to the current regime. It also reinforces its existing call for government to undertake a fundamental review of the current regime.

The NMC's position in "A Fresh Approach to The Motorcycle Licence" is based on the following principle:

To make the licensing regime easier to understand and access, while maintaining appropriate road safety standards in training.

The NMC does not propose a dilution of standards, but it does propose the creation of a system which is more understandable, with less cost, bureaucracy and repetition - while maintaining the UK's high training standards. What is clear from a simple analysis of headline safety statistics, is that the current licensing regime is not fit for purpose - rider deaths have risen since it was introduced between 2009 and 2013.

The Government is urged to start the process of reform and Ministers are called upon to empower this work through the existing DVSA/DfT Strategic Motorcycle Group, so that progress can be made and a fresh regime

As a result, this new edition of the NMCs position can be read alongside the industry's proposals, though the NMC considers additional areas, such as the future of the A2 licence (initial access to medium powered motorcycles), the role of post-test training, international law, plus an analysis of what has been learned from both current and previous regimes.



introduced which can deliver improved safety for motorcyclists - among the most vulnerable of road user groups.

The revised NMC position takes account of developments in the issue and work across the motorcycling sector since 2022, including the NMC's dialogue with government officials and Ministers. Outcomes of this activity include the welcome announcement of the DVSA/DfT Strategic Motorcycle Group early in 2023, though the Group has yet to be empowered by ministers to conduct the full-scale review of licensing that is needed.

The NMC has also worked closely with the industry on the issue and supports many of the proposals in MCI's 'Licence to Net Zero', which was launched last autumn.

## WALES DEFAULT SPEED LIMIT

Whilst there still remains a mixed reaction to the default speed of 20mph in Wales it is finding favour in some areas who are requesting it to be enforced. These locations are assessed using the enforcement criteria and where there is evidence of road safety risk enforcement will be carried out. Thus to date the following locations have been assessed using the criteria and will now see enforcement undertaken.

- A5108 Moelfre, Anglesey
- A5025 Llanfaethlu, Anglesey
- A5025 Benllech, Anglesey
- Cwmynysminton Rd, Llwydcoed
- A4109 Crynant, Nr Alderwood Close
- A4118 Gower Rd, Killay-Upper Killay
- Westbourne Rd, Penarth
- Porthkerry Rd, Rhoose
- Fontygary Rd-Rhoose Rd, Rhoose
- Ruthin Rd, Llangan, Fferm Goch-School
- A485 Cwmann
- B4310 Heol Caegwyn, Drefach
- B4337 Llanybydder
- A483 Bonllwyn/Ammanford Road, Llandybie
- A482 Llanwrda

# Traffic Safety Roads

Celebrating 2024

50 20 10



## PLAN FOR DRIVERS

The Government released further information on key points outlined in last October's Plan for Drivers which can be found at <https://www.grahamfeest.com/resources/latest-uploads/>

The areas that received the most attention were LTNs and a call for evidence on council's ability to "profit" from enforcing traffic.

The various key points along with the links to Government documents are given below.

New guidance on Low Traffic Neighbourhoods - following the recent LTN review, this sets out the requirements on local authorities, including particularly that, via engagement and consultations, an authority should be confident that a scheme is capable of carrying the support of a majority of the community before introducing it. <https://www.gov.uk/government/publication/s/implementing-low-traffic-neighbourhoods>

20mph speed limit guidance - strengthened guidance restricting 20mph limits to where they are sensible and appropriate, not on all roads indiscriminately, and with safety and local support at the heart of the decision. Other factors we would expect traffic authorities to consider include journey time, the needs of all road users, and impacts on the local economy. <https://www.gov.uk/government/publication/s/setting-local-speed-limits>

Call for evidence (required by 11<sup>th</sup> May 2024) on restricting a local authority's ability to profit from enforcing traffic restrictions - seeking evidence on the way local authorities carry out enforcement and how any surpluses generated should be used. <https://www.gov.uk/government/calls-for-evidence/restricting-the-generation-of-surplus-funds-from-traffic-contraventions>

Bus lane guidance - ensuring they only operate when it makes sense. For example, when traffic is heavy enough to delay buses. <https://www.gov.uk/government/publication/s/bus-user-priority-ltn-124>

Consultation (response by 9<sup>th</sup> June 2024) on allowing motorcycles to use bus lanes by

One of the principle aims of the Plan for Drivers was to ensure that the motoring public did not gain an impression that they were anti-car



default - so journeys are quicker for those who choose 2 wheels, a further initiative to reduce congestion and speed up journey times. <https://www.gov.uk/government/consultations/motorcycles-in-bus-lanes>

Lane rental schemes guidance - making it easier for councils to charge utility companies who slow drivers when conducting street works, and allowing the funds generated to be used to repair potholes. <https://www.gov.uk/government/publication/s/street-works-lane-rental>

£50 million investment to upgrade traffic signals - £30 million to replace outdated equipment, and £20 million to reduce poor traffic light performance through innovative technology that responds to live traffic conditions, for 80 local highway authorities across England to improve journey times and reduce congestion caused by red lights.

Consultation (response by 12<sup>th</sup> May 2024) on removing the right of uninsured drivers to claim compensation for property damage - a matter of fairness for law-abiding road users, and something that we can now do having left the European Union. <https://www.gov.uk/government/consultations/removal-of-uninsured-drivers-access-to-property-damage-compensation>

Noise camera research - showing local authorities the success of this technology to secure evidence to prosecute those who have illegally modified their vehicle's exhaust. <https://www.gov.uk/government/publication/s/noise-camera-technology-roadside-trial>