



Road Safety Wales welcomes new Chair and Vice Chair

Road Safety Wales, the partnership between Welsh local authorities, emergency services, GoSafe, the Welsh Government and RoSPA, has announced the appointment of a new Chair, Rhys John-Howes and Vice Chair, Kayleigh Tonkins.

The partnership has been extremely grateful to the outgoing Chair, Teresa Ciano for her leadership for the past six years and her dedication to road safety.

The new appointments bring a wealth of road safety experience and knowledge to their roles. Rhys John-Howes has been employed in the road safety sector since 2002 and as a Road Safety Officer for Carmarthenshire County Council arrives with a commitment to sustaining co-operation and interaction between all key partners across Wales.

On his appointment, Rhys said: "With almost 23 years of experience in the road safety field, I am deeply passionate about reducing casualties on our roads, and I am honoured to have been appointed as Chair of Road Safety Wales. I look forward to continuing our collective efforts as a partnership to protect our residents and visitors, especially our most vulnerable road users".

Kayleigh Tonkins brings eight years of road safety expertise to the role of Vice Chair, having held the position of Road Safety Officer at Ceredigion County Council since 2016. Both colleagues have demonstrated a firm belief in the benefits of partnership working, having been regular and valued contributors to national initiatives.

Working across a range of road safety education, training and publicity projects, partners in Road Safety Wales support the partnership's mission: To further casualty reduction through collaborative working.

By working together, it is hoped that we can make further improvements and ensure that everyone gets home safely.

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Welsh Government figures provide the first year of statistics since the default 20mph speed limit was introduced

The Welsh Government's data shows around 100 fewer people killed or seriously injured on roads with 20mph and 30mph road speed limits in the 12-month period after the introduction of the 20mph default speed limit, compared to the same period a year before.



During the 12-month period from 2023 Q4 to 2024 Q3 (i.e. after the introduction of the 20mph default speed limit), the number of casualties on 20mph and 30mph roads (combined) is 28% lower than the same period a year previous.

Cabinet Secretary for Transport and North Wales Ken Skates said: "The data published today provides information for the first full year since the 20mph default speed limit was introduced.

"The picture continues to be encouraging with the number of collisions on our roads at their lowest level for this quarter. We know there is a way to go and we've always said it will take a number of years to see the full impact of the policy but to see the figures for this quarter at their lowest level is positive.

"We continue to build on the consensus that where 20mph is the right speed it works well. We have listened to people on the policy and we have empowered local authorities to make changes where it is safe to do so.

The latest published statistics are available to [view here](#).

Bikes seized in operation to combat illegal riding

Officers patrolled the Alway, Ringland, Lliswerry and Maindee areas of Newport recently as part of Operation Harley, the Gwent Police approach to combating the illegal use of off-road bikes in Gwent.

An electric motorcycle that was being driven without insurance in Alway was seized and a suspected stolen e-bike from Lliswerry was recovered. Officers also arrested a man in Ringland on suspicion of supplying a controlled drug of class A - cocaine.

PC Thomas Gardner, neighbourhood ward manager for Alway, said: "Our neighbourhood teams are acutely aware of the impact that the illegal use of off-road bikes can have on our communities.

"We often get complaints from residents about electric bikes and off-road bikes being driven illegally on the roads.

"We will continue to carry out regular operations like this in Newport and across Gwent.

"We need to know where these bikes are being used and stored so we can seize them and identify those who often show no regard for their fellow road users, neighbours or pedestrians."



Road safety changes for main Cynon Valley route



Rhondda Cynon Taf County Borough Council has announced that important measures to promote and improve road safety will be introduced on the A4059 between Abercynon Roundabout and Cwmbach. This follows a review of the road traffic conditions along the route, which was undertaken in response to an increase in high-severity collisions in recent years.

The road safety review was informed by the latest road collision and casualty data along with road traffic speeds. There have been several severe and sadly fatal collisions over the past five years – a high proportion of which saw speed as a contributing factor.

Council-commissioned automatic traffic counters recorded the speed of motorists within the National Speed Limit sections of the A4059 over a seven-day period last year. Motorists' average speed was 48mph, which is below the posted speed limit. However, there were 15 instances of motorists travelling at 100mph or over, with one vehicle recorded

travelling at more than 127mph.

A spokesperson for Rhondda Cynon Taf Council said: "Residents are being reminded about these key, permanent changes on the A4059 between Abercynon Roundabout and Cwmbach – which are being introduced in the coming weeks to promote road safety. Motorists will notice new average speed camera equipment and signage being installed soon, and the new speed limits that are being introduced will be clearly visible and shown.

"These measures are aimed at targeting the minority of motorists who choose to travel at dangerous speeds on this route, rather than most road users who won't be affected by the changes. In fact, our recent speed monitoring exercise saw an average speed of 48mph along this route – which is below the 50mph speed limit being introduced. The current 50mph zone around Quarter Mile junction will reduce to 40mph, noting the challenging road layout for motorists turning right to enter the A4059.

"Based on previous monitoring, it is estimated that around 85% of drivers won't see any impact to their current driving speeds. In addition, journeys on the A4059 are estimated to become only 25 seconds longer on average in each direction over the whole length from Cwmbach to Abercynon following the changes – while the road safety benefits will be significant.

"Thanks to road users for your cooperation as these important measures, supported by South Wales Police and GoSafe, are introduced. They are aimed at ensuring all motorists travel at a responsible speed, for the benefit of the thousands of people who use this arterial route regularly. Please take extra care while getting used to the new arrangements."

A spokesperson for GoSafe, the Wales Road Casualty Reduction Partnership, added: "GoSafe's primary objective is to make Welsh roads safer for everyone. At locations with high numbers of serious and fatal collisions, it is only right that we work in partnership with the local highway authority, police service, and other agencies, to achieve significant safety improvements.

"We fully support the efforts of Rhondda Cynon Taf Council to make the road safer. We're confident that these measures will deter people from driving at dangerous speeds and reduce the number of people killed or seriously injured."



CRASH Cards for motorcyclists in Wales

Road Safety Wales has once again taken delivery of motorcycle CRASH Cards, which are available free-of-charge to individual bikers, pillion passengers, and motorcycling club members in Wales.



Partnership Chair, Rhys John-Howes, explains the initiative: "At some point in your motorcycle riding life you may have an 'unscheduled dismount' or you may be with a rider who does. 'CRASH' is a set of easy to remember steps to keep you safe, as well as the unfortunate rider who has been involved in a collision.

"One side of the card has the mnemonic 'CRASH'. The person making the 999 call is the most important person at the scene, because the information they give determines the response of the emergency services."

"The card follows a similar set of questions universally used by ambulance service control centres, and focuses on safety, the location of the collision, and how serious it is. The other side includes information used by the ambulance service and hospital, including space to list any medication to which they are allergic, current medical history and the details of any medication they currently take."

Importantly, a CRASH Card has space to list the name and contact telephone number of a next of kin. Many phones require a pin code to access any information, which means that the 'ICE' number stored there cannot be retrieved. Put the card in the lining of your helmet because that's where the emergency services will look for it.

Help alert emergency responders to your CRASH Card - place the supplied green dot on the right-hand corner of your visor/helmet, making sure it's not in your field of view. And don't worry, it's safe to stick on any helmet.

Please remember that removing a helmet after a collision is a skill which takes two people and is practised by trained personnel - don't attempt to remove another rider's helmet on your own.

CRASH Cards are available from Road Safety Wales partner organisations or centrally by contacting communication@roadsafetywales.org.uk.

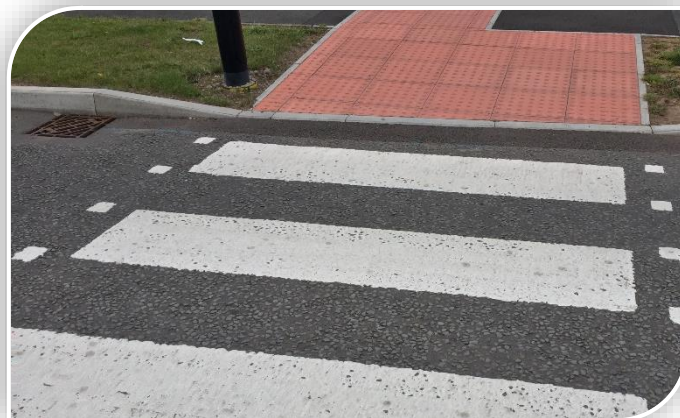
Active travel and sustainable travel in Flintshire

Flintshire County Council has secured Welsh Government funding to deliver significant active travel and sustainable travel improvements in Aston and Hawarden.

The upcoming scheme will enhance connectivity along Lower Aston Hall Lane, providing a shared-use off-road footway/cycleway facility.

This will link with the recently completed Aston Hill/A494 shared-use path, providing a safer and more accessible route for pedestrians and cyclists.

Additionally, the project will deliver a new zebra crossing and essential carriageway improvements which will further support safe and sustainable travel.



Consumed alcohol or used drugs? Don't drive

Drivers and riders have a legal responsibility to comply with the law on drink and drug driving. Impairment significantly increases the risk of collisions and can have devastating consequences.



Alcohol gives a false sense of confidence, judgement will be affected, reflex responses are decreased, and reaction times are slower.

If you intend to drive or ride a vehicle, avoid alcohol altogether. This is the only way you can be certain that you are under the drink drive limit. Leave your vehicle at home and before you go out make plans about how to get back - saving the number of a local taxi provider in your phone or downloading a taxi app can save time and hassle later.

Although many people have an awareness of the dangers of drink driving, some may be less familiar with the effects that both legal and illegal drugs have on their ability to drive safely, and within the law.

It is an offence for someone to drive with any of 17 controlled drugs above a specified level in the blood - this includes illegal and medical drugs. If it impairs their driving, it is also unlawful for someone to drive with legal drugs in their body, such as those prescribed by a doctor or bought over the counter. A doctor, pharmacist or other medical professional can let you know whether any medication could affect your driving.

Illegal drugs should always be avoided, but unfortunately a minority of people choose to break the law. Cannabis can lead to impaired concentration, slower reactions and paranoia. Cocaine can lead to increased aggression, increased risk taking and over confidence.

Rhys John-Howes, Chair of Road Safety Wales, said: "The effects of a drug may be relatively short-lived but they can remain in your system for many hours after you have used them - some drugs can stay in the body for several days. Even when the drug feels like it has worn off, it can still be detected in your system - in saliva, blood or urine - for a longer period of time.

"Driving after using drugs is unacceptable and puts all road users at risk."

Superintendent Jolene Mann, Head of Specialist Operations, Dyfed Powys Police, said: "Every year, drug drivers are involved in serious and fatal collisions in Wales. Most people don't think it will happen to them, but drugs and driving are a deadly combination, even if you believe you are fine to drive or haven't been involved in a collision when driving under-the-influence on a previous occasion.

"Through Operation Revoke, in conjunction with the DVLA, we are targeting drivers who use drugs and ensuring their driving licences are revoked."

