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Christmas Anti Drink and Drug Drive Campaign Results

Over 460 drivers in Wales were caught over the drink drive limit during the All Wales Christmas Anti Drink and Drug Driving Campaign.

35,255 drivers throughout Wales were breath tested between 1st December 2013 and 1st January 2014.

North Wales Police carried out 18,159 breath tests with 107 being positive. In Dyfed Powys a total of 11,281 breath tests were carried out, with 161 being positive.

In Gwent officers tested 2,470 drivers, with 39 being positive, and South Wales Police administered 3,345 tests with 158 positive results.



Speaking on behalf of the Welsh forces, Deputy Chief Constable Gareth Pritchard said: "Although warnings were issued throughout the campaign 465 drivers throughout Wales chose to ignore those warnings by risking their own lives and the lives of others by breaking the law. This is very disappointing.

"It is also astonishing to see that some were almost four times the legal limit. It is clear that these individuals showed a complete disregard for the safety of other road users as well as their own.

"Driving with excess alcohol or under the influence of drugs is not just a criminal offence but also completely unacceptable.

He added: "However, drink driving is not just about Christmas. It ruins lives all year round. Perpetual drink drivers will choose to drink and drive any day of the year so we need support from the public 365 days a year to help us take these people off the roads of Wales."

If you have information relating to someone you think is driving whilst under the influence of alcohol or drugs, please contact North Wales Police on 101 or via Crimestoppers anonymously on 0800 555 111. In an emergency always dial 999.

Young Driver Focus

Young Driver Focus is a one day conference, organised by Road Safety GB working in partnership with FirstCar. The event will look at current and future thinking with regard to cutting young driver casualties now and in the future.

[Click here](#) for more information about the agenda, themes, speakers etc.

New Website Provides Advice for Relatives of Older Drivers



A new website has been set up to encourage relatives of elderly drivers to do their research before having potentially sensitive conversations about giving up driving.

The site, stillsafetodrive.org.uk has been created by GEM Motoring Assist and contains a suite of videos that cover topics connected with ageing, staying safe, and how to adapt to changes in mobility.

Professor Andrew Parkes, TRL chief scientist and one of the UK's top driver behaviour experts, says that elderly drivers can feel defensive about their driving and any criticism of it.

Professor Parkes said: "I was recently in a car driven by my father for the first time for 10 years. I noticed how his style of driving had changed; he was driving much faster, much more aggressively and assertively.

"I reacted by expressing my surprise and then trying to make a joke out of it, which probably made him feel even more defensive about his driving."

Professor Parkes says that talking to an elderly relative about driving – especially if the goal is to get that person to hang up the car keys – needs to be part of a properly planned approach.

He added: "With the benefit of hindsight I should not have said anything to my father immediately. It would have been much more helpful to come back to the subject when I had lined up some sensible ideas to help him, rather than simply expressing surprise and concern at his driving style.

DfT Wants Telematics Research Before Young Driver Green Paper

According to POST Online, a publication and website for the insurance industry, DfT has ruled out publishing a green paper on young driver safety until it has more research into how telematics can improve driving behaviour.

News that the DfT wants to conduct research into the safety benefits of telematics (via TRL) emerged during a Westminster Hall debate hosted by Robert Goodwill, parliamentary under-secretary of state for transport.

The Association of British Insurers (ABI), the British Insurance Brokers' Association (Biba) and several telematics providers including [Ingenie](#), Marmalade, Insure the Box and Carrot Insurance, were represented at the event.

The Post article says that "telematics dominated the agenda", but the ABI's recommendation for graduated driver licensing received less attention. The article also suggests that the government is no longer exploring the option of imposing a nighttime curfew for young drivers. [Read more](#)

One Million CRASH Cards

The millionth CRASH Card has been produced and was available to motorcyclists at the London Motorcycle Show in Docklands this month.

This staggering number of free medical alerts and motorcycle rider advice Cards was achieved by the integrated workings of groups in England, Wales, Scotland, Northern Ireland, The Isle of Man, Sweden, Finland, Romania, Portugal and the USA.

[CRASH Card](#) is a programme which won a [Prince Michael International Road Safety Award in 2011](#). Motorcyclists place the card inside their crash helmet as a medic alert. The details which the rider has written on the card provide vital information for attending ambulance crews if the motorcyclist is injured in a road traffic collision. Saving valuable time and helping treatment especially if the rider is either unconscious or unable to communicate.

CRASH Card was created by the committee of the [Ambulance Motorcycle Club](#) a group of experienced Paramedics and ambulance staff who are passionate about motorcycling. To find out more about CRASH Cards in Wales contact RoSPA on 02920 250600

George Street Primary, Pontypool, is the latest Torfaen school to operate a green cone scheme to combat the problem of motorists parking inconsiderately.

Green traffic cones are placed on both sides of the road so parents and pupils have a clear view in both directions and the children can cross safely. The executive member for neighbourhood services, Councillor John Cunningham, said: "The green cone scheme offers a



simple solution to what can be a dangerous problem. "I am sure it will see a reduction in parking problems and congestion around the school during peak times. The main concern has to be the safe transportation of children to and from school. When too many vehicles try to park outside a school at the same time, it can pose a danger to the pupils."

Head teacher Julie Wood added: "We are very hopeful that the scheme will support the school in our constant endeavour to ensure all pupils leave and enter our school site safely. We feel that this is a very important initiative and hope that it will prove to be very successful."

Road Safety Observatory

Following its launch in March 2013, the Road Safety Observatory has received more than 55,000 visits from almost 20,000 unique visitors.

The [Road Safety Observatory](#) was set up to provide easy access to independent road safety research and information for anyone working in road safety, and for members of the public. It provides summaries and reviews of research on a wide range of road safety issues, along with links to the original research reports.



The information in the Road Safety Observatory is provided free of charge and there is no need to register to use it.

The Observatory is managed by a Programme Board which comprises representatives from road safety stakeholders including DfT, RoSPA, RoadSafe, PACTS, RAC Foundation, Road Safety GB, CIHT, ACPO, ADEPT and CFOA.

The Programme Board commissions research reviews from a wide range of researchers and road safety experts. The reviews are intended to be free from bias and independent of Government policies. They represent a summary of the best evidence readily available to the research community and are kept under review as new evidence emerges.

The Observatory works in collaboration with the [Road Safety Knowledge Centre](#), a comprehensive online library of road safety information and resources.



A report in the Daily Telegraph suggests that thousands of foreign motorists may be driving illegally in Britain, allowing them to avoid paying road tax, escape fines and skip safety checks.

Owners of cars with foreign number plates are supposed to register them with the DVLA within six months to ensure that they are taxed, insured and safe to drive. However, no motorists have been prosecuted for failing to do so in the past year, despite repeated warnings that thousands are flouting the law.

DVLA officials admitted that they do not hold records of cars' entry to the UK so it is impossible to prove how long drivers have continued to use foreign plates.

Ministers said they had no idea how many people are driving illegally, but reports suggest that as many as 15,000 motorists may be exploiting the loophole. The figure came to light after Andrew Percy, the MP for Brigg and Goole, asked how many people had been prosecuted for failing to register a foreign car over the past 12 months.

Stephen Hammond, the transport minister, replied that the DVLA "has not taken forward any prosecutions against owners of foreign-registered vehicles that have remained in the UK beyond the six-month exemption period in the last year". His admission raised fears that thousands of motorists may be avoiding paying tax on their cars.

Failure to register cars also makes it harder for authorities to issue parking fines and to check that vehicles are undergoing an annual MoT test. The Government admitted last year that it had prosecuted just four people for the same offence over the preceding 12 months.

Mr Percy told The Daily Telegraph he had learnt of the issue after constituents reported that eastern European immigrants living locally were continuing to drive with foreign plates long after their arrival in the UK.

"It could be many thousands or it could be just a few," he said. "Obviously they are not paying road tax in the UK. Clearly there is an issue with car insurance and avoiding MoTs as well. It may be a small problem or it may be huge but nobody has a clue, and the fact nobody knows seems bizarre. We can have foreign vehicles running around on the roads, not paying for them, potentially in breach of the law but nobody is enforcing it."

A DVLA spokesman said: "We are working with the UK Border Force and the police to explore how data can be used to identify foreign-registered vehicles that have been in the UK for longer than six months."

Mr Hammond said: "We are determined to tackle the issue."

Fog Cams

A camera that can see through opaque substances could help motorists navigate their way safely along foggy roads.

Engineers at the Massachusetts Institute of Technology's Media Laboratory have developed a camera that can measure distances even through translucent material.

The camera uses nanosecond long pulses of light and measures the shift that occurs when they are bounced back, allowing it to build up a three dimensional picture. This allows the camera to tell the difference between light that is scattered by water droplets for example in fog or heavy rain, and solid objects like a car bumper.

The engineers behind the device say it could be used to help motorists see the road and other vehicles through thick fog. [Read article](#)

A conference organised by [PACTS](#) will engage key stakeholders in open and practical debate about the future of UK road safety policy and practice, the common and the different challenges across the UK and the diversity in road safety policy which has developed in the past few years. Key topics include:

- Road safety policy in the UK: Government perspectives
- Engineering, education, and enforcement – the post-2015 landscape
- From the European to the local: Delivery at each level
- How to make road safety a priority for the next government



The governments and devolved administrations will outline the lessons learned and challenges for the future. Parliamentarians, ACPO, Motorcycle Action Group, Motoring Groups and others together with independent experts will discuss the challenges for their sectors.

In the run up to parliamentary elections in Europe and all parts of the UK, current road safety plans and programmes are nearing completion or being wound up; the DfT for instance has already issued a Final Progress Update on its road safety action plan.

[Booking and more information here.](#)

Roads that Cars can Read

New cars today do more to protect life than vehicles just 10 years ago, and by 2025, half of the cars on the road in Europe will be capable of “reading” signs and markings. The need for good, consistent signs and markings for drivers remains unchanged since motoring history began.

Now vehicles, like drivers, will not function well where road markings and signs are worn out, inconsistent or confusing. This means putting an end to the different fonts, colours, sizes and shapes that are seen in even the most basic, internationally standardised safety signs such as “stop” and “give way”. It means standardising the width of white lines and the amount of light they reflect – and ensuring the edges of major roads are marked.

[“Roads that cars can read”](#), a report published by EuroRAP and Euro NCAP, makes important reading for those who maintain Europe’s roads of economic importance. It says that the majority of travel – and road deaths – occur on these roads which comprise just 10 per cent of the network.

Inadequate maintenance and differences in road markings and traffic signs is now a major obstacle to the effective use of technology in vehicles, such as lane departure warning and traffic sign recognition. [Read more](#)

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