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CRASH Cards



Motorcyclists in Wales are being encouraged to carry free CRASH cards which contain potentially life-saving information in the event of an incident.

Launched by Road Safety Wales, the CRASH cards are being made available from motorcycle dealers and road safety teams throughout Wales. The cards contain space to record information which could be vital to paramedics – including medical history and details of any medication currently being taken. There is also space to list the name and contact number of a next of kin.

The cards were created by the national Ambulance Motorcycle Club (AMC), and are already used in a number of areas in England,

Northern Ireland and parts of Wales.

Road safety teams have been working in partnership with other road safety professionals who make up Road Safety Wales, and the scheme has the backing of the Wales NHS Ambulance Trust. It is hoped that eventually the cards will be available throughout the Principality.

Dr Paul Hughes, Welsh Ambulance Service medical director, said: "The CRASH cards will provide our staff with vital clinical information to improve the care we can provide for motorcyclists across Wales. It's important to remember that removing a motorcyclist's helmet after an accident is a specialist task which should only be performed by ambulance crews or other trained personnel.

"Such a simple thing as carrying the CRASH card could well enable us as a service to make more informed decisions regarding the treatment needed to a motorcycle collision or incident."

Susan Storch, chair of Road Safety Wales, said: "Road Safety Wales is pleased to be involved in the CRASH Card scheme, and we look forward to the day when all motorcyclists in Wales will carry one of the cards in their helmet. "Doing something as easy as picking up a card and filling it out could make a real difference to a casualty, and we hope that this is a scheme that will be embraced wholeheartedly by the motorcycling community.

Driving When Tired



**Driving for
Better Business**

Estimates suggest that about 300 people in the UK are killed each year as a result of drivers falling asleep at the wheel.

About 4 in 10 tiredness-related crashes involve someone driving a commercial vehicle. A recent analysis of UK road casualty data showed that 17% of RTCs occurring on major trunk roads and which resulted in injury or death, were sleep-related.

RoadSafe guidance on managing this risk is [available here](#).

Thirty Years of Seatbelt Safety

A selection of historic THINK! adverts have been made available online to celebrate 30 years of the seatbelt law.

Three decades of compulsory seatbelt use are being marked as the government makes a selection of historic THINK! adverts available online. The law requiring all drivers to wear their seatbelts came in to force 30 years ago - on 31 January 1983.



Car manufacturers have had to install seatbelts since 1965 but the law requiring drivers to wear them did not come in to force for another 18 years. In 1991 the law changed again making it a legal requirement for adults to wear seatbelts in the back of cars.

Road Safety Minister Stephen Hammond said:

Thousands of lives have been saved and countless injuries prevented over the years because drivers and passengers were wearing seatbelts.

The combination of effective enforcement and hard-hitting public awareness campaigns mean that, 30 years on, the vast majority of drivers and passengers buckle up when they get in their cars.

But, unbelievably, there are still some people who do not use a seatbelt - my message to them is simple: a seatbelt could save your life and not wearing one is just not worth the risk.

The government encourages safer driving through its THINK! campaign which seeks to reduce the number of people killed or seriously injured in road accidents by providing high quality, clear road safety advice for everyone who uses the roads. A selection of previous seatbelt campaign adverts has been made available on the [THINK! website](#).

New Rules for Motorcyclists

New rules affecting motorcyclists in Great Britain have been introduced.

The minimum age to ride larger motorcycles is increasing and access to more powerful motorcycles will be staged subject to competence, age and previous experience. The European requirements are being introduced in Great Britain as part of the changes under the third EU licensing directive.

The minimum age to ride the largest motorcycles without previous experience is rising from 21 to 24. [You can watch a video about the new rules here.](#)



Euro NCAP's Best in Class Cars of 2012



Euro NCAP has announced the 2012 top choices for safety and the recommended vehicles in their class.

In 2012, Euro NCAP published the results for 36 vehicles available on the European market. Eight five-star vehicles performed highly in each of the four individual marking criteria: adult occupant protection, child occupant protection, pedestrian protection and safety assist systems.

[Information about the best in class of 2012, recommended for their outstanding safety performance is available here .](#)

Recent research from [Brainbox Research Ltd](#) (on behalf of ACPO) provides crucial evidence on the longer term effectiveness of Speed Awareness Courses.



The [research](#) provides evidence that the National Speed Awareness course produces positive changes in attitudes with drivers perceiving fewer advantages and more disadvantages of speeding. The course makes it easier for clients to identify the speed limit for the area in which they are travelling and produces greater intentions to drive within the speed limit in the future.

Previous research for the Department for Transport (Stephenson et al., 2010) showed that clients who were not offered a course did not show these increases. These changes are maintained at follow-up, indicating that the course provides clients with continued protection.

[Read the full report here](#)

New Scheme Offered by BUSK

A Gwent-based group has launched a new scheme with will see coaches and minibuses star rated for safety – a first for the UK.

Benchmark is a unique new scheme offered by BUSK, which allows operators to demonstrate they are safety compliant by displaying awarded green stars on their fleet.

Pat Harris set up BUSK, the Newport-based bus safety group, 20 years ago. Originally set up as a pressure group it mounted a high profile national campaign resulting in seat belt legislation, making it a legal requirement for all coaches and minibuses to be fitted with safety belts when carrying children in the UK.

The new scheme, will give a star rating to transport operators based on how safe they are. More than 50 companies across the country are already on board, including Pontypool-based Peakes coaches.



Mrs Harris believes it allows transport companies to prove they care about passenger safety, but also shows which companies reinvest in their fleet and maintain them safely.

She said: "It's about time parents stood up and insisted their child's school hired on safety criteria and not just cost, and are also prepared to pay an extra pound for the trip."

Mrs Harris added: "A Benchmark company has been checked out by BUSK before they are accepted onto the scheme and they will be policed by us for as long as they remain members."

"This gives parents confidence that their child is guaranteed to be in safe hands when travelling with a Benchmarked company. Benchmark star rating has nothing to do with luxury and absolutely everything to do with safety."

"Cheap coach hire must always be challenged because it is normally only possible when the company offering it has fallen below an acceptable level of safety and is flaunting the regulations."

"I personally challenge any coach operator offering cheap hire to prove me wrong."

For more information visit: www.busk-uk.com

Government Reveals Drink-Drive Cost



A £50,000 pint of beer, which highlights the cost of a drink-driving conviction, has been unveiled as part of the UK government's latest THINK! road safety campaign.

The Institute of Advanced Motorists (IAM) has calculated the personal financial cost of drink-driving for the first time, pricing it between £20,000 and £50,000. The calculation reflects the fines, legal costs, rise in insurance premiums and possible job losses faced by those who are convicted.

The pricey pint, the one that could take a driver over the limit, was revealed by the road safety minister Stephen Hammond as part of the government's new £1.68 million THINK! campaign. Mr Hammond said: "It might only look like a humble pint of beer, but it could end up costing much more than a few quid – in fact it comes with an eye-watering hidden cost if it pushes you over the limit.

"Most people know not to drink and drive but a small number still do, which is why we are highlighting the consequences of a drink drive conviction through our THINK! campaign. Anyone thinking of drinking and driving should be without any doubt – if you are caught driving over the limit you will face a heavy court fine and lose your licence – you could even go to prison."

The IAM's £50,000 cost estimate is made up of a £5,000 fine, £4,800 in legal fees, £8,000 for increased insurance premiums and £33,000 in lost earnings. Simon Best, IAM chief executive, said: "The total personal cost of a drink driving conviction was a lot more than we expected. £50,000 is an awful lot to pay for just one more drink.

"On top of the up-front financial costs, the long-term impact on earnings can be serious if you factor in the stigma of a criminal record. Alcohol affects everyone differently and your limit can change depending on a large number of factors – it's best to make it none for the road."

More than 51,000 people were convicted of drink or drug driving in 2011 and Chief Constable Suzette Davenport, from the Association of Chief Police Officers, warned drink drivers that police are breathalysing more drivers than ever.

She said: "Drivers need to be aware there are several ways for police to catch drink drivers, so it's not a matter of if you get caught, it's when.

Global Status Report on Road Safety 2013 launched

The [Global status report on road safety 2013](#) serves as a baseline for the Decade of Action for Road Safety 2011-2020, declared by the UN General Assembly.

The report presents information on road safety from 182 countries, accounting for almost 99% of the world's population. It indicates that worldwide the total number of road traffic deaths remains unacceptably high at 1.24 million per year, legislation and enforcement are still inadequate, and pedestrians and cyclists need to be better protected.

Only 28 countries, covering 7% of the world's population, have comprehensive road safety laws on five key risk factors: drinking and driving, speeding, and failing to use motorcycle helmets, seat-belts, and child restraints.

Made possible through funding from Bloomberg Philanthropies, this is the second in a series of Global status reports.

[It can be downloaded here.](#)

Operation Spectacles

South Wales Police have begun to revoke driving licences from motorists if they ignore safety advice and fail an on-the-spot eye test. In a series of day-long exercises – the first of their kind in South Wales – roads policing officers will be stopping motorists to raise awareness about their improved roadside capacity which could lead to motorists losing their licence with almost immediate effect.



Drivers will be invited to read the registration plate of a vehicle parked 20 metres away in a test which simulates the acceptable 'legal standard for visual acuity' set by the DVLA. Those who fail the test could face the stark possibility of having their driving licence revoked within hours, but officers will mainly be looking to give motorists advice to drive away with.

The police service and the DVLA have worked together to digitise the driving licence revocation process, drastically speeding it up.

Police officers now use handheld devices to report offending drivers, and a quick email response from the DVLA means a licence can be revoked on the same day somebody is caught. However, this will only happen in the most extreme cases where motorists present an immediate and serious risk to themselves and other road users. Other less serious cases are given a 48 hour completion target or are committed to a non urgent postal transaction.

This new way of working reduces the 'window of risk' and officers can serve notification on motorists that it would be an arrestable offence to get into their vehicle and drive away, effectively preventing them from doing so.

This issue was thrust in the spotlight when in February 2011, Cassie McCord, aged 16, was killed by an 87 year-old driver who refused to surrender his licence despite failing an on-the-spot eye sight test three days earlier when he drove into the exit of a petrol station. According to the Department for Transport, only 10% of drivers over the age of 50 have regular eye sight tests.

Superintendent Steve Furnham, said: "There are cultural taboos around drink driving, not wearing seatbelts and using mobile phones whilst driving. Motorists ensuring they are wearing appropriate eye wear in order for them to drive safely is just as important.

"Any vehicle in the hands of somebody who doesn't have full control of it is a lethal weapon. Our aim through these operations is to raise public awareness about the importance of eyesight when driving.

"There is no gratification in taking away somebody's right to drive, but people must take responsibility for their actions. There will be no hesitation if they present a serious and immediate risk to themselves and other road users.

"Hopefully the threat of losing their driving licence there and then will help reduce the number of people who choose to shrug off problems with their eyesight, or their responsibility to wear appropriate eyewear before they get behind the wheel." View the **itv** report [here](#)

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