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Gwent music challenge

Ten Comprehensive Schools from throughout Gwent competed in the final of the Gwent Music Challenge on 21 November at Abertillery Community Theatre.

Each school put together a band and composed songs with an Anti Drink-Drive theme. Helen Davidson, Road Safety Project Manager at Capita Symonds visited the schools on a regular basis to keep track of progress. "The pupils were excited, motivated and dedicated to the cause! This all came together in the final performance." The winners of the Music Challenge were Safety Queen from Tredegar Comprehensive School. Click on the link to view the top three acts:

<http://www.youtube.com/watch?v=jIy-XZPkeY>



Poster competition

Anti drink driving campaigns and enforcement run throughout the year in a continuing effort to make drink driving unacceptable. The schools drink drive poster competition is organised to support the message in the Christmas/New Year period.



Thousands of children took part, resulting in 16 regional winners who attended a presentation ceremony at the Christmas Drink Drive Launch in December. A poster by Josh Park of Duffryn High School, Newport was selected for distribution throughout Wales. Josh was presented with his prize by Tamsin Dunwoody, Deputy Minister for Enterprise, Innovation and Networks.

Black box to cut car insurance

In a major collaboration with the Royal & SunAlliance, Protectagroup have launched a young driver policy to help slash the number of accidents while winning the goodwill of the next generation of drivers.

Branded "i-kube" and aimed at drivers in Wales aged between 17-25 years, the policy will give them up to a 40% discount on their insurance premiums provided they do not drive between the hours of 11pm and 5am - the time when the chances of them being in a road accident are highest.



A GPS device is fitted in the young driver's car, which will monitor when it is being used. If it detects movement during the hours when it should be immobile, a one-off additional fee of £45 will be issued.

Protectagroup founder, Paul Ragan said, "I-kube is an innovative way of helping reduce the number of accidents and deaths that are caused on roads in Wales each year - while allowing young drivers access to insurance premiums that won't break the bank. Not all young drivers are boy or girl racers and i-kube offers a way of rewarding those who have a sensible and safe attitude to driving with cheaper insurance premiums."

www.protectagroup.co.uk

Insist on ESC - it could save your life!

- ESC can help prevent you from losing control of your car during high speed manoeuvres or on slippery roads
- ESC can reduce your risk of involvement in a life threatening crash by up to 40%
- ESC is fitted as standard on less than 40% of new cars on sale in the UK today
- Many manufacturers offer ESC as an option but in many cases less than 1% of customers order it
- ESC costs around £400, on average, to fit as an option



What does ESC do?

ESC automatically controls the vehicle by comparing the steering and braking actions carried out by the driver to what is actually happening. If the ESC senses that the vehicle is veering from the required course - a skid - it automatically brakes selective wheels to bring the car back into line.

To find out which cars have ESC fitted as standard or as an option, click on:

<http://www.thatcham.org/esc/index.jsp?page=241>

Foreign lorries 'threaten lives'

Foreign lorry drivers are putting lives at risk by overworking, using vehicles with serious faults and overloading their trucks, a police chief has said. Association of Chief Police Officers spokesman Chief Supt Geraint Anwyl said EU expansion had made the situation worse. Penalties against the offending haulage companies were not tough enough because of the huge profits available, he said.

About 400 people a year are killed in accidents involving lorries in the UK. On a typical day there are 12,000 foreign lorries and 95,000 British ones on the country's roads, according to the Department of Transport.

The police and the Vehicle and Operators Service Agency (VOSA), which checks that lorries are safe, said there were serious problems with drivers and lorries from both Britain and abroad, but that those from abroad were statistically more dangerous.



BBC One's *Real Story* spent a day with the police at Dover, where most foreign lorries come in from Europe, and a day at Holyhead, one of the main departure points, with inspectors from VOSA. It found that, out of the 206 vehicles they pulled over, more than a third - 77 vehicles - were taken off the road because they were unsafe. Dell Evans, a senior manager with VOSA, said that despite extra funding from the government to tackle the problem, the inspectors were still fighting a losing battle. A Department for Transport spokesman said: "We are determined to tackle those lorries who choose to flout UK law. "Every

day, VOSA officers take unsafe vehicles off our roads and when the Road Safety Bill becomes law they will be granted powers to collect penalties from non-UK drivers at the roadside."

http://news.bbc.co.uk/1/hi/programmes/real_story/6081596.stm

CTC membership highest since 1899

In the last year, over 10,000 people have joined the UK's national cyclists' organisation, CTC, boosting its membership to 55,516 - the organisation's highest recorded membership since 1899. The figures mark a particularly successful year for CTC. Matt Mallinder, CTC's Membership Development Manager says, "People are joining CTC as much for our grass routes campaigning and high-profile government lobbying as our range of excellent member benefits. The really good news is that the more people join us, the greater our campaigning punch becomes." www.ctc.org.uk



Diamond Jubilee



2007 is Diamond Jubilee Year for The British Horse Society. In 1947 the Institute of the Horse and the National Horse Association merged to form The British Horse Society.

In the succeeding sixty years the British Horse Society has achieved many notable successes, gaining a worldwide reputation on the way, in such fields as training and education, horse welfare and access. That is something worth celebrating, and BHS want all members - and those who wish the Society well - to join with them in a year of special events. Further details can be found at:

<http://www.bhs.org.uk/Content/Ods-More.asp?id=6578&pg=Information&spg=Home&area=9>

The motorcycle enforcement strategy

The Assistant Chief Police Officers (ACPO) Motorcycle Enforcement Strategy for England, Wales and Northern Ireland is an attempt to encourage consistency and has two main objectives:

- To reduce the number of people killed and seriously injured as a result of motorcycle collisions.
- To reduce the level of anti-social behaviour associated with a small irresponsible minority of motorcyclists that disproportionately effect the quality of life for some communities.



To encourage compliance, the strategy recommends that the emphasis should be on education, encouragement and advice, with a clear statement of intent to deal with serious or persistent offenders.

The full strategy can be viewed at:

http://www.acpo.police.uk/asp/policies/Data/motorcycle_enforcement_strategy_website_22x06x06.doc

Vehicle safety recalls

The Vehicle and Operator Services Agency (VOSA) is responsible for the supervision of the UK Vehicle Safety Recall Scheme. Working alongside the manufacturers, VOSA ensures that every effort is made to trace the owners of all affected models, as a potentially defective vehicle could pose a safety risk, not only to the driver and their passengers, but also to other road users.



In 2005, 228 recall campaigns were registered with VOSA, affecting 1.9 million vehicles. The current response rate stands at 91.47%, but VOSA, along with the vehicle producers, is keen still to improve upon this figure.

Motorists can now search the up-to-date database for all makes and models that have been recalled, going back as far as 1992, at the touch of a button.

The vehicle recalls database can be found at:

www.vosa.gov.uk/vosa/apps/recalls/default.asp



RoSPA has issued new guidelines for employers to ensure technology in company vehicles is used to improve safety and not to put drivers in danger.

Driving for Work: Vehicle Technology, covers such things as satellite navigation systems, speed warning devices, adaptive cruise control, blind-spot information systems, electronic braking and stability systems and black boxes.

Download the document by clicking on the link below:

[Driving for Work: Vehicle Technology](#)

Road safety stories

Road Safety is one of the most important lessons we pass on to our children. However, it can be difficult to capture children's attention for educational messages. Texaco has created 5 story books to help parents by offering a fun and creative way to teach children key road safety messages at home. The main character, Hector, is 9 years old. He is very inquisitive and has a particularly peculiar imagination and in each book he ends up on an incredible adventure, which leads to him being reminded of a road safety rule. The books are aimed at children from 6 to 10 years old.



They are completely free from any Texaco station or they are downloadable from www.ectorsroom.com

New pan-European driving licence



The pan-European credit card-size driving licence is to be introduced to replace the more than 110 different licences currently in use across the European Union.

The Directive will enter into force by the end of 2006 and therefore be applicable at the latest at the end of 2012. Following the Directive's introduction, member states will have up to 26 years to replace the existing driving licences.

The new rules foresee a 10-year validity period for motorcycle and car licences, which member states may raise to 15 years. Bus and lorry drivers will have to get their licences renewed every five years rather than every 10 and will have to declare that they are in good health. Transport Commissioner Jacques Barrot says: "The European driving licence is of vital importance for road safety and for the fight against fraud. It will make travel around Europe easier and without bureaucratic difficulties. All drivers will have clear, modern licences that will be accepted in all member states."

The EU says that the new driving licence will ensure improved road safety through better definitions of the scope of application of the different driving licence categories. It will also, says the EU, prevent "licence tourism", where a driver who loses their licence in one country simply gets a licence in another, and uses it in their home country.

<http://europa.eu.int/rapid/pressReleasesAction.do?reference=MEMO/06/143&format=HTML&aged=0&language=EN&guiLanguage=fr>



Young people should spend more time practising their driving skills before getting a licence and governments should introduce probationary periods and toughen drink-drive limits for novice drivers as part of a strategy to lower the numbers of people killed on roads, according to a new report.

Young Drivers: The Road to Safety, published by the Organisation for Economic Co-operation and Development (OECD) and the European Conference of Ministers of Transport (ECMT), identifies road crashes as the single biggest killer of 15-24 year olds in industrial countries.

People of driving age but still under 25 make up around one-tenth of the population in OECD countries but account for more than a quarter of drivers killed on roads. And studies in the US and the Netherlands show that for every 10 young drivers killed in those two countries, 13 passengers or other road users also die in the same crashes.

Young males are among the most risky drivers and are three times more likely to be killed in a car crash than young women drivers.

So what should governments do to make young drivers safer? Among the report's recommendations are that they should:

- Oblige young drivers to spend time driving with an experienced driver in addition to taking driving lessons before a test. When Sweden lowered the minimum age for accompanied practice from 17½ to 16 in 1993, the mean number of hours of driving practice prior to licensing increased from about 45 to 120 hours, and the number of crashes involving young novice drivers fell by 40% within two years.
- Impose a maximum blood alcohol content (BAC) of 0.2 g/l on novice drivers, since young drivers have been shown to be more susceptible to the effects of alcohol than older drivers. This is less than half the 0.5 g/l BAC limit recommended by the ECMT and applied across most of Europe.
- Impose probationary periods on young drivers during which they can lose their licence and/or have to undergo further training if they break the rules of the road. If drivers are penalised on a system of demerit points, the threshold for removing the licence should be set lower for novice drivers.
- Enforce the rules of the road rigorously for all drivers, with a particular focus on infractions commonly committed by young drivers, such as not wearing a seat-belt, driving under the influence of alcohol or drugs and breaking the speed limit.
- Focus training more on creating safe drivers, and less on helping people pass their driving test. Explore the potential of new technologies, including black boxes and smart keys, to reduce dangerous driving.

For a synopsis of the key findings of the Joint OECD/ECMT Transport Research Centre's report, **Young Drivers: The Road to Safety** click on the following link:

<http://www.cemt.org/JTRC/WorkingGroups/YoungDrivers/index.htm>

The House of Commons Transport Committee is to conduct an inquiry into novice drivers, with oral evidence sessions being held in early 2007. The scope of the inquiry can be viewed at:

http://www.parliament.uk/parliamentary_committees/transport_committee/trans05_06_press_notice81.cfm

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