

The Road Safety Wales Low Down

"What's happening in the world of road safety?"

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North Wales Local Authorities' Rider Scheme Launch 2008



From March 2008, many motorcyclists residing in North Wales will be offered a free two-day BikeSafe or BikeSafe and FBoS course under the North Wales Local Authorities' Rider scheme.

Motorcyclists remain one of the most vulnerable road user groups in the country. On average only 1% of all registrations are motorcycles but 20% of all collisions are motorcyclists. During 2007 many of those injured in North

Wales were involved in a collision within ten miles of their home.

The North Wales Road Safety Group is concerned for the safety of the motorcycle community and those affected by the situation. In an effort to raise awareness of casualty reduction skills the group have agreed to provide free BikeSafe and FBoS (First Bike on Scene first aid) courses to a limited number of North Wales residents who hold a full motorcycle licence.

BikeSafe is an established regulated strategy, which has developed from best practice in engaging with the motorcycle community to encourage good road management skills. There has been a lot of investment by North Wales Police in BikeSafe and it is recognised as one of the leading examples in the country. Its aims are to develop rider's awareness of the issues, why they should take responsibility for appropriate attitudes and behaviour, the need to increase their skill level and how they can accomplish this.

Importantly BikeSafe exists to 'Bridge the Gap' and encourage bikers to go to approved training facilities. It is agreed that first aid skills are of equal importance and that the FBoS facility under licence to BikeSafe is most appropriate.

Dafydd Edwards, chairman of the North Wales Road Safety Group said: "The North Wales Local Authorities' Rider Scheme to provide BikeSafe workshops to a limited number of residents throughout North Wales demonstrates good working practice."

He added: "The commitment of the North Wales Road Safety Group in offering assistance to the biking community goes without question. Others that should be recognised are the volunteer observers who assist in the delivery of this education, the Fire and Rescue Service who offer valuable support with the Fire Bike and FBoS who give valuable resources to delivery of vital first aid inclusion."

For further information go to www.bikesafe.co.uk or contact Paul Cheshire the North Wales BikeSafe and FBoS coordinator on 07990 634234 or <mailto:paul.cheshire@nthwales.pnn.police.uk>

Advanced Motorway Signalling and Traffic Management Feasibility Study



A new report has been released which examines the feasibility, benefits and costs of extending advanced signalling and traffic management systems more widely across the motorway network.

You can download [Advanced Motorway Signalling and Traffic Management Feasibility Study](#) from the DfT Website.

Vale's School Crossing Patrol of the Year Awards

A woman, who uses two working roles with the Vale of Glamorgan Council to promote the road safety message to youngsters, has won the authority's School Crossing Patrol of the Year Award.

In her quiet and unassuming way, Alex Daw has helped children cross the busy Ham Lane East outside Llantwit Major Comprehensive School and Llanilltud Fawr Primary School for nearly five years. And she also works as a dinner lady.



"A deserved winner," said Cllr Chris Williams, Vale cabinet member for planning and transportation, who hosted the annual awards ceremony that recognises the continuing high standards achieved by "lollipop ladies and gentlemen." Thanking the "dedicated members of the service" for their work, Cllr Williams said: "I'm sure we are all aware of the importance and, indeed, the difficulties of their daily duties in ensuring the safety of the thousands of pedestrians crossing roads across the Vale.

"Despite enduring the worst of weather at times, and the unpredictable behaviour of motorists, they carry out this role with an enviable professionalism and always a smile."

Police Tackle Boy Racers



A customised police van is being used by North Wales Police to tackle boy racers and nuisance drivers.

A former speed camera van has been customised in the style of the Pimp My Ride TV show, complete with a souped-up stereo and paint job. The van, which was given its new look with the help of local suppliers, is being taken to schools and colleges. Police said the van was among initiatives designed to deal with the potential danger of "cruising" events.

Unveiling the van on his blog, the force's Deputy Chief Constable Clive Wolfendale said too many young people treated their cars as fashion accessories.

"There are a number of adverse consequences to this behaviour in north Wales, including a significant rise in road deaths amongst 17-25 year old male drivers during the first half of this decade," he wrote.

"As the result of a spate of tragic fatalities we put an enormous amount of effort into enforcement and educational schemes with the result that deaths in this category reduced during 2007."

Mr Wolfendale said the van would be packed full of information and advice for young drivers and was already drawing crowds on its appearances in the region.

Local garages helped police convert the vehicle. It is equipped with a flashy music system, flat-screen TV and it even has its own video on YouTube.

Safety Helmet and Assessment Rating Programme (SHARP)

SHARP is the new helmet safety scheme for motorcyclists.

From Spring 2008, SHARP will tell riders the level of protection that a helmet will offer, so that they can choose safer helmets. It will provide consumers with an independent assessment of the safety performance of helmets sold in the UK. The SHARP rating reflects the performance of each helmet model following a series of advanced tests and will rate helmets from 1-5 stars. There is more information on the SHARP website.



www.sharp.direct.gov.uk

SCP Video System Launched



Routesafe has launched a new road crossing video system designed to improve safety for school crossing patrols, children and parents.

Routesafe says its road crossing monitor offers 'increased flexibility and de-personalises the gathering of video evidence', compared with fixed CCTV or head-worn cameras.

The system comprises two cameras mounted back to back on opposite sides of the crossing pole. Images from the cameras are fed to micro video recorders housed on the pole itself. The unit is controlled and powered from a handgrip, and microphones record local audio.

For further information contact [Lee Fairbrother](#) on 0845 337 3073.

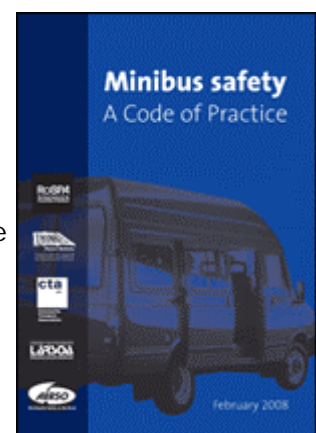
Minibus Safety

Minibus Safety - stay up to date with the new Code of Practice

Anyone who operates a minibus service to carry passengers has a duty to take all reasonable precautions to ensure that it is operated safely.

New for 2008, the **Minibus Safety: A Code Of Practice** aims to help organisations, which own, hire or lease minibuses, to provide a safe, effective and efficient service.

It is written for the person who owns, manages, or has responsibility for the operation and management of the minibus. This may be the driver, centre manager, the school (a nominated individual, head teacher or the Governing Body) or the group leader. It is not written for commercial operators who require a full Public Service Vehicle (PSV) operator licence.



HSE Guidelines, '**Driving at Work**', state that: "health and safety law applies to on-the-road work activities and the risks should be effectively managed within a health and safety system."

The Code of Practice refers throughout to various statutory regulations and other documents.

Minibus Safety: A Code of Practice

Click to [buy online](#)

Driver Fatigue Sets In At Just 80 Minutes



Driving for just 80 minutes without a break can make motorists a danger on the roads, according to new research.

Scientists have found that drivers who do not take frequent rest stops have slower reactions than those who break up long journeys.

At motorway speeds, the slower reactions of a tired driver would add about 25ft to their stopping distance, New Scientist magazine reported.

Experts say fatigue is a well-known cause of traffic accidents, but no-one has looked at how long someone can drive before their reaction times are seriously affected. Jiun-Ren Hwang, at the National Central University in Jhongli, Taiwan, put 30 men aged 20 to 26 into a driving simulator and sent each of them on a 90-minute "journey".

At about the 80-minute mark, reaction times had increased by 0.3 seconds compared with the early part of the journey.

www.newscientist.com

First anniversary of tougher penalties: 90% agree using a phone affects driving



Three quarters of people believe that drivers who use their mobile phones are needlessly risking their own and other people's safety, according to new research published a year after the introduction of tougher penalties for the offence.

The research - unveiled today by Road Safety Minister Jim Fitzpatrick - also showed that 90% of the public believe using a phone at the wheel has a negative impact on a person's driving.

On 27 February 2007 the Government introduced the tough new penalty of three penalty points for drivers caught using a hand-held mobile and increased the fine from £30 to £60. A survey of police forces in England and Wales indicates

that 185,000 drivers were caught using hand-held phones in 2007, showing the police's commitment to tackling this dangerous practice.

To mark the first anniversary of the new penalty a £1.5m THINK! campaign to highlight the dangers of using a mobile phone when driving was launched on 1 February. It features TV advertising, a new radio advert and a new internet viral game.

Jim Fitzpatrick said:

"It's quite simple - driving and mobile phones don't mix. Using a mobile behind the wheel makes you four times more likely to have a crash and a phone call just isn't worth that risk.

"That is why we increased the penalty for illegally using a mobile when driving to three penalty points and a £60 fine. One year on, I am delighted to see that the vast majority of people recognise the dangers of using a mobile when driving.

"However, too many people are still putting themselves and others in danger for the sake of a phone call. I hope the first anniversary of the tougher penalties for mobile phone use will remind all drivers to switch off before they drive off or go to voicemail and listen to their messages later."

The research is available on the Government News Network Website website: [click here](#)

New advice on Driver Distraction – free download!

There has been much attention about driver distraction due to the use of mobile phones in vehicles, but increasingly research is also revealing the dangers of other forms of driver multi-tasking, and its contribution to road accidents.

RoSPA has produced a **free fact sheet** on Driver Distraction, explaining what distraction is as well as the different types of distraction and their effects.

The fact sheet also covers **accident statistics**, and offers practical advice about how to reduce the chances of driver distraction causing an accident.

Visit our website for this **free resource**.



Pedestrian Safety in Europe



Europe's roads must be made safer for pedestrians; a new FIA Foundation backed study has shown.

The EuroTest survey of 10 European countries reveals that more action is needed to reduce deaths particularly on pedestrian crossings.

Norway has the worst record in terms of the safety of its pedestrian crossings with 3.7 deaths per million. It is followed by Italy (3.4) and Switzerland (3.0).

Overall, Spain has the highest rate of pedestrian fatalities with 15.7 deaths per million. Italy and the UK are next (11.5 deaths/million) followed by Austria (10.9) and Belgium (10.3).

The study indicates that the safest roads for pedestrians are to be found in the Netherlands. Here, there are only 0.6 fatalities per million on pedestrian crossings and 4.0 per million on other parts of the road.

[Full details here.](#)

Daytime Car Lights To Be Mandatory

All new cars are to be fitted with automatic daytime headlights within four years as the UK Government falls into line with a European Union directive.

Historically the Government has opposed the idea on the grounds that using lights in the daytime would increase fuel consumption and emissions. However, it has now conceded that it is unable to oppose the EU legislation.

Responding to a Parliamentary question, Road Safety Minister Jim Fitzpatrick said: "The UK has been successful in arguing against the introduction of mandatory use of dipped headlamps during daylight hours by drivers of existing vehicles.



"However, from early 2011 all new types of passenger cars and light vans will have to be fitted with dedicated daytime running lamps in accordance with the relevant European directive. By summer 2012, all new vehicles will have to be so fitted."

The European Commission says that the lights increase fuel consumption by only 0.3% because they use separate bulbs that are less bright than headlights.

[Full details here.](#)

Free "Cyclists and Lorries" Film

Free Road Safety Resources for Pedal Cyclists



The RoSPA website now includes a free film that you can watch online, that illustrates the dangers of a large vehicle turning left at a junction when there is a cyclist (who may also be turning left or going straight on) on the nearside of the vehicle.

The film, produced with the support of CEMEX, is approximately 6 minutes long and can be viewed [here](#).

Contact the Editor

Editor: Steve Baker, RoSPA
sbaker@rospa.com

02920 250 600

