

Traffic Safety Roads

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Acknowledgement and appreciation is extended to the following sources of information

ADI National Joint Council, Brake, DfT, DIA, DVSA, ETSC, Fleet News, FTA, GEM Motoring Assist, Highways England, Highways Magazine, Highways on Friday, IAM RoadSmart, IMTD, MCIA, MSA, PACTS, RHA, RoadSafe, Road Safety GB, Road Safety Scotland, Road Safety Wales, RoSPA, SMMT, TfL, The RichWorks, Tispol, TRL, etc

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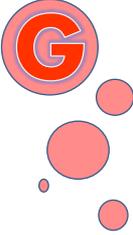
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 **therichworks.co.uk**
the route into construction and highways

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HAULIER INTRODUCES INNOVATIVE YOUNG DRIVER SCHEME

 A family-owned haulier has introduced an innovative new training scheme to attract young drivers from the local community into the world of freight transport, working in conjunction with its insurers to negate any premium penalties that may have previously been a barrier to bringing under-25s onto the payroll.

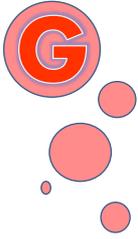
John Hackling (Transport) Ltd., from Bourton-on-the-Water, has introduced its Young Driver Scheme, openly promoting the benefits of the initiative to its insurers to remove what has traditionally been a significant stumbling block for hauliers wishing to employ young drivers. As a result, the company does not pay an additional premium for young drivers. The company decided to tap into the local market, within a radius of around 10 to 12 miles of Bourton-on-the-Water, focusing on younger people who were finding it



particularly hard to find permanent employment, via local advertising and word-of-mouth. So far, the scheme has attracted 26 entrants and only 4 have left - a retention rate of around 85%. The scheme is not age restricted and applications from some older drivers have also been received.

Although there is no fixed period for the new drivers to complete their initial training, the process takes about a year. At the beginning, they go out for a week with an experienced driver to see what the job is all about. They start by driving a van on multi-drop duties nationwide. A move up to a 7.5-tonner is followed by an 18-tonner, then a 26-tonne Volvo FM rigid. Finally, they get behind the wheel of the 'pride of the fleet', a 44-tonne Volvo FH artic. This way, they get used to working to a schedule. It also helps in building up their confidence.

FLEET BENCHMARKING

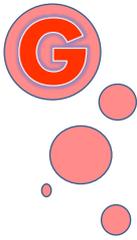


Organisations have a duty of care to ensure that employees, contractors and sub-contractors driving for work purposes are not endangering themselves or other road users.

Benchmarking is a highly effective way of improving work-related road safety, identifying good practices and generating cost saving opportunities. It also supports compliance with legal requirements and standards such as ISO39001. This freely available and longstanding benchmarking tool, to date used by over 1,400 organisations, has been fully revised and updated in collaboration with the Occupational Road Safety Alliance (ORSA) to include a detailed 30 question gap analysis and collision outcomes KPIs.

Go to www.fleetsafetybenchmarking.net for further information.

OPERATION STACK RELIEF



A major new lorry area will be built near Stanford in Kent to help ease the problems caused on the M20 and surrounding areas when Operation Stack is implemented. The area is designed to help keep the M20 moving during disruption to cross-channel services, helping companies go about their business and other drivers and residents go about their lives as normally as possible. Operation Stack was used on a record 32 days last year as the area was hit with unprecedented disruption in the summer.

In last year's Autumn Statement the government announced it would be providing up to £250 million for a permanent lorry area. The new lorry area by the M20 will deliver better journeys for drivers and will not only support the region's economy but also businesses as far away as Scotland that rely on the M20 to access the Port of Dover and the Channel Tunnel.

The government has committed up to £250 million for the lorry area and is exploring using the site for overnight parking thereby relieving pressure caused by some drivers parking in unsuitable or illegal locations. The area will provide parking for up to 3,600 lorries. A Highways England consultation showed strong support for a permanent lorry area to reduce or remove the need to close the M20.

The proposed site is west of the M20 junction 11 at Stanford West. Balfour Beatty has already been appointed as the lead contractor for the project. New entry and exit slip roads will be built on the eastbound carriageway, providing direct access to the lorry park.

VODAFONE IN THE DOCK FOR FAILURES

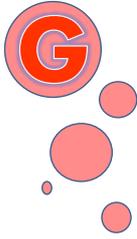


Transport for London (TfL) has successfully prosecuted telecommunications company Vodafone as part of its commitment to ensure roadworks are completed on time. It is the 100th prosecution of a utility company since 2010 and is the second time in just over a week that TfL has successfully prosecuted a telecommunications company. British Telecom (BT) was ordered to pay more than £8,000 for dangerous and disruptive roadworks in June 2016.

Vodafone's offence, which followed the completion of work in Tooting Bec in January 2016, was for failing to serve a required statutory Streetworks notice. The company also failed to pay a Fixed Penalty Notice issued by TfL after the stop notice was not served. Vodafone pleaded guilty to the offence before Westminster Magistrates' Court and the company was fined £1,250 and ordered to pay £1,386.50 in prosecution costs. Vodafone was previously prosecuted for two similar offences in 2015 and ordered to pay a total of £3,424.50



BREXIT



I have always been of the understanding that the majority of road safety professionals wished to remain in the EU and it was not until Saturday night following the result that I met with one of the hosts of a birthday party who said he went to the polling station clear with his intentions of voting to remain and at the moment he entered the booth he just changed his mind and ticked the leave box. He now regrets very much that decision and although he would not have made any difference one does just wonder how many people wanted to send a message to the EU but never anticipated what the outcome would produce. However we now need to accept the result and move forward which for a long time will be the unknown!

Brake has urged the UK Government to ensure that 'life-saving regulations and standards' are maintained and improved upon during the process of leaving the European Union (EU).

They says

"The vote to leave the EU 'must not be seen as a move backwards' when it comes to road safety and sustainability. The UK's road safety expertise must be used 'as widely as possible' to save lives."



Brake says a number of EC regulations have a positive impact on road safety and sustainable transport in the UK, including vehicle crash protection standards, driver working hours and air pollution limits. Looking at three regulations in particular:

1. General Safety Regulation EC 661/2009 on vehicle standards; which sets out specifications to ensure the general safety of motor vehicles and trailers.
2. Pedestrian Safety Regulation EC 78/2009; which provides crash protection for pedestrians and other vulnerable road users.
3. Regulation (EC) 561/2006 and Directive 2002/15/EC: which provides a common set of rules for maximum daily and fortnightly driving times, as well as daily and weekly minimum rest periods for all drivers of road haulage and passenger transport vehicles.

In addition the EU provides valuable opportunities for traffic enforcement and transport research agencies across the union to share best practice and knowledge. It is therefore vital that as the processes of separation from the EU commence road safety and work on sustainable transport solutions is not compromised. It is important that life outside the EU must not be seen as a move backwards when it comes to safety and sustainability. In the end this of course will be down to the UK government to ensure that our own standards meet, and indeed, exceed, current European standards.

John Lepine's (*General Manager of the Motor Schools Association of GB*) article in the July 2016 Issue of Newslink under the heading of "Uncertainty for all, including the road safety profession is a worthwhile read for all road safety practitioners and driver trainers as he discusses such things as road signs, road traffic, driver licensing, driving licence exchange, driving tests and driving instruction.

The theme of the unknown is picked up by an article in the July issue of Driving Instructor, published by the Driving Instructors Association in an article "Roads to Europe" written by Sandra Macdonald Ames who comments on such things as road injuries and fatalities, vehicle safety, research, drivers' hours, CPC and licencing.



OLDER DRIVERS TASK FORCE REPORTS

Leading road safety experts have recommended raising the mandatory fitness to drive self-declaration for licence renewal from 70 to 75 years old - if proof of an eye sight test is made compulsory.

The recommendations are made by the Older Drivers Task Force in a report setting out a national older driver strategy. The Task Force led by its Chairman John Plowman included a number of experts along with representatives of other road safety bodies was managed by the Road Safety Foundation.



The number of drivers over 85 will double to 1 million by 2025

The task force looked at the latest international evidence, available technology and road safety schemes, and made seven key recommendations for government and other stakeholders.

Recommendations include:

1. Raising the automatic requirement for drivers to notify the DVLA at age 70 of any medical condition affecting driving to 75 - if the requirement for an eye sight test is made compulsory
2. Requiring the DVLA to get evidence of an eyesight test at licence renewal
3. Asking a consumer body to prepare specific advice on modern car safety features that are of special significance for older drivers - and consider “silver” NCAP-style assessment
4. Improving road design, signs and markings to meet the highest international standards specifically to aid older drivers but bringing benefits for all drivers
5. Evaluating existing driving appraisal courses and improving information provided to older drivers, their families, and medical professionals
6. Piloting new products which offer an alternative to driving for older people.
7. Pooling insurer data and research into major claims involving older drivers to understand the detailed causes.

In publishing the report John Plowman said

“People are living longer, healthier, more active lives, and driving longer. , many without access to public transport. This influx of older drivers has important economic and social value but it also presents road safety risks if we don’t adapt. Getting to grips with these risks, without limiting the independence and freedoms of the elderly is an important policy challenge - one to be tackled by the appointment of a minister with responsibility for older drivers.

Police data suggests that older drivers are less likely to be involved in crashes than young drivers. They are, however, more fragile and four times more likely to die or be seriously injured in a road accident. For every mile, those aged 80 and over are ten times more at risk of being killed than people half their age.”

TAILGATING PROJECT

TRL has been funded to develop an intervention to discourage tailgating. The money has come from the Road Safety Trust to find a solution to an issue which TRL says causes 'widespread concern' among drivers. In 2014 statistics show that tailgating, or close following, was a contributory factor in 7% of collisions and also makes drivers feel intimidated, whilst aggravating congestion. 44% of respondents to a survey by road safety charity Brake said that they are concerned about close-following 'most times' they drive on motorways. However, nearly 60% admitted to leaving less than the recommended two-second gap between themselves and the vehicle in front. TRL says the pilot will focus on business drivers because they undertake high annual driving mileages and DfT stats suggest they are involved in a quarter of road traffic collisions.



NEW VIDEO TO SUPPORT OLDER DRIVERS

A new video aimed at supporting older drivers has been released following the publication of a report by the Older Drivers' Task Force. The video, funded by GEM Motoring Assist, sets out the ways in which Driving Mobility centres across the UK assess someone's fitness to drive, and addresses issues that might put an older driver at higher risk of a collision. The video is designed to reduce any anxiety a senior motorist may feel before attending a driving assessment by giving them a clear picture of what to expect. View the video at <http://www.motoringassist.com/motoring-advice/videos/new-video-gem-aims-boost-safety-older-drivers/>

ALL LANE RUNNING MOTORWAYS

The Transport Select Committee has expressed concerns about all-lane running motorways but the Chief Scientist at TRL has pointed out that his organisation's research suggests they are no less safe than other motorways but the need for ongoing monitoring and evaluation must continue. TRL believes that the implementation of technology, such as smart motorways, is vital in keeping our networks flowing and can be achieved without increasing overall risk. They have conducted several research projects using their driving simulator to see how people respond to both dynamic hard shoulder and all-lane running motorways and found both to be no less safe than other motorways.



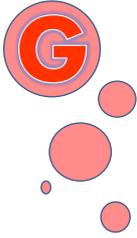
With the volume of traffic on our motorways increasing we need to take steps to increase capacity, improve traffic flow and ease congestion in a safe and pragmatic way. Smart motorways allow this to be achieved

usually within highway boundary, limiting land use and disruption from road widening while ultimately providing drivers with shorter, more predictable journeys and less stressful driving.

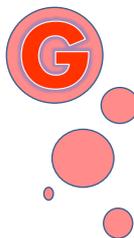
Dr Stevens Chief Scientist at TRL said,

"What we need to remember is that motorways are the safest roads in the country. The amount of traffic carried on these roads is huge yet the volume of incidents is low, so we must get the balance right between increasing capacity and ensuring risk to road users is tolerable. This requires safety risk evidence, which in turn needs sufficient evaluation to ensure we generate a big enough evidence base from which to draw meaningful conclusions."

RED X



The Road Haulage Association calls on the government to introduce a camera-based fixed penalty regime for those drivers who ignore Red X lane closures on motorways. It is already an offence to go through a Red X but the only way of imposing a penalty is for a police officer to be on the spot and witness the offence taking place. A camera-based system would allow effective remote enforcement. The transport select committee's report on all-lane running rightly highlighted widespread flouting of the Red X law. This increases road safety risks where there is a need for a lane closure. It is also frustrating for law-abiding drivers to see others going to the head of the queue illegally.



GRASS CUTTING

Two-fifths of drivers up and down the country have found their view of oncoming vehicles at junctions and roundabouts blocked by long grass this summer.

Worst is the East of England where nearly half (49%) have struggled to see through the roadside vegetation. In a new AA-Populus survey of 21,877 AA members, more than a third (36%) said that critical road signs, such as speed limits and bridge heights, were obscured by overgrown trees and bushes. A similar percentage (35%) observed that foliage also masked direction signs, making it difficult for drivers to find their way around unfamiliar roads.

overgrown junctions and signs. Nine out of every 10 AA members agreed that obscured road signs pose a danger and that they should be kept clear at all times, with up to 70% strongly believing this.

Even with the widespread use of sat navs, the importance of clear signage isn't lost on drivers. Less than 10% of the survey's respondents thought that road signs are secondary to onboard route guidance.

There was little sympathy for budget cutbacks and cost-effective council spending as a reason for delaying the clearing of

Edmund King OBE, AA President says:



“A mixture of warm and wet spring weather has caused grass and trees to grow so quickly that it has put drivers at risk when making routine journeys. Due to budget cutbacks, councils are struggling with controlling the fast growth of trees and bushes and that is increasing the likelihood of collisions. The worst case scenario is a hidden Give Way sign on the approach to a junction where the road markings have been worn out.”

Preliminary data just released by the United States National Highway Traffic Safety Administration (NHTSA) show a 7.7 percent increase in motor vehicle traffic deaths in 2015. An estimated 35,200 people died in 2015, up from the 32,675 reported deaths in 2014. The NHTSA estimate shows 9 out of 10 regions within the United States had increased traffic deaths in 2015. The most significant increases came for pedestrians and bicyclists.

ROUND UP



***Andrew Jones MP** is to continue as a parliamentary under secretary of state for transport by with a wider portfolio that still includes road safety. His responsibilities now include sustainable travel, cycling, walking, the motoring agencies, road and vehicle safety and standards, buses and taxis, traffic management, smart ticketing and High Speed Rail 2 (HS2). Andrew Jones has been MP for Harrogate and Knarborough since 2010 and was first appointed to the DfT in May 2015.

***Austrian Transport Minister** Jörg Leichtfried has announced that convicted drink drivers in Austria will be given the option of installing an alcohol interlock in their vehicles from next year, rather than face a driving ban. Every year about 26,000 people in Austria have their driver's licence revoked for drink driving, according to figures cited by the Austrian Press Agency.

***Authorities in America** are investigating a death of a Tesla car driver which they think may have been caused by self-driving technology. The crash, involving a lorry, happened in May. The BBC reports that Tesla's Autopilot feature is under scrutiny. The technology automatically changes lanes and reacts to traffic. In a statement, Tesla said it appeared the Model S car was unable to recognise "the white side of the tractor trailer against a brightly lit sky" that had driven across the car's path.

***Speed cameras are catching thousands** of London's motorists driving to work in the early morning. The Standard quotes figures released under Freedom of Information laws showing nearly 10,000 were caught speeding by just over 250 fixed roadside cameras in the capital between 5am and 7am last year. It says the peak time to be captured on camera breaking the speed limit was between 6am and 7am, when there were 5,188 offences. Across London, there were 90,543 notices of intended prosecution issued for speeding offences caught by 255 static cameras last year, according to Esri UK which mapped the cases in time and geographically. The lowest figure during the day was between 6pm and 7pm, 2,428.

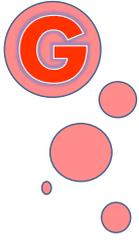


***The Driver and Vehicle Standards Agency (DVSA)** has awarded a four-year contract to maintain and certify its network of roadside weighbridges to axle weighing specialists Axtec. The DVSA has 55 weighbridges across the UK, which are used for spot checks and roadside enforcement.

Because the weighbridges are often used in prosecutions, they need to be frequently calibrated and rigorously tested to ensure compliance. Axtec is the incumbent supplier of weighbridge technology to DVSA, and holds two approval certificates for its axle weighing systems; one for accuracy to within 0.5% and the other to within 0.25%.

***Hertfordshire County Council's** approach to tackling potholes has helped the local authority save £730,000. The council launched the pilot triage inspection service in October 2015 to help its highways contractor, Ringway, to respond to reported defects more effectively and efficiently. So far, this new approach has reduced service costs by around £730,000. The triage approach means that when a fault is reported, a qualified inspector visits the location, makes an assessment and arranges for the most appropriate work to be carried out. This work may be to permanently repair an individual pothole or to plan the resurfacing of a wider area of road.

IMPROVING THE CAR DRIVING TEST



The DVSA has published a consultation on improving the driving test which has come on the back of the interim results of the trial which has been taking place. Whilst all those learner drivers who are part of the trial have not yet completed their training and testing

the positive results to date has allowed for a consultation with a view, depending upon the responses, to look to change the driving test in the direction of the trial which seeks to make the test more realistic to current driving trends.

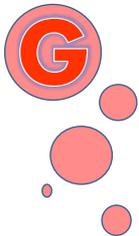
Assuming that the responses are positive and supportive the following changes will be made:

- Increase the independent driving section of the test from 10 to 20 minutes
- Incorporate sat navs into the test
- Modify delivery of the manoeuvres in the test
- Change the format for the vehicle safety questions



The consultation concludes on 25th August 2016 and can be found at www.gov.uk/government/consultations/improving-the-car-driving-test

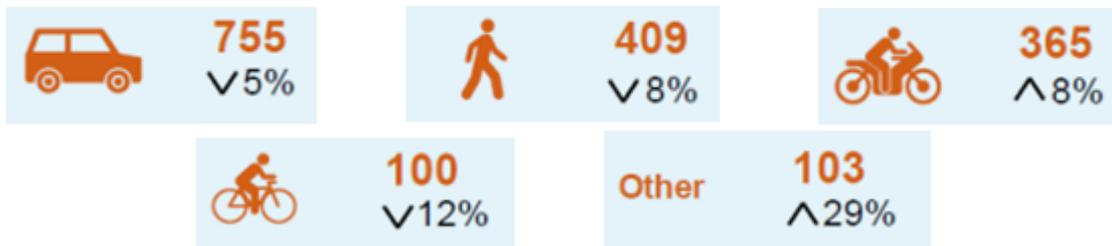
2015 ROAD CASUALTIES GREAT BRITAIN



Provisional figures for those killed and injured in road crashes in Great Britain have been published indicating that road deaths fell by 2% in 2015 and is recorded as the second lowest recorded total.

- There were 1,732 reported road deaths in 2015
A decrease of 2% compared with 2014. This is the second lowest annual total on record after 2013. There were 45 per cent fewer fatalities in 2015 than a decade earlier in 2006.

Pictorial representation of fatalities in 2015 by mode of transport and percentage change from 2014



- There were 22,137 People seriously injured in 2015
A decreased of 3 per cent compared with 2014.
- There were 186,209 casualties of all severities in 2015.
This is around 4 per cent lower than in 2014 and the second lowest level on record
- Vehicle traffic levels increased by 1.6 per cent between 2014 and 2015