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## The Institution of Highways and Transportation Awards 2009

**The 2009 IHT/Atkins Road Safety Award for Reducing Child Casualties has been awarded to Carmarthenshire County Council for their Community Safety Project at Carwe Primary School.**

The school has created a safer environment for their pupils and surrounding community and has shown how innovative and creative thinking can reduce the dangers of everyday life and have a positive effect on reducing child casualties. The school has been actively engaging pupils and parents in such initiatives as Kerbcraft, Cyclecraft, walking buses and general road safety education.



The Judges felt the success of the project resulted from the community-based approach of understanding road safety concerns and addressing these in the scheme, for safety and wider benefits such as punctuality at school; physical and social activity for children, and an improved environment in the village as a whole.

## Simulated Driving Skills



**South Wales Police has become the first force in the UK to teach its officers driving skills using a computer simulator. Unveiling the equipment, Sergeant Gareth Morgan said it will save lives.**

"It's sadly inevitable that during pursuits or even police driver training that lives will be put at risk," he said. "By training people in the simulator we reduce the amount of assessments that have to be done on the roads and also ensure that, when the drivers do get out there, they are better prepared for the situations they will face because they have already dealt with it in the simulator."

Sgt Morgan and the team at South Wales Police driving school have spent the past year developing the system, which is housed in an industrial unit in Cardiff Bay. The work has earned Sgt Morgan and Insp Mark Brier the Queen's Award for Innovation for Police Training and Development. It has been estimated that not only will the simulator cut the time spent on public roads by 20% to 25%; it will also save the force £120,000 a year in efficiency gains. Plus, unlike the unreliable Welsh weather, the machine can put drivers through their paces in a variety of conditions, including rain and snow.

"We can also programme the computer to simulate what it would be like driving under the influence," said Sgt Morgan. "The car will drift and the screen will become blurred and the driver will naturally slow down as they try to control the car, which is exactly how real drink drivers behave. Any traffic officers will tell you that drivers under the influence are easily identifiable because they always go slow and drift from one side of the road to the other."

He said the computer's numerous applications, many of which have not even been used yet, will also mean it could eventually be used to retrain banned drink-drivers and to help young drivers and other vulnerable groups learning to cope with the demands of modern motoring.

"We've barely scratched the surface in terms of its usage," said Sgt Morgan.

## Uninsured Drivers

### Plans to crack down on the menace of uninsured drivers have been confirmed by Road Safety Minister Paul Clark.

The new measures will make it an offence to keep an uninsured vehicle – rather than just to drive when uninsured – making it easier to catch uninsured drivers and keep them off the roads.



Paul Clark said:

“Each year uninsured and untraced drivers kill 160 people and injure 23,000, and uninsured driving costs law-abiding motorists more than £400m in extra premiums. We’ve already taken action to force this irresponsible minority off the roads – increased police powers mean more than 400 uninsured vehicles are seized every day. But these tough new measures will catch anyone who is keeping an uninsured vehicle, leaving them with nowhere to hide.”

Under the new system:

- The DVLA will work in partnership with the insurance industry to identify uninsured vehicles;
- Motorists will receive a letter telling them that their vehicle appears to be uninsured and warning them that they will be fined unless they insure it within a set period;
- If the keeper fails to insure the vehicle they will be given a £100 fine;
- If the vehicle remains uninsured - regardless of whether the fine is paid - it could then be seized and destroyed.

Vehicles with a valid Statutory Off Road Notice (SORN) will not be required to be insured.

Uninsured driving adds around £30 a year to every motorist's insurance premium - amounting to more than £400m a year in additional premiums. It is also estimated that uninsured and untraced drivers kill 160 people and injure 23,000 every year.

The Government has already given the police powers to seize and destroy vehicles being driven uninsured, along with improved access to the Motor Insurance Database to enhance their capability to detect uninsured driving by using Automatic Number Plate Recognition (ANPR) equipment. Police removed around 150,000 vehicles in 2007 - more than 400 a day.

Last year a new offence of causing death by driving while unlicensed, disqualified or uninsured was introduced. Regulations will now be drafted, with the powers expected to come into force in the next financial year.

## Drug driving - Dispelling the Myths



**On August 17, 2009 the first national TV campaign to tackle drug driving was launched by the transport secretary, Lord Adonis.**

The campaign features a TV advertisement, radio sponsorship, posters, festival sponsorship and online advertising, all of which aims to highlight the reality and legal consequences of drug driving.

A further aim is to dispel the myths surrounding drug driving – many people believe that the police cannot detect drivers who have taken drugs. This is not true. The police can, and do, catch drug drivers.

The theme of the TV advert is 'eyes' and illustrates the involuntary effects that different drugs have on the eyes, demonstrating how obvious this is to the police.

The advert can be viewed on the Department for Transport [website](#)

## Child Seat Rating Scheme

TRL's Certification & Assurance business has launched its new 5 Star rating scheme for child restraint systems. This scheme will provide consumers with rigorous and independent performance ratings for all child restraint systems tested, enabling them to make comparisons and informed decisions on which product best meets their own requirements.



TRL's independent rating scheme will clearly present individual products' safety and usability performance to the market and is supported by retailers and the AA. The star rating is based on a suite of tests to assess the front and side impact performance and the usability of the product. Performance information for each of these will be available to give added clarity.

### Value and Benefits

In addition to saving lives and reducing serious injuries, there are values and benefits for all parties from a TRL Rating Scheme for child restraint systems.

- **Manufacturers** – have a highly cost-effective tool to differentiate the market beyond price, and benchmark their products against their competitors. It will also provide point-of-sale information for presenting their own products' key attributes.
- **Consumers** – have the benefit of being able to freely access independent information to help them select a product which best meets their particular requirements in terms of its relative quality, usability and crash safety.
- **Retailers** – have a mechanism for selecting a product mix based on measured performance v. cost and have an independent rating of products to build confidence in the manufacturers' performance claims.

All parties can take confidence from a rating which is against known standards and issued by an impartial and independent expert organisation.



### How the Rating Scheme Works

The rating system is clear and based on publicly available robust testing protocols. Up to 5 Stars can be achieved, presenting the crash safety and usability performance of child restraint systems as an aggregated, overall rating. The rating mark can be used on the product, packaging, publicity material and in catalogues and websites.

The Rating Scheme requirements are laid out in Transport Research Specification, TRS1002:2009. This calls up a bespoke suite of tests and assessments based largely on the NPACS (New Programme for the Assessment of Child-restraint Systems) protocols, published by TRL for the Department for Transport (DfT).

### The List of Ratings

Each rated product will be granted a certificate showing its rating and scores, which can be used at point of sale, in-store or on-line, for searching and comparison purposes. All ratings and copies of product certificates will also be publicly available to view on TRL's website, [www.trl.co.uk](http://www.trl.co.uk)  
[http://www.trl.co.uk/news/latest\\_news/new\\_rating\\_system\\_for\\_child\\_seats.htm](http://www.trl.co.uk/news/latest_news/new_rating_system_for_child_seats.htm)

## Crashes Involving Older Drivers



**A newly published Department for Transport report provides an in-depth analysis of road crashes involving older drivers aged over 60.**

A sample of over 2,000 police files from three midland UK police forces was reviewed, providing a database including the main objective features, a summary narrative, a sketch plan and a list of explanatory factors. The analysis identifies the types of collisions older drivers are involved in, with particular attention to the driving situations and tasks that are most likely to present them difficulties.

[View the full report here](#)



### Children In and Around Cars

Questionnaire ▶

Help us to develop the best advice...



**New research launched by RoSPA aims to cut the number of children killed or injured when they are struck by vehicles on driveways.**

A number of incidents were identified, suggesting as many toddlers are killed by vehicles on driveways as in road traffic collisions. RoSPA is now conducting a [survey](#) among parents, grandparents, guardians and carers of children aged up to seven years to gather information about incidents involving children on driveways.

RoSPA began looking into the safety of children around cars after it was approached by the family of 17-month-old Iain Goodwill, who died in 2007 after being struck by a car on the driveway of his home. Iain's family is now striving to raise awareness of the issue and has set up the [Iain Goodwill Trust](#) in the hope that it will prevent others enduring similar tragedies.

In 2007, three children aged between one and two years were killed whilst travelling in cars on Britain's roads. An analysis of press reports from 2007 revealed that three children in the same age group were killed by vehicles on driveways.

Press cuttings from 2008 show that at least eight children aged up to seven-years-old died after being struck by vehicles on driveways or elsewhere in the grounds of their homes.

RoSPA's survey is absolutely anonymous, and includes questions about times when children have followed unknowing adults outside onto driveways, and when vehicles have been manoeuvred on driveways without adults knowing that children were around. <http://www.rospa.com/childrenincars/>

The survey will remain open until December 18th 2009 with an interim report published August 31st 2009.

## Driving for Work Handbook

**Driving is the most dangerous work activity that most people do. About 20 people are killed and 250 seriously injured every week in crashes involving someone who was driving, riding or otherwise using the road for work purposes.**

The HSE says that "health and safety law applies to on-the-road work activities as to all work activities and the risks should be effectively managed within a health and safety system".

Employers therefore have a duty of care towards their drivers. One way to comply with this is to make sure their drivers have the relevant information to hand in an easy-to-understand format.

In response to popular demand, RoSPA has produced a completely updated and brand new 'Driving for Work Handbook'. This compact booklet is ideal as an induction and ongoing driver education tool containing all the information a driver needs to help keep them safe on the road.

Topics include:

- Journey planning
- Pre-drive checks
- Fitness to drive
- Safe driving tips
- Motorway driving
- Driving at night
- Poor weather
- Accidents, breakdowns and emergencies

[www.rospa.com](http://www.rospa.com)





**The European Commission has made a last call to all EU countries to speed up voluntary implementation of the new in-car communication technology 'eCall' that could save 2500 lives a year. The eCall system automatically dials 112, Europe's single emergency number when a car has a serious accident and sends its location to the nearest emergency service. This can halve emergency response times, reduce severity of injuries and save lives of people who do not know or cannot say where they are.**

For now, the deployment of eCall by public authorities, car companies and mobile phone operators is voluntary. So far the system is not operational in any EU country. The Commission warns, in a policy document, that if no significant progress is made in rolling out the system by the end of 2009 it could propose regulatory measures to make this life-saving technology available all over Europe as soon as possible. In 2008, more than 1.2 million accidents on Europe's roads caused around 39000 deaths and more than 1.7 million injuries.

"Too many people are still dying on European roads. Every week I hear about road accidents where eCall would have helped. The time has come for Member States and industry to move from talk to action," said Viviane Reding, EU Commissioner for Information Society and Media. "At EU level, thanks in particular to the continued support of the European Parliament, we have done our part of the job: all the relevant core standards for making eCall possible are in place. Europeans should not have to wait any longer for a system that could save their lives just because their governments fail to act. I want to see the first eCall cars on our roads next year: If the eCall roll-out does not accelerate, the Commission stands ready to set out clear rules obliging governments, industry and emergency services to respond."

The Commission has presented a policy document with a strategy for introducing an affordable in-car emergency call system in all new vehicles across Europe by 2014, starting next year. The measures proposed by the Commission would ensure that eCall works in all EU countries and in cars of all brands and countries of origin.

Implementing eCall needs the full collaboration of the car and telecoms industries, as well as national administrations in all EU countries that must ensure that their emergency services are equipped to handle eCalls.

Road accidents cost the EU economy more than €160 billion a year. Equipping all cars in the EU with the eCall system could save €26 billion annually while the system is estimated to cost less than €100 per car.

More information on eCall, including a video clip, is also available [here](#)

### Contact the Editor

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