



Road Safety Wales

Diogelwch Ffyrdd Cymru

Low Down

Strengthening Links Between Active Travel and Road Safety

Lee Waters AM, Deputy Minister for Economy and Transport, joined Road Safety Wales partners in Llandrindod Wells recently for an engagement event discussing developments in the field of road safety and active travel.

The Deputy Minister outlined his ambitious vision for Road Safety in Wales and provided the opportunity for meaningful communication to take place through workshops and an informative Q&A session.

The Welsh Government is determined to improve the liveability of communities across Wales. One of the ways to achieve this is to embed high quality placemaking - creating public spaces that promote people's health, happiness, and wellbeing - as part of the investment in infrastructure improvements and to develop and increase engagement with communities. A workshop allowed attendees to deliberate how placemaking and engagement principles have and will be applied to scheme development in the Welsh Government's road safety capital grant criteria for 2020/21.

To assist local authorities to embed active travel design guidance into road safety schemes, a workshop was included to provide the opportunity to learn about best practice in this area.

The third workshop focussed on improving child pedestrian training in Wales. It asked road safety practitioners to help shape the forthcoming review of child pedestrian training provision in Wales, by considering the benefits of the current delivery model and encouraging innovative thinking, to strengthen the link between active travel and road safety in Wales going forward.

Teresa Ciano, Chair of Road Safety Wales encouraged attendees to take away the principles discussed and consider how their organisations could continue to contribute to future road safety and active travel synergy Wales.

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Neath Port Talbot Council Trials Innovative Pothole Repairs



Road repair crews in Neath Port Talbot have been trialling a new pothole repair method which uses a thermoplastic based substance instead of traditional tarmac.

The Council reports that initial results suggest the use of the new material could be faster, cleaner and less expensive. Compared to traditional methods, the repair is a speedy process, no excavation is required and little to no waste is produced when works are undertaken.

A Council spokesman said, "In the trial, a total of two hundred and fifteen square metres was repaired in around two days using approximately three tonnes of material.

"If this was done with the traditional 'excavate and reinstate' method this would have taken considerably longer, required approximately 21 tonnes of tarmac and would have produced a similar amount of spoil waste."

The cost of the new material are higher than traditional hot tarmac. However, in the trials carried out in Neath Port Talbot, the coverage area per tonne worked out around seven times greater, making it overall, less expensive to use. Roads and footways being repaired using the new material could be used within just 20-30 minutes of being laid.

Council officials will now continue to evaluate the new repair system following the successful trials.

Councillor Ted Latham, Neath Port Talbot Council's Cabinet Member for Streetscene and Engineering said, "It's good to see we are looking at new, quicker and hopefully less expensive methods of dealing with potholes which are major issue for all local authorities and which cause problems for our motorists, pedestrians and cyclists."

Modernising Mobile Phone Legislation

Following a report by the Commons' Transport Select Committee, a legal loophole enabling drivers to escape prosecution for using a mobile to film or take photos will be closed, the Government has announced.

Transport Secretary Grant Shapps has announced that an urgent review will be carried out to tighten the existing laws on hand-held mobile use by motorists.

The Department for Transport (DfT) is expected to revise the legislation by spring 2020, so that any driver caught using a hand-held phone behind the wheel can be prosecuted whether they are making a call, texting, taking photos, using the internet or scrolling through a music playlist.



The Committee also recommended that Ministers should consider a ban on hands-free use, but the DfT reports there are no plans to introduce such a measure at this time.

In 2018, there were 683 casualties on Britain's roads - including 29 deaths and 118 serious injuries - in crashes where a driver using a mobile was a contributory factor.

Reporting Breaches in Safety Rules

The Driver and Vehicle Standards Agency's (DVSA) Intelligence Unit has simplified the process of reporting a company, or a lorry, bus or coach driver for breaking safety rules, or conditions of their driving or operator licence.



This includes:

- breaking drivers' hours rules
- overloading vehicles
- using unroadworthy vehicles that are not safe to drive
- using emission cheat devices
- carrying dangerous or hazardous goods without permission
- driving an excessively smoky lorry or bus

Reports can be made anonymously and the DVSA will review the information submitted before deciding on a course of action, which could include:

- asking DVSA examiners to investigate the case
- asking you for more information if you did not make the report anonymously
- working with other government departments and agencies or the police

Anyone submitting a report is advised against:

- telling anyone that they have given information to DVSA
- trying to gather more information about the offences reported, or about any other criminal activity
- encouraging anyone to commit a crime so that more evidence is gained

If requested, the DVSA will give feedback on the outcome when any investigation and criminal or other official proceedings have ended, or when a decision has been made if the person/company appeals against their verdict.

For more information visit www.gov.uk/guidance/report

CAV Safety Hub

The newly developed programme aims to increase the road safety community's awareness of connected and autonomous vehicles (CAV) and to provide an understanding of their likely contribution to road safety.

The Hub highlights that the connectivity of future vehicles with their environments and each other has the potential to improve road safety, while also reducing congestion and emissions, however, interaction between vehicles and the possible driver distraction remain challenges in CAV development.

CAV SAFETY HUB
Connected & Automated Vehicles

The project will also promote a better understanding of the increasing levels of technology aimed at assisting the driver and the features which will be increasingly capable of carrying out the driving function as the technology rolls out.

A number of experts and companies have collaborated on the CAV Safety Hub Programme, including Bosch. A spokesperson for the company said, "Higher levels of automation are being developed rapidly, but require more work to be ready for public deployment. We are delighted to support this project to help ensure that the widest range of stakeholders have access to clear information about the deployment path for automation systems and how they may deliver tangible benefits for citizens, businesses and the wider society."

RoadSafe, TRL Academy and the Road Safety Foundation are among the expert contributors and organisations wishing to be involved can learn more by visiting www.cavsafetyhub.com

The Contribution of Roads Policing on Road Safety



In December 2019, PACTS (The Parliamentary Advisory Council for Transport Safety) will publish a report on roads policing and its contribution to road safety.

The research, outlined below, will be undertaken thanks to grant funding from GEM Road Safety Charity. PACTS will establish an advisory panel to assist in the project and four main research objectives have been set:

- Collate and review research evidence for a relationship between enforcement activity, driver behaviour and road casualties
- Collate and assess trends in levels of road policing activity and enforcement actions
- Examine evidence for a relationship between roads policing trends and trends in road casualties, in dangerous driving behaviour and in relevant contributory factors
- Investigate how, under realistic policy and resource scenarios, roads policing and associated enforcement activity could be undertaken more effectively

The report will include the following:

- A review of key literature on the evidence for links between enforcement, driver behaviour and road casualties
- Collation and presentation of key statistics on trends in roads policing, driver behaviour and road casualties
- Interviews with key stakeholders

The report is not intended to be a comprehensive account of the issues, literature or statistics; it will focus on policy implications. PACTS will seek to provide a clear, accessible account of the evidence, trends and emerging policing practice.

In setting the context for the research, PACTS reports that road deaths in the UK have not declined since 2010, since which time levels of roads policing have declined substantially.

Through a recent parliamentary question, it was revealed that the total number of specialist roads officers across all 43 forces fell from 5,634 in 2010 to 4,934 in 2016, with some forces seeing cuts to roads policing officers of up to 74% between the years 2015 to 2016. The research will explore the relationship between roads policing and casualties.

Time to Light Up Says Cycling UK

With the recent clock change, Cycling UK has called for people cycling, like all road users, to behave responsibly and within the law and ensure that they are visible at night.



Cherry Allan, Cycling UK's Campaigns and Policy Co-ordinator said, "It's time to light up, not just so cyclists can see where they're going but also to help them be seen by other road users. Cycling UK always asks for people driving to be aware of cyclists and give them plenty of space when overtaking, but especially now that the evening commute for the vast majority of people is in darkness."

To highlight the legal requirements for cycle lights and reflectors, Cycling UK has produced a helpful video, which can be seen [here](#)

Further information and advice can be found at: www.cyclinguk.org

