



**Cynulliad Cenedlaethol Cymru  
The National Assembly for Wales**

**Y Pwyllgor Menter a Dysgu  
The Enterprise and Learning Committee**

**Dydd Iau, 11 Mehefin 2009  
Thursday, 11 June 2009**

**Cynnwys**  
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Cofnodir y trafodion hyn yn yr iaith y llefarwyd hwy ynndi yn y pwyllgor. Yn ogystal, cynhwysir cyfieithiad Saesneg o gyfraniadau yn y Gymraeg. Mae hon yn fersiwn ddrafft o'r cofnod. Cyhoeddir fersiwn derfynol ymhen pum diwrnod gwaith.

These proceedings are reported in the language in which they were spoken in the committee. In addition, an English translation of Welsh speeches is included. This is a draft version of the record. The final version will be published within five working days.

**Aelodau'r pwyllgor yn bresennol**  
**Committee members in attendance**

Christine Chapman	Llafur Labour
Jeff Cuthbert	Llafur Labour
Nerys Evans	Plaid Cymru The Party of Wales
Gareth Jones	Plaid Cymru (Cadeirydd y Pwyllgor) The Party of Wales (Committee Chair)
Huw Lewis	Llafur Labour
David Melding	Ceidwadwyr Cymreig Welsh Conservatives
Nick Ramsay	Ceidwadwyr Cymreig (yn dirprwyo ar ran Paul Davies) Welsh Conservatives (substitute for Paul Davies)
Jenny Randerson	Democratiaid Rhyddfrydol Cymru Welsh Liberal Democrats

**Eraill yn bresennol**  
**Others in attendance**

Steve Baker	Diogelwch Ffyrdd Cymru Road Safety Wales
Vincent Brickley	Sefydliad Trafnidiaeth Cludo Nwyddau Freight Transport Association
Ian Gallagher	Sefydliad Trafnidiaeth Cludo Nwyddau Freight Transport Association
Stephen Kelly	Sefydliad Trafnidiaeth Cludo Nwyddau Freight Transport Association
Joy Smith	Diogelwch Ffyrdd Cymru Road Safety Wales

**Swyddogion Cynulliad Cenedlaethol Cymru yn bresennol**  
**National Assembly for Wales officials in attendance**

Dan Collier	Dirprwy Glerc Deputy Clerk
Siân Phipps	Clerc Clerk
Graham Winter	Gwasanaeth Ymchwil yr Aelodau Members' Research Service

*Dechreuodd y cyfarfod am 1 p.m.*  
*The meeting began at 1 p.m.*

**Cyflwyniad ac Ymddiheuriadau**  
**Introduction and Apologies**

[1] **Gareth Jones:** Prynawn da, a **Gareth Jones:** Good afternoon, and welcome  
 chroeso i'r cyfarfod hwn o'r Pwyllgor Menter a Dysgu. Hoffwn eich atgoffa i ddiffodd  
 to this meeting of the Enterprise and Learning Committee. I would like to remind  
 ffonau symudol ac unrhyw ddyfais electronig everyone to switch off mobile phones and  
 arall. Nid oes angen ichi gyffwrdd â'r any other electronic devices. There is no need

microffonau. Nid ydym yn disgwyl ymarfer tân, felly os bydd unrhyw fath o argyfwng, bydd yn rhaid gadael yr ystafell, ac efallai'r adeilad, dan gyfarwyddyd y tywysyddion. Cynhelir y cyfarfod yn ddwyieithog. Mae clustffonau ar gael i dderbyn gwasanaeth cyfieithu ar y pryd o'r Gymraeg i'r Saesneg—ar sianel 1; i chwyddleisio'r sain, trowch i sianel 0. Darperir cofnod o'r cyfan a ddywedir yn gyhoeddus.

to touch the microphones. We are not expecting a fire drill, so if there is any kind of emergency we will have to leave the room, and perhaps the building, under the direction of the ushers. This meeting will be held bilingually. Headsets are available for simultaneous interpretation from Welsh into English—that is on channel 1; for amplification, switch to channel 0. A record of everything that is said publicly will be prepared.

[2] Mae gennym un ymddiheuriad, oddi wrth Paul Davies. Croeso cynnes i Nick Ramsay, sydd yma i ddirprwyo ar ei ran. Credaf mai hwn yw'r tro cyntaf iddo fod mewn cyfarfod o'r pwyllgor hwn. Edrychwn ymlaen at ei gyfraniad.

We have received one apology, from Paul Davies. We welcome Nick Ramsay, who is substituting on his behalf. I believe that it is the first time that he has attended a meeting of this committee. We look forward to his contribution.

1.02 p.m.

### **Cefnffyrdd a Lleihau Nifer y Bobl sy'n Cael eu Lladd neu eu Hanafu Mewn Damweiniau** **Trunk Roads and Casualty Reduction**

[3] **Gareth Jones:** Dyma'r ail sesiwn dystiolaeth lafar ar y pwnc hwn, yn dilyn y cyfarfod yr wythnos diwethaf gyda swyddogion Llywodraeth Cymru, Sustrans a phrif gwnstabl Heddlu Gogledd Cymru. Diben yr ymchwiliad byr hwn yw archwilio'r cynnydd a wnaethpwyd ar ostwng nifer y damweiniau ar y rhwydwaith cefnffyrdd yng Nghymru, a chynnig argymhellion i Weinidogion Cymru ar sut i sicrhau cynnydd pellach, yn arbennig o ran annog rhagor o weithio mewn partneriaeth. Mae hyn yn dilyn gwaith y pwyllgor yn gynharach eleni ar y manifesto drafft ar blismona ffyrdd. Cawsom ein hatgoffa yr wythnos diwethaf bod y strategaeth a'r targedau diogelwch ffyrdd cyfredol ar gyfer Cymru yn dod i ben y flwyddyn nesaf. Bydd strategaeth newydd ar gyfer Prydain Fawr yn cael ei hymestyn, wedi ymgynghori, hyd at 2020. Mae'r strategaeth honno newydd gael ei lansio ar gyfer y cyfnod ymgynghori, felly mae'n gyfle amserol inni ystyried y materion hyn.

**Gareth Jones:** This is the second oral evidence session on this topic, following on from last week's meeting with Welsh Government officials, Sustrans and the chief constable of North Wales Police. The purpose of this short inquiry is to examine the progress made with regard to reducing the number of accidents on the trunk road network in Wales, and to make recommendations to Welsh Ministers on how to achieve further progress, particularly with regard to encouraging further partnership working. This follows on from the committee's work earlier this year on the draft road policing manifesto. We were reminded last week that the current road safety strategy and targets for Wales will come to an end next year. A new strategy for the whole of Great Britain will be extended, after consultation, up to 2020. That strategy has just been launched for consultation, so this is an opportune time for us to be considering these issues.

[4] Wrth ystyried cyfarfod yr wythnos diwethaf, ac efallai'r trafodaethau yr ydym eisoes wedi'u cael, mae'r cyfyngder o 20 mya yn bwysig. Yr ydym wedi bod yn sôn am barthau gyda'r cyfyngder hwnnw. Dylem

Bearing in mind last week's meeting and the discussions that we have already had, the 20 mph limit is important. We have been talking about zones where such a speed limit is in operation. We should note that the Welsh

nodi nad oes gan Lywodraeth Cymru yr hawl ddatganoledig i sefydlu'r parthau hynny. Mae ganddi'r hawl drwy'r Asiantaeth Priffyrdd i osod cyfyngder o 20 mya ar ran o ffordd, ond deallaf nad yw'r grym ynghylch y parthau 20 mya—mae Graham yma i egluro ymhellach, os bydd angen—wedi'i ddatganoli i'r Llywodraeth.

Government does not have devolved power to establish such zones. It has the right, through the Highways Agency, to establish a 20 mph speed limit on certain stretches of road, but powers over 20 mph zones, as I understand—Graham is here to explain further—have not been devolved to the Government.

[5] Croesawaf y tri sydd yma yn cynrychioli'r Sefydliad Trafnidiaeth Cludo Nwyddau. Croesawaf Stephen Kelly, pennaeth polisi ar gyfer canolbarth Lloegr, Cymru a de-orllewin Lloegr; Ian Gallagher, rheolwr polisi canolbarth Lloegr, Cymru a de-orllewin Lloegr; a Vincent Brickley o'r Sefydliad Trafnidiaeth Cludo Nwyddau. Croeso a diolch ichi am y dystiolaeth ysgrifenedig yr ydym eisoes wedi ei dosbarthu. Yn unol â'r drefn, yr wyf yn eich gwahodd i ddweud gair byr, am ryw bum munud os gallwch, gan ein bod wedi cael golwg ar y dystiolaeth ysgrifenedig. Yna trof at fy nghyd-Aelodau er mwyn iddynt gael cyfle i ofyn cwestiynau. Felly, yr ydym yn falch eich bod chi yma. Drosodd i chi. Diolch yn fawr.

I welcome the three who are representing the Freight Transport Association. I welcome Stephen Kelly, head of policy for the midlands, Wales and south-west England, Ian Gallagher, the policy manager for the midlands, Wales and south-west England; and Vincent Brickley from the Freight Transport Association. Welcome and thank you for the written evidence that we have already circulated. As is usual, I invite you to say a few brief words, for around five minutes if you can, as we have seen your written evidence. I will then turn to my fellow Members in order for them to have an opportunity to ask questions. Therefore, we are pleased that you are here. Over to you. Thank you very much.

[6] **Mr Brickley:** Thank you for this opportunity—we welcome the chance to add to what we have already said. The main issues that we have looked at is what, as an industry, we can do to help, what we can add to the process and what we can give to you. We, as an organisation—and I as someone working in the hire-or-reward section—have a national limited speed of 56 mph for our vehicles. We, as a company, have reduced that through electronic means to 52 mph in order to improve our emissions statement and to slow vehicles down on the roads. It also makes the driver more relaxed which means that he is much better on the road and he is not as stressed because he does not have his foot on the throttle trying to get past everyone and trying to get to his destination. They are all passing him as he travels along. Overall, our journey times have not increased, so that has been a good thing. Fuel economy on the vehicles has improved and we have therefore done quite well with regard to emissions. Our fuel economy for 44 tonne vehicles has gone from around 8.2 miles per gallon to around 8.5 miles per gallon. That is quite an increase and we are pleased with it.

[7] The main problem for lorries in relation to reducing the number of traffic casualties is that many accidents with lorries tend to be at slower speeds, not at higher speeds. Higher-speed accidents tend to be more damaging to people because of the physical weight of stopping the vehicle. However, low-speed impacts are probably the biggest concern for us. One of the things that we really like to do is to differentiate between different traffic types, including pedestrians; so, cyclists, cars and lorries. We try, as much as we can, to get ourselves away from the problem areas. That helps with reducing the number of casualties. One of the ways that we have thought about doing that is that lorries should travel during night times or less busy times of the day, when there are fewer people on the road. Therefore, we can move ourselves away from the problem. There is less of a difference between the size of a car and a push bike than there is between a lorry and a push bike, and we have had a lot of legislation relating to mirrors. A Welsh freight strategy policy has already been set into motion. There is a question regarding how that will be implemented and what we can bring to

these meetings to help that.

[8] There are some severe issues regarding rest areas, which have become a major problem for the industry. That means that drivers may not be getting their required breaks. This is a serious safety issue. The drivers cannot stop because many of the parking areas have been closed off and nothing has replaced them. That is an area that needs some serious consideration. We need to ensure that our professional drivers are well catered for and are safe in everything that they do. I do not know whether my colleagues want to say anything further on the matter.

[9] **Mr Kelly:** I will pick up on a couple of points that you raised, Vincent. The Freight Transport Association takes its road safety agenda very seriously. There is an example of best practice in the written evidence of an FTA member organisation partnering up with the Royal Society for the Prevention of Accidents on a joint best practice initiative with lorries and cyclists. We realise that issues with cyclists are more prevalent than with any other vehicle when it comes to sharing road space.

1.10 p.m.

[10] **Mr Kelly:** The FTA has 14,000 members and our job is to ensure that those members comply with the legislation that affects the transport industry. It is those non-compliant operators that need to be targeted. When I talk about non-compliant operators, I specifically mean the non-UK operators who are currently using UK roads and whose vehicles are overloaded, and whose drivers are working over their hours and driving for long periods of time without taking the necessary breaks. We work closely with the Vehicle Operator and Services Agency on its initiatives such as the introduction of graduated fixed penalties to target those non-compliant operators who are abusing the current legislation.

[11] **Mr Gallagher:** To reinforce those two contributions, it is right that the FTA takes road safety seriously. Initiatives that we have already looked at include the longstanding tired-awareness campaign that we ran for many years to try to educate drivers to be aware of when they are not in a fit and capable state to drive. That, again, reinforces what Vincent has already said about the reduction in the number of parking areas for HGVs so that they can take their required breaks. They are legally required to take those breaks, which vary between 15 to 45 minutes, during the course of the day. Obviously, there is the extra provision for overnight parking, which is also a statutory requirement. All such requirements are recognised in the Wales freight strategy and the identification of the best or most suitable sites for lorry parking is a recommendation to be considered in future planning.

[12] Other initiatives, as Stephen mentioned, include the stickers placed on the backs of vehicles—and you have all probably seen them—that state, ‘Please do not pass me on the left-hand side’. There is also the Well Driven campaign, which was a two-organisation initiative to look at driver behaviour. If the driver is not behaving correctly, there is a telephone number on the vehicle that anyone can call to complain about that driver. The FTA will then get in touch with the company and will provide details of any actions taken by that company to the person who complained within a prescribed amount of time. So, we are already looking at a number of initiatives. This year, the FTA is looking to launch another health and safety campaign and road safety will be high on that agenda.

[13] **Gareth Jones:** Thank you for sharing those important initiatives and recent developments with us. I will now turn to David Melding to ask the first question.

[14] **David Melding:** You mentioned in your evidence that law enforcement has to get a bit smarter and more targeted. I think we heard fairly similar evidence from the chief constable of North Wales Police, who is keen to see average-speed camera technology

introduced. In the last couple of months, I have been lobbied by some lorry drivers who think that that is better technology and who get frustrated by the current spot cameras and their effect on driver behaviour. Do you have any other suggestions on how policing and law enforcement in general could be better enforced and targeted because this is an important subject?

[15] My second question is completely different. We are thinking about moving road freight and motorways, but many journeys end in urban areas. You mentioned that accidents tend to happen at lower speeds. Are there particular issues around travelling in urban areas for heavy and light-goods vehicles?

[16] **Mr Brickley:** If I could pick up that one, for targeting enforcement, I think that generally, if you look at the roads, there is a lot of road clutter—signs and things like that. It is reaching the point now when we are giving people too much information. I think that it was a Swedish study that said that if we took away some of the signs, we would improve safety. If we provide too much information, people tend to disregard all of it. From that point of view, sometimes less is more and I think that people understand that. There has to be more of an open approach to how we look at that. I do not have the answers on that.

[17] On the second point on urban issues, as a company we operate 44 tonne articulated and 7.5 tonne vehicles. We try to get the 7.5 tonne vehicles to deliver directly to the urban setting because our articulated vehicles are not designed to go into those very tightly built communities because there is no physical space for them. We find that there are issues with other road users who do not understand that for an articulated vehicle to turn left at a junction it is going to take a lot of space—that causes a lot of problems. As an industry, we have to educate our drivers to get their position quite wrong at a junction in order to make sure that it is safe for them to turn. They have a lot of work to do to make sure that they get themselves into position so that they block the road off, so that they can then force their way around the junction, knowing that the traffic that is behind them stays behind them. A problem that we have is that we are all probably cyclists and go out on push bikes and many people that you see on push bikes totally disregard the rules and drive past a lorry on its near side. The visibility from articulated lorries in urban centres is very bad, so the bigger the vehicle, the less we want them there. For the 7.5 tonne lorries, one of the options is to use consolidation centres, which is something that I am looking at. That could ensure that smaller vehicles came into city centres rather than bigger vehicles because that is where things can be improved.

[18] **David Melding:** May I push you on that point? I do not think that all companies emulate your good practice; at least, where I live, we sometimes get articulated lorries coming through an urban area—I live in Penarth. Should we be moving to the assumption that freight will be moved in way that enables it to be decanted into lighter vehicles for the final bit of the journey? How would that be managed? Supermarkets, for instance, are the obvious examples; their goods are delivered in large lorries to their metro stores, right in the centre of town.

[19] **Mr Brickley:** I think that supermarkets have their own serious issues. The fact is that they design their sites to be suitable for those types of vehicles. I think that it is about encouraging people to change the way in which they tax take. If you think about the lorries that are driving into Cardiff today, we have a lot of vehicles delivering and a lot of vehicles collecting. Why do we not get the vehicle that delivers to collect the cardboard and take it back to a place outside Cardiff? As a country, we can turn around and say, 'The tax take from Joe Bloggs's corner shop is still the same, but it is just split slightly differently'. Perhaps more of it goes to transport-orientated bits, unless the man does not pay for his rubbish to get collected.

[20] **Mr Kelly:** I will pick up the point about lorries in urban areas. We all recognise that improving capacity in urban areas is very problematic. I think that the key is making best use

of what we have or making the best use of the road space in urban areas. This might seem quite controversial, but there is a good example in Newcastle-upon-Tyne of lorries and buses sharing the same road space quite effectively. It is what they call a ‘no-car lane’, so you have lorries, buses, taxis and so on sharing the same road space, sharing that inside lane on a main high street, and cars using the outside lane. That is a good example that seems to work in Newcastle. The other point that I will pick up about lorries entering urban areas is something that Vincent alluded to in his opening introduction. Roads would be safer if more lorries could deliver at night in urban areas. The problem there is that local authorities impose planning restrictions upon these premises so that they cannot deliver between 10 p.m. and 7 a.m., give or take an hour. We all know that road space at night is not as congested as it is during the day, so some positive or blue-sky thinking on this would be to consider what pressure we can put on local authorities. We need to say that these restrictions have been in place for a number of years now, and our roads are becoming more congested, so it is time to rethink and lift some of these planning restrictions. Effectively, modern vehicles do not make the same amount of noise as those of 20 years ago.

1.20 p.m.

[21] **Mr Gallagher:** I would like to pick up on the two points. With regard to better regulation, I will not go over what is already in our submission, but through its operator compliance risk score, VOSA is looking to identify operators that have poor records. It is actively targeting them. As far as further enforcement is concerned, certainly within urban areas, the messages that I get tell me that people parking in delivery areas is the bane of delivery drivers’ lives, as it means that, to make their deliveries, they will probably have to double-park and cause congestion or obstruction. So as far as additional enforcements are concerned, we need to apply them more stringently with regard to urban deliveries.

[22] Given the nature and geography of Wales, the reality is that the bigger vehicles are probably the most cost-effective for the job in many cases, because of the mileages that they need to cover. Distribution centres could be an alternative, as they are certainly good for major conurbations, but not so good for the smaller ones, because, without the larger vehicles, there would have to be extra vehicles on the road, and that would result in greater emissions, more drivers and a greater risk to safety. That needs to be considered with regard to choice of vehicle. It should be recognised that most companies will put a vehicle on a particular job because for them it is the most cost-effective vehicle for that job. It might not necessarily be the most aesthetic vehicle to do the job in many cases, but it does make a difference.

[23] **Jeff Cuthbert:** Thank you for the written evidence and for your oral statements. There is always an argument about whether to move freight by road or by rail. I think that there is scope for both. My understanding is that the majority of road journeys are under 50 miles—I am not sure whether that is still the case or whether it has changed.

[24] **Mr Gallagher:** It is around 68 miles.

[25] **Jeff Cuthbert:** Right. I take your point about the likelihood of incidents being less when freight is moved at night or during off-peak hours, and I am aware of local government planning restrictions, especially in areas of high density housing. It can be very disruptive to have late night or early morning deliveries, but it is nevertheless a point worth exploring. Do you have statistics to show in a very tangible way that night-time or off-peak deliveries are more effective in that regard? I can imagine there being other issues to driving at night, such as visibility and tiredness, and not just for HGV drivers, but for other road users who would normally drive in the daytime.

[26] My main point is one that I have put to all the other presenters. It is the issue that you deal with here, namely road safety education. Thinking futuristically, the next generation of



drivers, be they of HGVs or ordinary vehicles, and, indeed, cyclists, are in school. Indeed, the chief constable of North Wales Police, in his evidence, went so far as to say that he felt that road safety ought to be included in the curriculum. I think that that is quite laudable, and despite the enormous pressures on school curriculum time, this is nevertheless an important life or death issue, or least a health and safety issue, and winning over hearts and minds at an earlier stage is bound to have benefits later on. Do you as an association work with other partners to educate children about the hazards of the road and what is expected as safe driving? If not, are you prepared to do so?

[27] **Mr Kelly:** I will pick up both of those points. On your first point about deliveries at night, the FTA was involved in a trial with Wandsworth Borough Council—one of the London boroughs—Sainsbury's and the Noise Abatement Society around 12 to 18 months ago. The council lifted the restrictions imposed on that Sainsbury's store, and the results were phenomenal in improved fuel consumption for Sainsbury's, fresh produce in the store as soon as the doors opened and, most importantly, reduced carbon dioxide emissions. As deliveries were being done at 2 a.m. or 3 a.m., the vehicles had smoother flowing journeys. The most telling result was that there were no complaints from residents in the vicinity. Therefore, I am happy to submit a two-page appendix giving you the results of that particular trial.

[28] **Gareth Jones:** Was that improvement introduced after Sainsbury's had been built or was it during the consultation leading up to its establishment? Are you a consultee when there is a commercial development in an urban area? The Highways Agency has its say, but does it consult with the FTA on its requirements for the smooth running of a newly, or about-to-be established development?

[29] **Mr Kelly:** My experience is that we are not a statutory consultee for such developments. We are a statutory consultee for traffic regulation orders, but not for planning orders or anything along those lines.

[30] **Christine Chapman:** Is this still happening? You mentioned that it was done as part of a pilot scheme, but is it continuing?

[31] **Mr Kelly:** The trial is still going on.

[32] **Mr Gallagher:** It is important to back that up by saying that there are many conditions, and the paper that Stephen will send to you will highlight those. For example, there is a myriad of guidelines about rubber pads on the bottom of shutter doors, electric forklifts, low-noise tarmac and so on. All of these are conditions that come with this initiative.

[33] **Mr Kelly:** I am happy to submit that information.

[34] **Gareth Jones:** That would be appreciated.

[35] **Mr Kelly:** On your second point with regard to targeting schools and children, about five or six years ago, we undertook an initiative called Smart Moves. We targeted schoolchildren mainly between the ages of 11 and 16 to see whether they were interested in the logistics industry because at that time we were suffering from a shortage of skilled drivers and had an ageing workforce as far as lorry drivers are concerned. We have mooted the idea in the past of getting more involved with local education authorities in getting some of our members to take vehicles to schools, get the children to sit in the vehicle and see its sheer size. That might kill two birds with one stone—

[36] **Jeff Cuthbert:** Hopefully, you will not kill anything. [*Laughter.*]

[37] **Mr Kelly:** Sorry; yes, that was the wrong choice of phrase. You will get children

interested in the industry and you can also get across the message to be careful when riding a bicycle on the nearside of such a vehicle. So, this is something we can take away and investigate further.

[38] **Mr Gallagher:** To round this point off, as far as the partnership is concerned, the freight industry worked with Skills for Logistics, which is a sector skills council organisation. As part of its initiative, it is looking at education parameters and the FTA is working with it on that. Eventually, in partnership with the Welsh Assembly Government, this could include a touring simulator that children may be able to use. This is all still embryonic and still being discussed. Realistically, the main initiative will be the operators taking their vehicles to sites so that children can see the size of the vehicles and be educated about the safety implications with regard to these vehicles.

1.30 p.m.

[39] **Nerys Evans:** Diolch yn fawr am eich tystiolaeth ac am eich presenoldeb heddiw. **Nerys Evans:** Thank you for your evidence and for your attendance here today.

[40] Mae gennyf ddau bwynt penodol i'ch holi yn eu cylch. Dengys eich tystiolaeth bod nifer y damweiniau difrifol yn uwch gyda cherbydau HGV. Paham felly y credwch, yn eich tystiolaeth, pan fo targedau o ran gostwng nifer y bobl a gaiff niwed drwy ddamweiniau, na ddylid rhoi targedau penodol ar yrwyr proffesiynol? A fedrwch esbonio mwy ar hynny? There are two specific points on which I would like to question you. Your evidence shows that the incidence of serious accidents is higher for heavy goods vehicles. Why, therefore, do you state in your evidence, that where there are targets for reducing the number of people injured in accidents, specific targets should not be set for professional drivers? Could you explain more on that point?

[41] Hefyd, fe ddywedwch yn eich tystiolaeth ei fod yn destun pryder nad oes ystadegau penodol i'w cael ynglŷn a faint o gerbydau HGV sy'n cael damweiniau ar y ffyrdd yng Nghymru. Soniasoch ar ddechrau'r cyfarfod bod diffyg cydymffurfio ymhlith gyrwyr tramor yn broblem. Ai tystiolaeth anecdotaidd yn unig yw hynny, ynteu tystiolaeth benodol? A oes gennych ystadegau i gefnogi hynny, neu a ydych yn sôn am ddiffyg cydymffurfio o ran rheoliadau a'r gyfraith, yn hytrach na damweiniau? Also, you mention in your evidence that it is a cause of concern that there are no specific statistics available on the number of heavy goods vehicles that are involved in accidents in Wales. You mentioned in your evidence at the beginning of the meeting that non-compliance of foreign drivers is a problem. Is that just anecdotal evidence, or is it specific evidence? Do you have statistics to support that, or do you mention non-compliance with regulations and the law, rather than just accidents?

[42] **Mr Kelly:** I will take the second point first, with regards to the statistics for non-UK operators. There are statistics available, which highlight their non-compliance. The Vehicle and Operators Services Agency regularly targets both UK and non-UK operators in weekly operations, for want of a better phrase, where they will pull drivers to the roadside, check their vehicles and drivers' hours regulations. So, there are statistics available from VOSA, which highlight that the percentage of non-UK drivers is higher than the percentage of UK drivers. If you wish to have the statistics, I would be happy to provide them.

[43] **Nerys Evans:** Ar y pwynt am nifer y damweiniau, onid oes gennych dystiolaeth ac ystadegau penodol o ran faint o yrwyr o'r wlad hon neu o dramor sydd ynghlwm wrth **Nerys Evans:** On that point on the number of accidents, do you have any evidence or specific statistics about how many drivers from this country or foreign drivers are

ddamweiniau gyda cherbydau HGV?

involved in HGV accidents?

[44] **Mr Gallagher:** As far as I am aware, the statistics will be for Great Britain. That is one of the criticisms that you have picked up on in the evidence that we have supplied. There is nothing more specific that can identify Wales purely and simply. We would like to see that tightened up.

[45] The statistics on serious accidents are based on billion kilometres/miles. As you can imagine, heavy goods vehicles do a lot of those. It is worked out according to the number of accidents per kilometre/mile. Due to the number of miles that they do, HGV have a low accident rate. Unfortunately, when a HGV is involved in an accident, as has already been alluded to, the outcome is invariably not good—it will be a serious accident. It is a low statistic based on the kilometres/miles, but the damage that HGVs do is invariably worse.

[46] **Mr Brickley:** One thing that I would like to add is that since 28 May 2009, VOSA has been given powers to issue graduated fixed penalties for driver offences and vehicle defects. I have just had confirmation this morning that since 28 May, up until around 6 June, VOSA stopped 402 vehicles, of which 266 were foreign operators, and it has issued fines totalling £21,000 for issues on the roads. Obviously, this has only just come in, but as this filters through, it will have an impact on the fact that the standards of the vehicles operated will go up. Out of that 402, 266 were foreign vehicles, which is quite a high percentage. Some of those who were stopped did not pay. As we have European legislation, Britain must make sure that it targets all vehicles equally and it cannot just pick on foreign vehicles. Therefore, the industry as a whole and the FTA and RHA have all been behind the introduction of graduated fixed penalties because, in conjunction with the operator compliance risk score, this has improved standards and we believe that it will go some way to improving the standards of vehicles on the road.

[47] **Nerys Evans:** Beth am y cwestiwn am y targedau penodol i yrwyr proffesiynol? Yr ydych yn sôn yn eich papur nad ydych yn cytuno y dylid penodi unrhyw darged ar gyfer gywyrwr proffesiynol er mwyn cael 'easy win' mewn unrhyw darged i ostwng nifer y bobl sy'n cael eu niweidio ar y ffyrdd. A allwch chi esbonio pam?

**Nerys Evans:** What about the question on the specific targets for professional drivers? You state in your paper that you do not agree that any target should be specified for professional drivers in order to deliver an 'easy win' in a reduction in the number of people injured on the road. Can you explain why?

[48] **Mr Kelly:** I think that industry has a good safety record, as the statistics demonstrate. At the end of the day, we are dealing with professional drivers, who drive for a living. To target one specific road user group is unfair, and I would not want to see that happen in future.

[49] **Mr Gallagher:** I think that, to a large extent, the industry is doing that itself anyway. It is already in place for passenger transport, and, later this year, the driver's CPC will come in—a certificate of professional competence. Part of that initiative, which is 35 hours' training every five years, will be safety related. So, every five years, they will have to go through a dedicated course that will pick up on a number of themes, one of which is road safety.

[50] **Mr Brickley:** The other issue is that we all had to learn *The Highway Code* when we passed our driving test, but how many people have looked at it since? That is damning. We might laugh about it, but we probably have not looked at it since. However, it now includes sections that have come in during recent years about vehicle size, and so on, and I do not believe that the public has been made fully aware of that. There is not enough education about vehicle types, sizes and speed limits, and the fact that we operate different speed limits. We really need to go back to basics if we want to improve safety, and make people more aware. I

agree with Jeff's comments about educating people in schools, which is a good idea. Many of the problems that we have are a result of kids in the backs of cars having observed their parents get angry when they were stuck behind a lorry, which reinforced the idea that such behaviour was okay, and those kids have then grown up to develop bad driving practices themselves, leading to more accidents.

[51] **Gareth Jones:** David wants to pick up on a point here.

[52] **David Melding:** As I recall, the rapporteur group that looked at the freight industry in Wales received evidence that some operators would quite like to go on the scheme that was in place to provide training on safety and efficiency, and fuel efficiency is a big thing. I cannot remember what the scheme was called now, but it was either being phased out or not being expanded, as it was limited. We can meet you halfway here, can we not? There are safety issues, and we acknowledge that the data show that your drivers are not the highest-risk group, but, when an accident involves them, it is usually a bad one. Fuel efficiency is a big thing. You said that the speed limit of 56 mph that you are now observing does not increase the average journey time. Would that be a way for us to encourage you and perhaps provide some funding to help Welsh haulage companies?

[53] **Mr Gallagher:** We welcome that comment. The scheme that you refer to is SAFED, which stands for 'safe and fuel-efficient driving'. It encompasses a number of educational themes, part of which are road safety and fuel-efficient driving. The companies that have benefited from it in the past have seen a reduction in the amount of fuel that they use, with the knock-on effect of reduced emissions in the atmosphere. Added to that is the fact that drivers become a lot more road-aware, or road-smart. So, yes, I welcome that, and I think that everyone sat at this end of the table would welcome the opportunity to work with you on developing that.

[54] **Christine Chapman:** My question was about your comments on foreign drivers, but I have since been quite reassured by your comments. However, could you expand on point 15? You talked about the shortage of truck parking areas, which we discussed when I met you some months ago, and it is quite a concern for road safety. Could you expand on that?

1.40 p.m.

[55] **Mr Kelly:** We are concerned about the lack of facilities on the network for drivers, who are, effectively—and let us not beat about the bush—supporting the economy in Wales. They should be treated in a fair and proper manner. We were disappointed with the announcement made two to three months ago about the proposed facilities on the A55, which were rejected by Flintshire County Council, I believe. It probably has a great deal to do with Nimbyism—not in my backyard—because people do not want these vehicles near residential housing and so on. There is a policy in the Wales freight strategy to look at the provision of facilities for drivers on the network, but what I would like to see is probably an issue for Westminster bodies more than anyone: when a new industrial development is taking place or there is a plan for a new industrial development, however many hectares or acres it might be, a lorry parking facility should surely be an add-on to that development. Traditionally, such industrial estates are built away from residential areas, to an extent, and it is articulated vehicles that go into these estates to make deliveries, so an associated facility, whether purely parking or whatever, should be built as part of it. That might help to alleviate the problem that drivers are facing at the moment.

[56] **Mr Brickley:** We are a south Wales operator with about 25 vehicles. We work for the brewery in Magor. One issue that we face is that we often send vehicles to London in the afternoon but there is nowhere safe to park lorries loaded with goods that are at a potentially high risk of theft. Therefore, we have to lose the advantage of running the vehicle that day

and do it the next day. That is because we are a responsible operator. If we were not a responsible operator, we would just run the lorry up there, deliver the goods, and not worry about the tachometer rules and regulations, which would have a serious impact on road safety. The fact that there is no secure parking anywhere along the M4 poses some serious problems. However, I also think that safety could be improved by the Wales freight strategy, with the creation of consolidation centres somewhere like the LG site in Newport, for example, which lends itself well to being a secure parking site. It could also be a feeder site for vehicles to go to Cardiff and Newport, killing two birds with one stone. You could also run vehicles to Swansea from there. That would improve safety because drivers will come to these areas if there are facilities. The lack of facilities for drivers is a problem; it is not really fair for drivers to be parked up in lay-bys where there are no facilities. That does not do anything for road safety.

[57] **Jenny Randerson:** The Assembly Government's draft guidance suggests that there should be lower speed limits on the lower-quality rural roads. What is your response to that?

[58] **Mr Brickley:** There is an argument for increasing the speed limit for heavy goods vehicles on certain routes from 40 mph to 50 mph to improve safety, so that car drivers are not always trying to rush past them. In Wales, there are some serious issues with the routes on which that could be done because of the twisty nature of the roads. There is an argument that some of the speed limits are quite high enough and that it is not safe for a loaded heavy goods vehicle to travel at 40 mph. A report was done on the 85 percentile rule, namely the idea that vehicle drivers will drive at a speed that they believe is safe for the road conditions, and therefore a lower speed would tend to increase the accident risk, as would a higher speed. The majority of people will drive in a sensible manner, so there is an argument that, on dual carriageways such as the A470, in the afternoon, it is perfectly safe to travel a bit quicker. It helps to ease congestion.

[59] **Mr Gallagher:** Something that is not commonly known about heavy goods vehicles is that, on single lane carriageways, legally, they are allowed to travel at only 40 mph.

[60] **Mr Kelly:** That takes us back to *The Highway Code*. An HGV-specific section in it might educate other road users, but I will hold my hands up and say that I have not picked it up since I passed my test. Many other road users probably have not either.

[61] **Jenny Randerson:** If the speed limit is 60 mph for cars and 50 mph for lorries, I had assumed that, if that went down to 40 mph for cars, it would go down to 30 mph for lorries, so the frustration would still be there.

[62] **Mr Brickley:** The speed limit for lorries is 30 mph on 30 mph roads. It can go up to 40 mph for cars and lorries on the same road, but then, when it goes to 50 mph and 60 mph for cars, it stays at 40 mph for lorries on single carriageways. It goes to 50 mph only on dual carriageways, and we are limited to 60 mph on motorways, but of course we have speed limiters fitted, by legislation, which mean that we stick to 56 mph.

[63] **Mr Kelly:** I echo what Vincent has said. The Freight Transport Association is not supporting this policy for all single carriageways; we would have to look at each road and its safety record individually.

[64] **Gareth Jones:** Nick, do you have a follow-up point to make before Jenny moves on, or do you want to come in afterwards?

[65] **Nick Ramsay:** I will come in afterwards.

[66] **Gareth Jones:** Fine. Sorry, Jenny. Please continue.

[67] **Jenny Randerson:** On your comments on no-car lanes in Newcastle, do you know of anywhere else that has done that? I have never heard of that before.

[68] **Mr Kelly:** There are some other no-car lanes. Exeter has one no-car lane, and there is a place in Hounslow in London that has a no-car lane, but if you are looking for multiple no-car lanes or 'priority vehicle lanes', as I think the new phrase is, Newcastle is the place to go.

[69] **Nick Ramsay:** Going back to the answers that you gave at the start of the session, you said that there is evidence that travelling at an average speed of 57 mph—and between 50 mph and 60 mph is generally considered to be the optimum efficiency speed for most cars—does not affect the journey time.

[70] **Mr Brickley:** That was me. I think that Tesco did a large-scale piece of work on reduced speed, although I do not know whether it still does it. We looked at it purely from the point of view of aiding drivers by avoiding stress and fatigue. For argument's sake, let us say that it takes about three hours to get to London. If you drove at 56 mph, so 4 mph faster than our speed limit, the idea is that you would get 12 miles further down the road. However, that is not a particularly long way and, with the stop-start nature of traffic, those 12 miles get eaten up very quickly. As a company, our vehicles have been doing 52 mph for the past four years and we have noticed no alterations in our road planning, but the number of accidents has gone down dramatically because our drivers are not constantly looking at their speed and worrying about it. They are more relaxed as they drive along.

[71] **Nick Ramsay:** Conventional wisdom would say that travelling at a slower speed takes longer, but if you travel on the new 50 mph stretch on the M4, you find that the speed is a lot more constant and so you eliminate that speeding up and then braking element. I thought that that was what you said at the beginning, and I just wanted to clarify it.

[72] **Mr Brickley:** It is slightly different for cars than for lorries. Lorries drive a lot closer together. If we went slower than 52 mph, we would have some serious issues about making journey times, so 52 mph seems about the right speed.

[73] **Mr Gallagher:** On the M42, the Highways Agency introduced a ban on lorries in the second lane and the difference in journey time over 3 miles was one second, so it was negligible.

[74] **Gareth Jones:** On behalf of the committee, I thank the three of you for coming along this afternoon. Thanks for your written and oral evidence. The discussions that we have had pertain to very important and significant points. It has been a very helpful session. Best wishes to you and the FTA.

1.50 p.m.

[75] Symudwn ymlaen at ail ran yr eitem hon a chrosawu cynrychiolwyr Diogelwch Ffyrdd Cymru. Estynnaf groeso cynnes i Joy Smith, cadeirydd Diogelwch Ffyrdd Cymru, a Steve Baker, sy'n rheolwr diogelwch ar y ffyrdd. Diolch am eich tystiolaeth ysgrifenedig, sydd wedi cael ei dosbarthu i Aelodau; yr ydym wedi cael cyfle i'w darllen. Gofynnaf ichi wneud cyflwyniad byr, os ydych yn dymuno, o bum munud ar y mwyaf ac yna cawn gyfle, fel Aelodau, i ofyn

[76] We will move on to the second part of this item and welcome representatives of Road Safety Wales. I extend a warm welcome to Joy Smith, the chair of Road Safety Wales, and to Steve Baker, who is a road safety manager. Thank you for your written evidence, which has been distributed to Members; we have had an opportunity to read it. You may make a brief presentation, if you wish, of no more than five minutes, and then Members will have an opportunity to

cwestiynau. Ni fydd angen i chi gyffwrdd â'r ask questions. There is no need to touch the microffonau. microphones.

[77] **Ms Smith:** Thank you, Chair and everyone, for inviting us here today. Road Safety Wales is delighted to be able to provide evidence. I will give you some background on Road Safety Wales. We were established a number of years ago and are made up of road safety representation groups from Wales's 22 local authorities, the Welsh Assembly Government, the four police forces, the three fire and rescue services and the Royal Society for the Prevention of Accidents; Steve Baker is our ROSPA representative. We only consider issues of education, training and publicity that are pertinent to all road users. It is a cradle-to-grave approach; we often start with mothers, before a child is even born, and then move to the end of a person's road safety career. We provide a statutory function, which sits with local authorities under the Road Traffic Act 1988, and we work, through education, training and publicity, solely to reduce the number and severity of road collisions. Everything that I wanted to say is in the paper, so I will take questions.

[78] **Nerys Evans:** Diolch am eich **Nerys Evans:** Thank you for your evidence. tystiolaeth. Mae'r cynlluniau yr ydych yn eu The range of work that you do in trying to hamlinellu yn y dystiolaeth yn drawiadol o educate people, set out in your evidence, is ran ystod eich gwaith wrth geisio addysgu impressive. What percentage of children and pobl. Beth yw canran y blant a phobl ifanc yr young people do you reach with these ydych yn eu cyrraedd gyda'r negeseuon important messages through the different pwysig hyn drwy'r gwahanol gynlluniau o schemes that you run within local authorities? fewn awdurdodau lleol? A oes gennych Do you have statistics at a local authority ystadegau ar lefel awdurdodau lleol neu ar level or at the Welsh level? lefel Cymru gyfan?

[79] Yn ogystal, yn hytrach na'u herlyn, In addition, drivers who have been caught gellir cynnig cyrsiau i yrwyr sydd wedi cael breaking the law can be offered courses eu dal yn troseddu. A oes angen cryfhau rather than face prosecution. Does that need hynny, fel bod mynd ar y cyrsiau hyn yn to be strengthened, so that attendance on such ofynnol? Faint sydd yn dewis mynd ar courses is mandatory? How many take up gyrsiau o'r fath ar hyn o bryd? A oes unrhyw these courses at present? Do you have any ystadegau ar ganlyniadau'r cyrsiau hyn? statistics with regard to the results of the Faint o bobl sydd yn parhau i fod yn yrwyr courses? How many people, having attended diogel wedi iddynt fod ar y cyrsiau hyn? these courses, continue to be safe drivers?

[80] **Ms Smith:** To pick up your first question about the number of children reached, we strive, across Wales, for 100 per cent coverage. So, from before they start school, we work through the children's traffic club. In my authority area, we have almost 98 per cent take-up of that free scheme, which is provided as a result of the funding that we receive from the Assembly Government. We have a lot of statistics to support that. If you want more detail, we can submit that to you. Would you be interested in that?

[81] **Gareth Jones:** We would be grateful for that follow-up.

[82] **Ms Smith:** As for the need to strengthen the legislation, we find, as a result of our publicity campaigns, that many more newly qualified drivers are coming through the Pass Plus Cymru scheme, of which you are probably aware. We started that scheme three years ago, and, to date, over 2,500 young drivers have taken part in it. A review is currently under way, through the Assembly Government, ROSPA and Road Safety Wales, of its effectiveness. We need to see participants prior to the training rather than during it. We are looking at a study two years after the training, so we will be able to report back on that, if you wish.

[83] **Nerys Evans:** Beth am yrwyr sydd wedi cael eu dal yn troseddu yn mynd ar gyrsiau yn hytrach nag yn cael eu herlyn? **Nerys Evans:** What about drivers who have been caught breaking the law going on courses rather than being prosecuted?

[84] **Ms Smith:** That is the driver improvement scheme; I think that I got the full question there. The driver improvement scheme is run through the police forces at the moment. Road Safety Wales feels that the first step for people should be education, training and publicity. Once they have been caught and will be prosecuted, they often see that as such a formal approach that they lose sight of the educational side of it. Road Safety Wales is keen for the driver improvement scheme, along with the speed awareness course being introduced now, to ensure that drivers pick up more on the educational side of this, as opposed to the penalty side of the old enforcement method.

[85] **Nerys Evans:** A oes ystadegau ar gael ar gyfer y bobl sydd wedi mynychu'r cyrsiau hynny ar ôl cael eu dal? A gredwch fod angen cryfhau'r rheoliadau i sicrhau bod pawb sy'n cael eu dal yn troseddu ar y ffyrdd yn mynychu cwrs o'r fath? **Nerys Evans:** Are there statistics available for the numbers attending those courses after being caught? Do you think that the regulations need to be strengthened to ensure that those caught breaking the law on the roads attend such a course?

[86] **Ms Smith:** I do not have statistics, but the police forces do. I am sure that Mr Brunstrom could give you figures for those courses.

[87] **Mr Baker:** There is a demand for these courses. The police decide whether or not to offer the course—in considering the offence, they will decide whether or not the driver will benefit from it. I understand that last year in north Wales, 2,000 drivers attended the speed awareness course, which is similar to the driver improvement scheme. A greater demand is being facilitated at the moment; I think that the police would probably like to put more people on the courses and more people could attend them if we could cope with the demand and had the facilities to do so. I know that the all-Wales partnership is looking at the scheme in south Wales. We only started in April and a large number of drivers—in their thousands—are anticipated to attend this course.

[88] **Jenny Randerson:** On that point, is that course now offered throughout Wales? I was talking to someone who was caught speeding in Devon last summer who was offered the course and attended it in Bristol. However, he was told that he could not have attended that course in Wales and was lucky to have been offered it. Is it now available throughout Wales by all police forces?

[89] **Mr Baker:** Yes, from 1 April this year.

[90] **Gareth Jones:** It is excellent that there is take-up of that course and an increased demand, but that, in itself, does not indicate success with the drivers who have gone through the process. Do they reoffend? Do you monitor those numbers in that respect in order to get that feedback?

[91] **Mr Baker:** The scheme is part of a national one run by an organisation called the Association of National Driver Improvement Schemes. It evaluated the scheme a few years ago and indicated that there was a marginal improvement in driver standards as a result of the course. No-one is claiming that it will make a hugely significant difference to the drivers, but the feedback was that all those who attended the course appreciated the opportunity to do so even though they originally did not want to attend. They felt that they had a lot to learn. I suspect that many would say that it was a backhanded way of getting people to take driver training, which they will not do unless they are encouraged to do so in a positive way. There is currently a minimal effect, but they are looking at whether or not that can be improved.



[92] **Gareth Jones:** So, that is well worth pursuing.

[93] **Mr Baker:** Yes.

[94] **Christine Chapman:** I am horrified at the number of children who do not wear seat belts when travelling in cars. Huw has previously brought this up. I noticed that Joy talked about working with children, but I think that parents need guidance on this. You often see parents with their seat belts on, holding a baby on their lap in the back seat. I have seen campaigns on getting people to use seat belts, but those are never focused on children, who do not seem to be targeted. Do you have any comments on that?

2.00 p.m.

[95] **Ms Smith:** Road Safety Wales strives to do this through our publicity campaigns—and wearing seat belts is an issue that we pick up at least once a year. We are now a part of the newly formed Stop publicity group, which looks at the core problems that we have throughout Wales. For the first time, we are looking at a cohesive approach between the police and us. So, prior to enforcement, there would be the education and publicity side. We are concerned about seat belts. We work closely with the children. We often encourage them to put pressure on their parents in order to carry that message home. We also undertake roadshows in schools with parent groups to force the message home.

[96] **Christine Chapman:** You are talking about very young children here, who would not really have a voice in this. They are quite young and very vulnerable.

[97] **Ms Smith:** We work with hospitals, so the Bounty packs that go out have a lot of information in them as well regarding that. A number of hospitals throughout Wales will not let a newly born child out of hospital unless it is in a car seat. That is really encouraging for us.

[98] **Mr Baker:** An interesting initiative was run last November by the police, the fire service and local authorities called Operation Options, whereby the police would observe people who were not wearing seat belts, including children, and then invite them into the local fire station for a presentation on seat belt safety as opposed to prosecuting them. That was an interesting initiative that may well expand because it is felt that there needs to be a little more of a push on doing that, as it has proven to be such a good safety resource. The more people we can get to wear them, the better it will be. So, it is an issue that agencies are constantly looking at.

[99] **Huw Lewis:** It is very reassuring at this point in the evidence that we are taking to see the emphasis that you put on work with children, particularly school-age children. I want to commend your very good work in that regard. However, I wanted to ask you about something that is not in the written evidence, namely the extent to which that work is targeted, or should be targeted. I drew up the Government's programme to eradicate child poverty and while doing so, found that there are no equal opportunities when it comes to road accidents. There is a huge preponderance of children from more deprived communities in the statistics. It is, by a long way, the biggest single determinant, as far as I can remember, of whether a child would be involved in an accident and the seriousness of that accident. When you are talking about successfully getting the statistics down to a level where they are in single figures, you could almost say that every child who ends up being seriously injured or killed in an accident these days is from a deprived community. Do you target your efforts at those communities? Does the Welsh Assembly Government ask you to do that, or are we perhaps spreading ourselves so thinly that we are losing track of where the most vulnerable kids are?

[100] **Ms Smith:** I will pick up on that one and Steve may want to add something. We do target our efforts in work that is carried out in authorities throughout Wales. Obviously, we do not say that any child's life is less important than another's, but we target our efforts to ensure that those who are more vulnerable will be considered and approached in a different way than might be the case in another area.

[101] We also work closely with the health authorities, which are doing some interesting work at the moment on deprived areas and the people who live and have accidents in those areas. Part of that research covered the road safety aspect. A number of our initiatives are under consideration at the moment for their effect and success. So, we are certainly encouraged by that and we will know how to target in future.

[102] **Huw Lewis:** Does the funding profile follow this?

[103] **Ms Smith:** Yes, it follows Kerbcraft. We have funding from the Assembly for Kerbcraft, which is child pedestrian training, which is in the report. We get select funding for that. The rest of the road safety grant that we receive is decided on by individual authorities: they decide how they divide their money between engineering works and education, training and publicity. It is recommended that at least 20 per cent should go on education, training and publicity.

[104] **Huw Lewis:** Do we have another situation here? It is something that occurs in Wales quite often, that we have a national realisation of the problem. I think that you have shown a complete grasp of the issue, but by the time it gets through the filter of a local authority, some notice might be taken of it or none at all.

[105] **Ms Smith:** I can speak for my local authority, but my understanding is that every local authority is certainly looking at their deprived areas.

[106] **Huw Lewis:** However, they are not necessarily spending any more money on them.

[107] **Ms Smith:** I know that we do in my area.

[108] **Huw Lewis:** You are a diplomat.

[109] **Ms Smith:** Thank you.

[110] **David Melding:** It is quite impressive to see the range of work that now goes on. We have moved on from the traditional approach that concentrated on what I used to call 'junior school' children. Years ago, that was very much it. We have moved on to drivers, crucially. A range of programmes now exists and offenders may be offered a choice between attending a training or awareness programme and receiving a fine or endorsement. Do you think that the culture really has changed? Thirty years ago, most road safety education was aimed at telling children that roads were lethal and that they had better watch out. I know that I am simplifying, but that was the tenor of the education and drivers did not take much responsibility. In some of the Scandinavian countries, on the other hand, they emphasise that once you are in the car, what happens is pretty much your responsibility: even if a child walks in front of you, if you are in an urban area, you have to be aware enough and be driving at an appropriate speed so that you could stop reasonably. Is the balance better now than it would have been 30 years ago?

[111] **Ms Smith:** Yes, I would say that it definitely is; you only have to look at the recent Think campaign, which showed the body of a young child following a driver around, to understand how far we have shifted. As you have quite rightly said, 30 years ago it would

have been ‘Keep away from the roads, do not go near them’, but we have had support for things like Kerbcraft, which is a child pedestrian training scheme. Five-year-olds are taken out to the roadside and shown how to cross between parked cars, which would have been unthinkable in Wales 10 years ago. The reality is that children sometimes have to cross between parked cars or on a bend, so the training and its focus have changed. I think that our image of road safety has changed. Initially, as you so rightly said, it was all about Tufty Club, learning a song and singing, and it had nothing to do with what you should do as you got older, when you would be driving, or your responsibilities as a road user. I would definitely say that our road-user skills now are from cradle to grave. Everybody has a responsibility and they are aware of it.

[112] **Mr Baker:** I have been a road safety officer for 35 years and I have never known road safety for children to have such a high profile. As Joy says, the cradle-to-grave approach is well developed in Wales now. We have Kerbcraft, children’s traffic club, junior road safety officers and cycle training—there is a huge package all the way through your school days. I believe that young people are very aware of road safety now, compared with what they were aware of 30 years ago. You hit the nail on the head when you questioned whether motorists are aware of the importance of their driving skills, because however much work we do with children, the fact is that, invariably, they are knocked down by motorists who are driving too fast for the conditions. So, regardless of how much work we do that is targeted at children, perhaps we should refocus on the driver in the years to come and on getting him or her to realise the importance of considerate driving.

[113] **David Melding:** I am not saying that that part of the programme is deficient in any way, but the cultural catch up is more at the motorist’s end and is about getting real behaviour change and an awareness of speed in urban areas. Perhaps we need to do a bit more in that area.

2.10 p.m.

[114] **Mr Baker:** I think that Joy has noted in the report that initial figures indicate that not one child of nine or under was killed last year. That is a significant statistic—the figure has been coming down gradually over the last 10 years. The fact is that we now need to focus on drivers and motor cyclists, as they are a particular problem in Wales. We have brought something into being that is working for children and young people, but as soon as they get older, the car or the bike turns it into a whole new ball game.

[115] **David Melding:** Do I have time for a second question, Chair?

[116] **Gareth Jones:** Yes, but before you move on, David, Christine wants to follow something up.

[117] **Christine Chapman:** It is to do with this point and one that David made earlier. You talked about the work with local government, and one of my concerns is that, where they have adopted Safe Routes to School, I have seen a number of parents who are nervous of allowing their children to use those routes, because of the traffic. Does more work need to be done with the local authorities? You are representing local authorities. Even though the schemes are there, it is often the case that the parents are still nervous about allowing their children to use the routes, and they take their children to school in the car. There is still a lot of work to be done on that to give parents confidence.

[118] **Ms Smith:** That is a fair point. We have received funding from the Assembly Government for such things as Kerbcraft and on-road cycle training—we have the Cyclists’ Touring Club working with all local authorities in Wales. We ensure that these schemes follow the safe routes scheme where it has been adopted. We meet parents, through the

groups that work with the schools and the communities to put these schemes together. It is a whole-community approach now, as opposed to just involving the school, which was the case initially. That is to ensure that everybody, and not just those people with children at the school—it includes those whose neighbours have children—understand that they have a responsibility as drivers, and that the pupils will be making their way to school on foot or by bike. The baseline figures show that over 80 per cent of the pupils at some of our schools were being brought in by car, often from within a radius of less than 1 mile—that is ludicrous, but it is where we started from. We conduct an annual review of those figures, as do most local authorities, and we know that in some of the areas where there was between 80 to 90 per cent car use, I have got that down to between 20 per cent and 30 per cent. That is, I feel, because parents feel a bit less nervous. I do not think that that nervousness ever goes away, however—we spend an awful lot of time with the community groups and the parent groups to look at that. I think that your comment is a fair one, however, and perhaps even more could be done, particularly in areas where they are struggling to make that change.

[119] **David Melding:** My second question is to check the limit of the work that you do. It may be that you do not do any work of this sort, in which case you could answer with a simple ‘no’. Do you advise local authorities at all about any design features with regard to the environment, roads, pavements and such?

[120] **Ms Smith:** In my local authority, the answer is ‘yes’. I sit on a board with and work very closely with our engineers. It is my understanding that that is not always the case. Some local authorities are catching up, and it is getting easier. Safe Routes to School and communities have helped that process. So, we are an advisory arm of the authority with regard to road safety, regardless of whether it comes under education, health or whatever.

[121] **David Melding:** That is interesting. You obviously think that that is good practice that should perhaps be taken up by all authorities.

[122] **Ms Smith:** I would suggest that, yes.

[123] **Jeff Cuthbert:** We should talk about the use of mobile phones while driving, but we will not.

[124] I have asked other presenters about education, but I am not going to do that in the same way with you, because your role is clear, and you have detailed it very well. We talked to other organisations, such as the Freight Transport Association, whose representatives were here just before you, about their role in education and in providing training, almost as part of the curriculum, which is what the chief constable of north Wales suggested last week. I can see what you do, but what about potential partners, such as the Freight Transport Association? Do you have schemes of work in which you bring in experts in particular fields—in this case, heavy goods vehicles—to work with you in a structured way? Does that happen across Wales?

[125] **Ms Smith:** The police are part of Road Safety Wales, but the FTA is not, and I listened closely to what it said earlier. We work with the fire and rescue service and VOSA, and we have a seat on the stock group so that we know what is going on around Wales. Having listened to what was said earlier, it seems that we are missing a trick because we are all trying to get the same message out there, but in different ways. We have had 10 years of much road safety education, and things are moving on quickly; there is quite a lot of funding, for which we are extremely grateful and we would not have reached where we are today without it. However, I think that we are ready for phase 2 now, where we need a more strategic approach to look at pulling everyone together so that everyone is giving the same and the most relevant message at the same time. I think that that is a fair comment.

[126] **Gareth Jones:** Thank you. I believe that that was the last question bar one. I have a question which I wish to put in context. First of all, on behalf of Members, I thank you for coming along this afternoon and sharing all of this very important information. I am looking at the remit, and you mentioned, Joy, how things have moved on over the past 10 or 12 years with Road Safety Wales. I was not aware of the range of work that you undertake, and we have already referred on two or three occasions this afternoon to further work that needs to be done, and possibly adopting a new strategy in respect of road safety; the emphasis throughout has been on partnership.

[127] However, you finish your paper on a cautionary note. Under 'Funding', to which you have already referred, you say,

[128] 'The future however looks uncertain as it seems increasingly likely that grant funding post 2009/2010 will be aligned to the new Regional Transport Planning process'.

[129] You also say that the danger here is that,

[130] 'education, training and publicity initiatives will become marginalised'.

[131] We are very concerned to hear that, because the funding of road safety has been an issue at all levels in the Assembly, in our debates as well. Do you wish to expand upon that? Why do you have these concerns about the new funding arrangements, and where that leaves you as a body with a lot of work, and possibly to be realigned?

[132] **Ms Smith:** It is a concern that is shared by members of Road Safety Wales. We hope that we are concerned unnecessarily, because we have been involved in the road transport plan process. The road safety education and training publicity is included in the road transport plan, but we will be competing with a lot of other schemes, primarily engineering schemes which are traditionally much more expensive than education and training publicity schemes. I mentioned earlier to Huw Lewis that, in respect of the road safety grant that we receive at the moment, it is advised that at least 20 per cent of it is spent on education, training and publicity. However, in a number of authorities, my own authority included, that funding is shared, and I get up to 50 per cent of that grant which underpins all of this work that is continued in this area. If that same level of support for education, training and publicity is to continue, we would be delighted and able to move forward all of the things that we have discussed this afternoon. However, if we revert to 20 per cent of the grant going to education, training and publicity, for a number of authorities, mine included, we would see a reduction in the money to fund a number of these schemes, and to take things forward in the way that we wish to see. It is a cautionary note.

2.20 p.m.

[133] **Gareth Jones:** It is a cautionary note, but effectively presented to us, and one that I am sure we will take due note of. You have raised a very important issue with us. Unless you have anything further to add, I thank you both for your written evidence, the discussion that we have had this afternoon, and for sharing your experience and information with us. It has been very helpful.

[134] Dymuniadau gorau i chi. Our best wishes to you.

[135] We will move quickly on, in record-breaking time. We have a paper from Living Streets and the minutes of the previous meeting to note. I declare the meeting closed.

*Daeth y cyfarfod i ben am 2.20 p.m.  
The meeting ended at 2.20 p.m.*