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## Welsh drink-drive stats 'unacceptable'



**More than 400 people were arrested during a month-long drink-driving crackdown by Welsh police forces.**

During the 'zero-tolerance' World Cup operation in June, a total of 6,857 breath tests were issued, with 416 people testing positive.

The four Welsh police forces - North Wales, Dyfed-Powys, South Wales and Gwent - stepped up their breathalyser campaign in the month to 5 July to deter people from driving while under the influence of alcohol and drugs.

South Wales Police had the worst figures, with just over 16% of those tested being over the limit. In the other three forces, just over 4% tested positive.

Chief supt **Geraint Anwyl**, head of the North Wales operational support division, who led the campaign, said the figures were 'disappointing and unacceptable'

## 'Name and shame' campaign praised by police

**South Wales police have praised a regional newspaper, the South Wales Evening Post, for its name and shame drink-driving campaign, which backed the police's month-long Operation Heatwave.**

The Evening Post named and shamed the first drink-driver just two days after the campaign started. The driver was given a two-year ban and a £170 fine.



## Welsh transport plan unveiled

**Road pricing, an increase in rail capacity and greater use of new technology are key strands of a new transport strategy for Wales.**

The Welsh Assembly Government document has three main themes:

Reducing overall travel, increasing use of more sustainable and healthy forms of travel, and achieving a more effective and efficient transport system.

The strategy stresses the role of transport in achieving wider policy aims in areas such as economic development, education, health, social services and environment.

The document says that there is "no doubt" that road pricing has a key part to play, particularly in helping to address increasing congestion in south east and north east Wales. Car use is higher in Wales than the rest of the UK, partly because of its remote, lightly populated areas and the absence of large cities.

The assembly is to examine a national road pricing scheme to identify the potential impacts on different types of roads and users. It would be consistent with UK-wide schemes.

<http://new.wales.gov.uk/about/departments/dein/consultation/walestransportstrategy?lang=en>



Almost 100 road safety professionals from the Principality gathered in Trinity College Carmarthen on 6/7 Sept for the annual Road Safety Wales Seminar.

Topics included: Occupational Road Risk, Safety Cameras, School Transport Safety and the Effectiveness of Theatre in Education.

A highlight of the event was the premier performance of the Key Stage Two production, '**Baron Chance and the Invincibles**' by Tiny Giants Theatre Company.

## Mini-motos face the crush

**Reckless drivers of mini-motos who disrupt and damage communities could receive points on their licence (even if they haven't yet got one), face a driving ban, a fine or even have their vehicles crushed under new guidance published by the Respect Task Force.**

There have been at least seven fatalities involving mini motorbikes since September 2004. There are no national figures for injuries caused as a result of mini motorbike use. However, of the seven recent fatalities:

- **Five involved children under 15 years of age**
- **Six occurred whilst on the road**
- **One included young children riding as passengers on the vehicle.**

Further information and advice can be found at:

<http://press.homeoffice.gov.uk/press-releases/mini-motos-ban>  
[http://www.rosipa.com/waterandleisuresafety/minimoto\\_safety.htm](http://www.rosipa.com/waterandleisuresafety/minimoto_safety.htm)



## Road Casualties in Great Britain: Main Results 2005

The Department for Transport has released the main set of casualty data for 2005.

### It reported that:

- There were 271,017 reported casualties on roads in Great Britain in 2005, 3 per cent less than in 2004.
- 3,201 people were killed, 1 per cent less than in 2004.
- 28,954 were seriously injured (down 7 per cent on 2004) and 238,862 were slightly injured (down 3 per cent on 2004).

Department for  
**Transport**

[http://www.dft.gov.uk/stellent/groups/dft\\_transstats/documents/page/dft\\_transstats\\_611922.hcsp](http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/page/dft_transstats_611922.hcsp)

## Under-reporting of road accidents



**Research conducted in the 1990s has shown that many non-fatal injury accidents are not reported to the police. In addition some casualties reported to the police are not recorded and the severity of injury tends to be underestimated.**

The combined effect of under-reporting, under-recording and misclassification suggests that there may be 2.76 times as many seriously injured casualties than are recorded in the national casualty figures and 1.70 times as many slight casualties, according to TRL Report 173 *Comparison of hospital and police casualty data: a national study* by H F Simpson.

The Department have recently published two further reports; ***Under-reporting of road accidents: Phase 1 (Road Safety Research Report 69)*** by Heather Ward, Ronan Lyons and Roselle Thoreau and the related document ***Road accident casualties: a comparison of STATS19 data with Hospital Episodes Statistics***. The Department is undertaking further research to investigate whether the level of under-reporting has changed.

[www.dft.gov.uk/stellent/groups/dft\\_rdsafety/documents/page/dft\\_rdsafety\\_611755.pdf](http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_611755.pdf)  
[www.dft.gov.uk/stellent/groups/dft\\_rdsafety/documents/page/dft\\_rdsafety\\_611756.pdf](http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_611756.pdf)

**RoSPA says it has experienced 'massive growth' in interest in work-related road safety in the last year.**

**Charles Davis**, head of driver and fleet solutions, said: "We are delighted and encouraged by the way businesses and organisations have responded to the challenge of managing occupational road risk (MORR).

"Our own MORR business grew by 45% in 2005/2006, which shows how seriously those with responsibility for fleet management are now taking this subject.

"The argument now seems to have been accepted that this is the biggest occupational safety problem which the country is facing and that fleet bosses have to do something about it."

He said more and more responsible employers were adopting a system of auditing, management training and risk assessment, followed by driver training where necessary. Many reinforce good behaviour through driving awards schemes.

"The bottom line is that by managing occupational road risk they are protecting their number one asset - their employees," Charles Davis said. "And that has to be good news for everyone who uses our roads."

RoSPA's latest MORR initiative is ROADTest - the first advanced driving test designed purely for business drivers. Advanced drivers have been shown to be around 25 per cent less likely to be involved in accidents.

[http://www.rospa.com/morr/information/morr\\_guide.htm](http://www.rospa.com/morr/information/morr_guide.htm)



## Engineers question value of white lines

**Central white line markings 'serve no safety purpose' on local roads, and there is evidence suggesting that removing them could reduce speeds, according to the draft Manual for Streets, which is being produced for the DfT.**

The publication appears to lend weight to Wiltshire County Council's decision to remove centre markings from 12 village roads where 30mph limits apply. It says that there is no Traffic Signs Regulations and General Directions (TSRGD) requirement to introduce centre lines, and 'little research to indicate there are any safety benefits on local roads'.

But **John Smart**, director of technical affairs at the Institution of Highways and Transportation, said: "There's no doubt that we could reduce the signing and lining on many residential roads. But this evidence doesn't seem to be conclusive. We need to remember that 40 years ago we didn't have very many lines or signs, but we had very many more accidents."

**Andrew Whyatt**, traffic and road safety group manager at Wiltshire, said that speed reductions 'and no increase in collisions' at the 12 sites provided the confidence needed to remove further markings. However, he added that 'statistically, the results aren't definitive'.

**George Lee**, of the Road Safety Markings Association, was 'very concerned' at the proposed document, which he claimed was based on a 'great deal of supposition'. [www.surveyormagazine.com](http://www.surveyormagazine.com)

## Avoid whiplash with these simple steps

**A properly adjusted head restraint will help to protect you against whiplash, and potentially save you from a long-term injury. Whether you are a driver or a passenger you must always ensure that your head restraint is adjusted properly:**

- Ensure that the top of the head restraint is as high as the top of your head
- Position the head restraint as close to the rear of your head as possible.

**Picture 1 - This picture shows a well-adjusted head restraint, which will reduce the risk of suffering a whiplash injury.**

The seat back angle is relatively upright, and this allows the head restraint to be positioned close to the back of the head.

The top of the head restraint is level with the top of the occupant's head, which will also help to prevent injury.



**Picture 2 - This picture shows a poorly adjusted head restraint.**



Even though the top of the head restraint is level with the top of the occupant's head, a large gap exists between the back of the occupant's head and the head restraint.

This gap – which is marked using the yellow arrow – means that the head can move and tilt further back, increasing the risk of injury.

<http://www.rospa.com/roadsafety/advice/motorvehicles/index.htm>

## New Bill targets 'jobs'

**A Bill creating tough new penalties for jobs who target emergency services workers has been given cross party support from MPs as it received its third reading in the House of Commons.**

The Emergency Workers (Obstruction) Bill, proposed by Labour MP for Swansea West, Alan Williams, will make it an offence to impede the emergency services, with those found guilty facing fines of up to £1000.

The Bill, which could be enacted during the current Parliamentary session, will bring the law protecting emergency services in England, Wales and Northern Ireland into line with that in Scotland, following the introduction of the Emergency Workers (Scotland) Act 2005.



## ANPR – the biggest revolution to hit policing since DNA



**In just twenty years the use of Automatic Number Plate Recognition (ANPR) has developed significantly, moving on from the original role of counter-terrorism operations to become standard technology used on a daily basis by every force in the UK.**

Now ANPR is set to go even further as all forces are linked to produce the most extensive and sophisticated system of road surveillance in the world, capable of reading millions of number plates every day. The new ANPR Data Centre is planned to go live in September with all forces being connected to it by the end of this year. A two-way flow of information from forces to the centre is anticipated. As the centre is linked to all forces, it will also be able to identify cars that have been cloned as well as 'flagging' cars of interest.

### The European Transport Safety Council has launched a new policy instrument to help EU Member States improve road safety.

The Road Safety Performance Index (so-called "RoadSafety PIN") will compare Member States' performance in promoting safe road user behaviour, infrastructure and vehicles, as well as sound and evidence-based policy making.



<http://www.etsc.be/PIN.php>

## New digital tachographs to boost road safety

### Ten years of work and development, negotiation and regulation involving the transport industry, the UK government and the European Union have culminated in the introduction of digital tachographs on commercial vehicles over 3.5 tonnes, coaches and some buses.

The safety-focused move means that all new models registered from 1 May and covered by the regulations must be equipped with digital tachographs to record the hours, speeds and distances travelled by lorries and their drivers. The technology replaces old analogue units first introduced in the 1980s.

The Freight Transport Association welcomed the new technology with external affairs director Geoff Dossetter saying: "Over the next 10 years the entire European fleet of five million lorries will gradually switch to digital tachographs. The new units will play their part in ensuring that drivers do not exceed their permitted hours of working."



[www.vosa.gov.uk](http://www.vosa.gov.uk)

## World day of remembrance



### 19th November 2006 is world day of remembrance for road traffic victims.

Initiated by RoadPeace in 1993, the third Sunday in November each year is now recognised by the UN as the World Day of Remembrance for Road Traffic Victims.

[www.roadpeace.org/support/worldday.html](http://www.roadpeace.org/support/worldday.html)

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