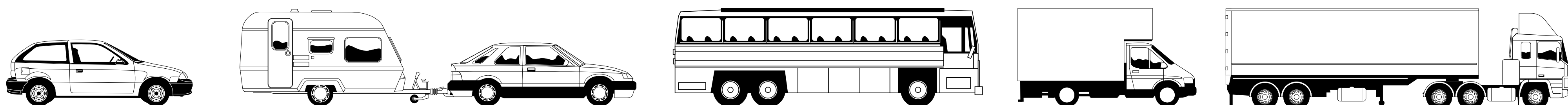


NATIONAL SPEED LIMITS

Type of Vehicle		Carriageway					
		without trailer			with trailer		
		Single	Dual	Motorway	Single	Dual	Motorway
Motorcycle		60mph	70mph	70mph	50mph	60mph	60mph
Invalid carriage		20mph	20mph	-	20mph	20mph	-
Passenger vehicle, dual purpose vehicle, motor caravan (none of which exceed 3050kg unladen or 8 passenger seats) car derived van not exceeding 2000kg max laden weight or 8 passenger seats		60mph	70mph	70mph	50mph	60mph	60mph
Passenger vehicle, dual purpose vehicle, motor caravan, car derived van exceeding 3050kg unladen or 8 passenger seats and:	NOT exceeding 12 metres in length	50mph	60mph	70mph	50mph	60mph	60mph
	Exceeding 12 metres in length	50mph	60mph	60mph	50mph	60mph	60mph
Goods vehicle NOT exceeding 7.5 tonnes which is not an articulated vehicle or car derived van		50mph	60mph	70mph	50mph	60mph	60mph
Goods vehicle exceeding 7.5 tonnes which is not an articulated vehicle		40mph	50mph	60mph	40mph	50mph	60mph
Articulated goods vehicle NOT exceeding 7.5 tonnes		-	-	-	50mph	60mph	60mph
Articulated goods vehicle exceeding 7.5 tonnes		-	-	-	40mph	50mph	60mph
Motor tractor or locomotive with NOT more than 1 trailer		30mph	30mph	40mph	30mph	30mph	40mph
Motor tractor or locomotive with more than one trailer		-	-	-	20mph	20mph	20mph
Agricultural motor vehicle		40mph	40mph	40mph	40mph	40mph	40mph
Works trucks		18mph	18mph	18mph	18mph	18mph	18mph



Information taken from the Highway Code HMSO.

For further information or advice on speed related issues, please contact the Devon & Cornwall Safety Camera Partnership

➤ Telephone 01752 765701
 ➤ Fax 01752 765735
 ➤ Email n.hatswell.scu@btconnect.com



www.dcsafetycameras.org

WHAT IS A DUAL CARRIAGEWAY?

‘Dual carriageway’ means –
a road which consists of a central reservation to separate a carriageway to be used by vehicles proceeding in one direction from a carriageway to be used by vehicles proceeding in the opposite direction.

‘Central reservation’ means –
any physical barrier in the centre of a road.



HOW DO I KNOW IT'S A LIMIT?

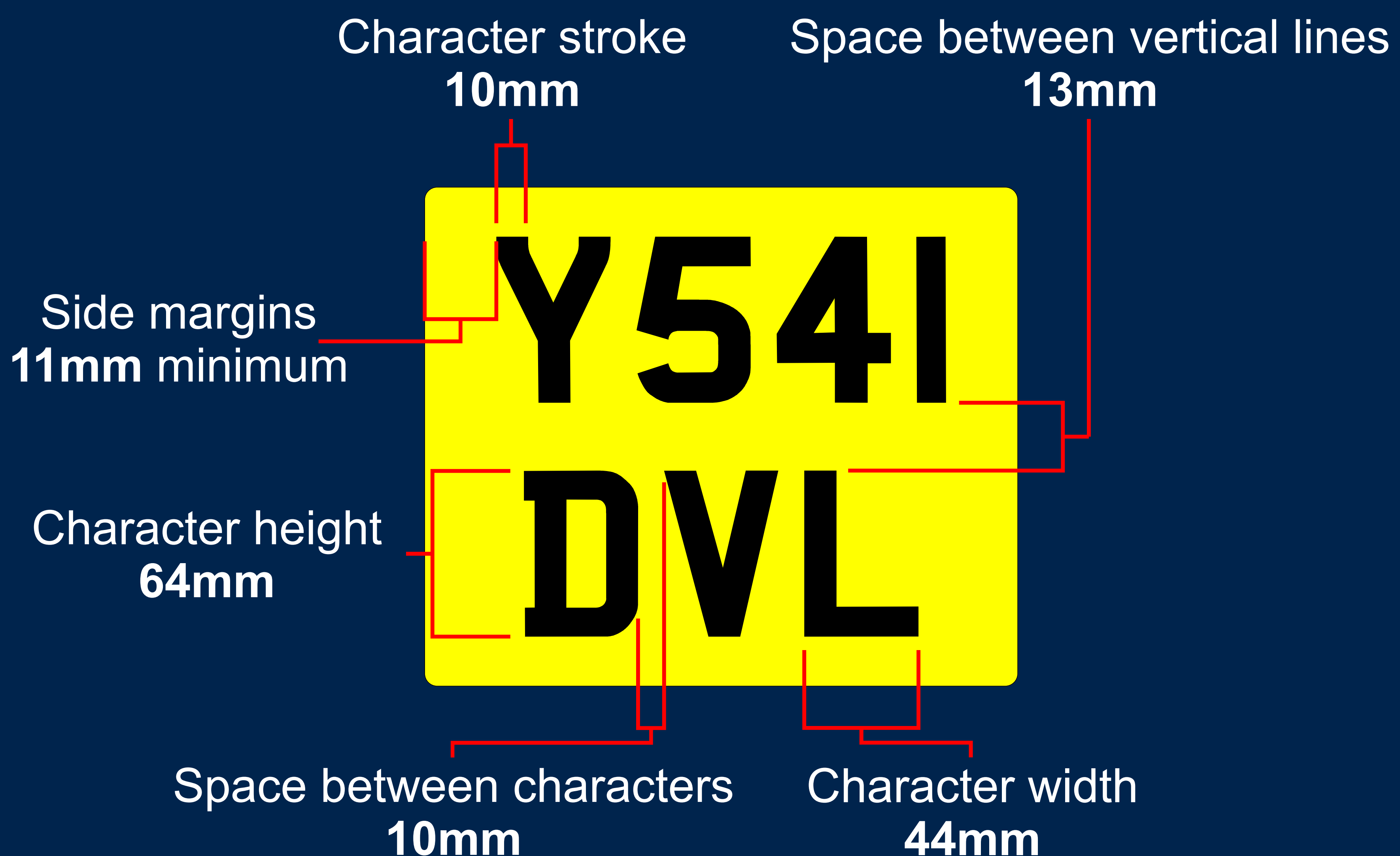
The national speed limit of 30mph is applied by law to any road with a system of street lighting. Signs are required to show the start and finish of the limit, but repeater signs are not permitted on these roads. Therefore, if you are in an area with a system of street lighting, **irrespective of road type and unless otherwise specified**, you must assume you are within a 30mph limit.



**I5YOURNUM3
£RPL4T£L£G4L**

Motorcycles and Tricycles

There are separate provisions for motorcycles and tricycles. Basically motorcycles registered after 1/9/2001 must only display a number plate at the rear of the vehicle. Motorcycles registered before 1/9/2001 can display a number plate at the front but are not required to.



Further Information

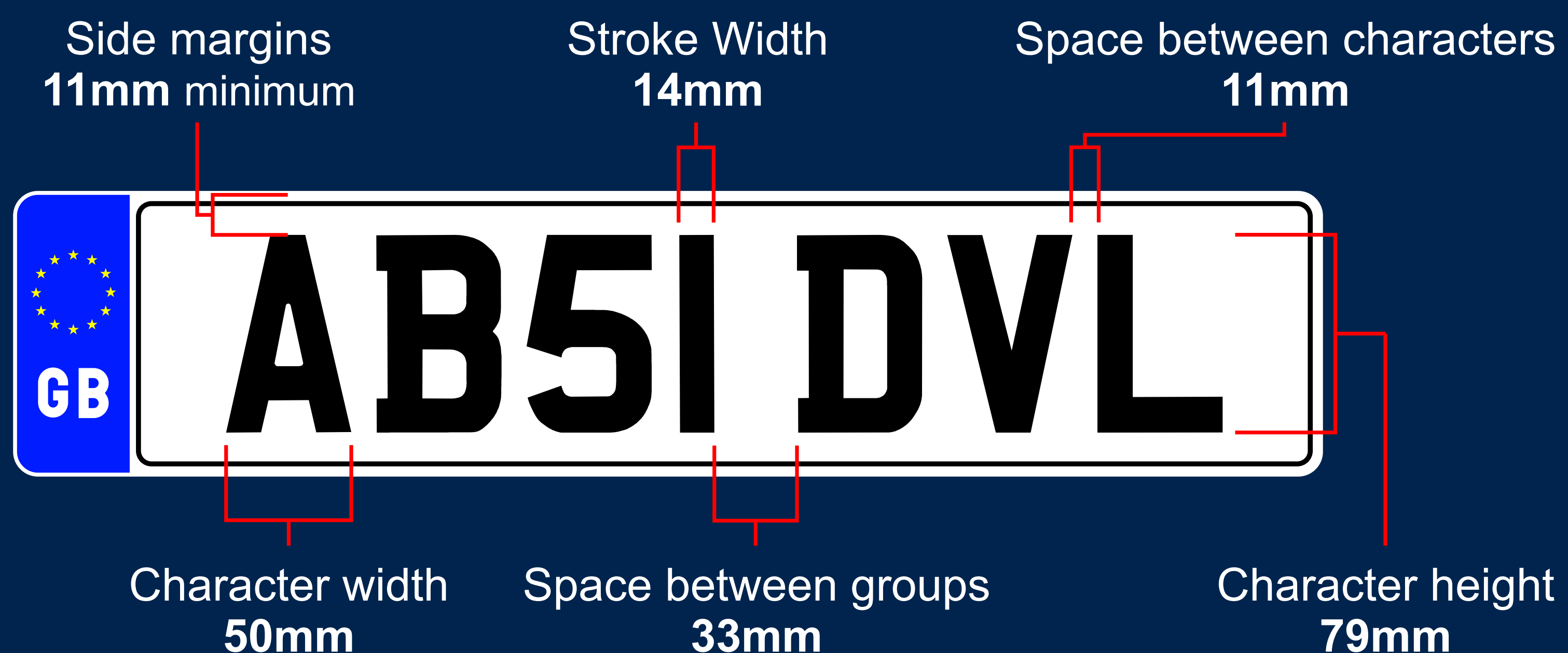
DVLA has produced a booklet entitled INF46 "Registration Numbers and You" which provides further details. This is available for download from www.direct.gov.uk/motoring

IS YOUR NUM3 ERPL4TEL&G4L

Offences

It is an offence to alter, rearrange or misrepresent letters or numbers in order to form names or words in such a way that makes it difficult to read the registration number. Characters must not be moved from one block to the other e.g. AB51 DVL must not be displayed as AB5 1DVL or AB 51DVL

Vehicles with illegally displayed number plates may fail the MOT test. The Police can also issue fixed penalty fines for illegally displayed number plates. Offenders are liable to a maximum fine of £1,000 and in some cases the mark may be withdrawn.



✓ MI7 Y00



✓ XLE 5X



✓ J17 GVB



TRAFFIC LIGHTS

REMEMBER - A TRAFFIC LIGHT OFFENCE CAN RESULT IN
3 PENALTY POINTS AND CARRY A FINE OF UP TO £1,000

AMBER MEANS STOP!

The amber signal shall, when shown alone, convey the same prohibition as the red signal, except when any vehicle is so close to the stop line that it cannot safely be stopped without proceeding beyond that line (Road Traffic Act 1988 s.36)

BEFORE PULLING AWAY AT GREEN YOUR EXIT MUST BE CLEAR

When the light is green you should proceed if there is room for you to clear the box junction safely without causing an obstruction. It is an offence to block a yellow box junction.



A TRAFFIC LIGHT CONTROLLED JUNCTION WHICH INCORPORATES A CYCLE REFUGE

The first line encountered is referred to as the '**advanced stop line**' and the second line, level with the traffic lights, is referred to as the '**stop line**'.

When a vehicle approaches an **advanced stop line** system, and the traffic lights at the junction change from green to amber, the vehicle must stop before that **advanced stop line**. If the lights change to amber as the vehicle is on, or just passing over, the **advanced stop line** the vehicle may legally stop within the cycle refuge. The traffic light offence is enforceable only when any part of a vehicle traverses the **stop line** when the red traffic light is displayed; this is regarded as an absolute offence in law.

Advanced Stop Line

Stop Line



DRIVING AT WORK

- reducing the risk

- Every day of the year more than 150 vehicles crash while being driven on company business.
- Every week around 200 road deaths and serious injuries involve someone driving at work.

As a business – whether you're running a fleet of vehicles, or just managing a few people in your office who drive, you have a duty of care towards your employees

If you are unable to provide evidence of effective procedures for managing driving risk you could face criminal prosecution.

As an employer you must be able to identify the driver of a company vehicle at any time. You could be in breach of health and safety law should the vehicle be involved in a collision. As a result, financial penalties issued to a company are, typically, significantly higher than those issued to a named individual.

You should ensure that your drivers keep a logbook in all vehicles to record:

- the date and duration of each journey
- the name of the person driving
- the destination

You should also ensure that:

- all drivers maintain the logbook
- all drivers are provided with details of the national speed limits
- drivers know the classification of their vehicles and relevant speed restrictions

Further information can be found at www.dft.gov.uk



HIT BY A CAR AT:

20

1 out of 40 pedestrians will be killed
97% will survive

30

2 out of 10 pedestrians will be killed
80% will survive

35

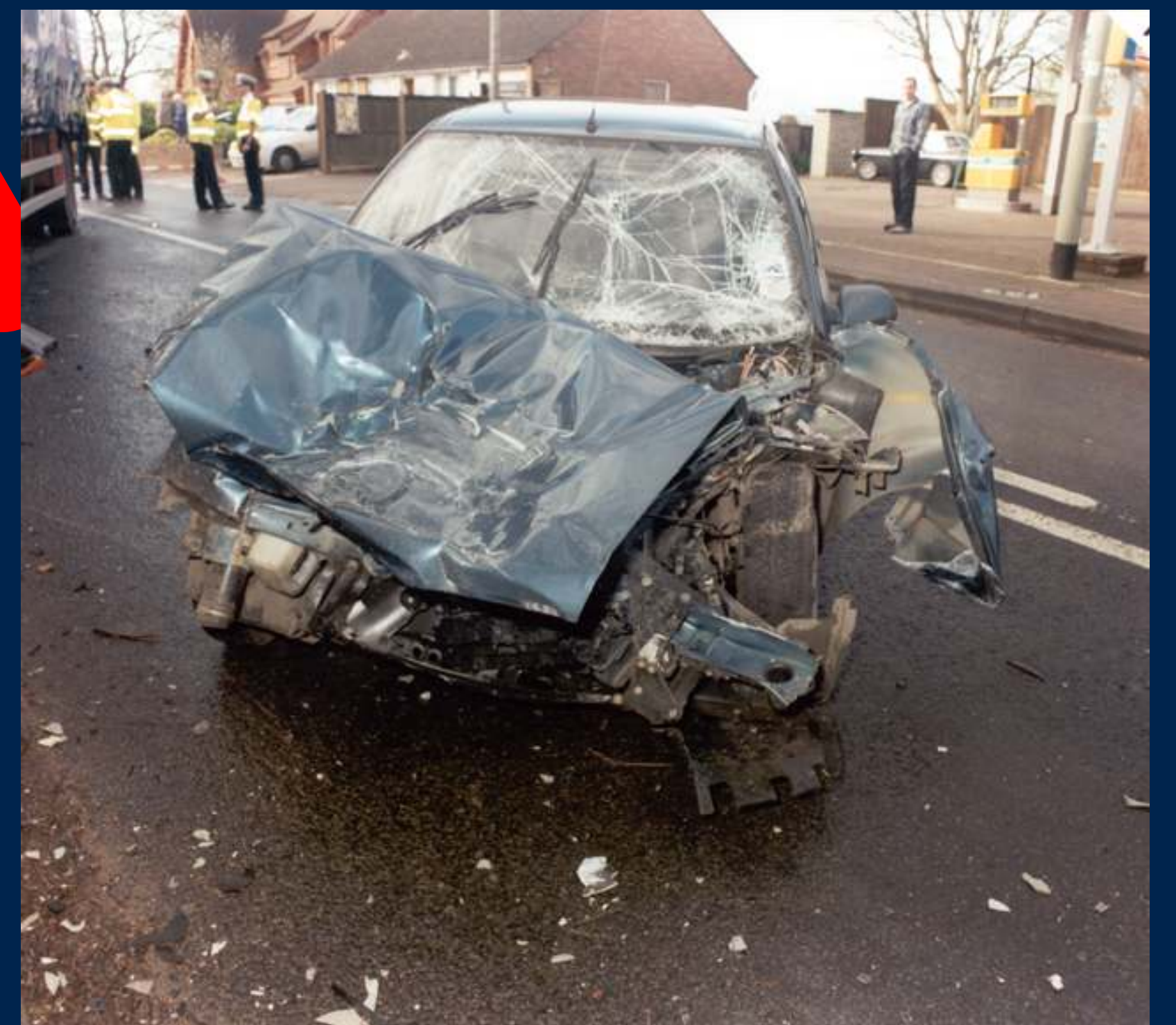
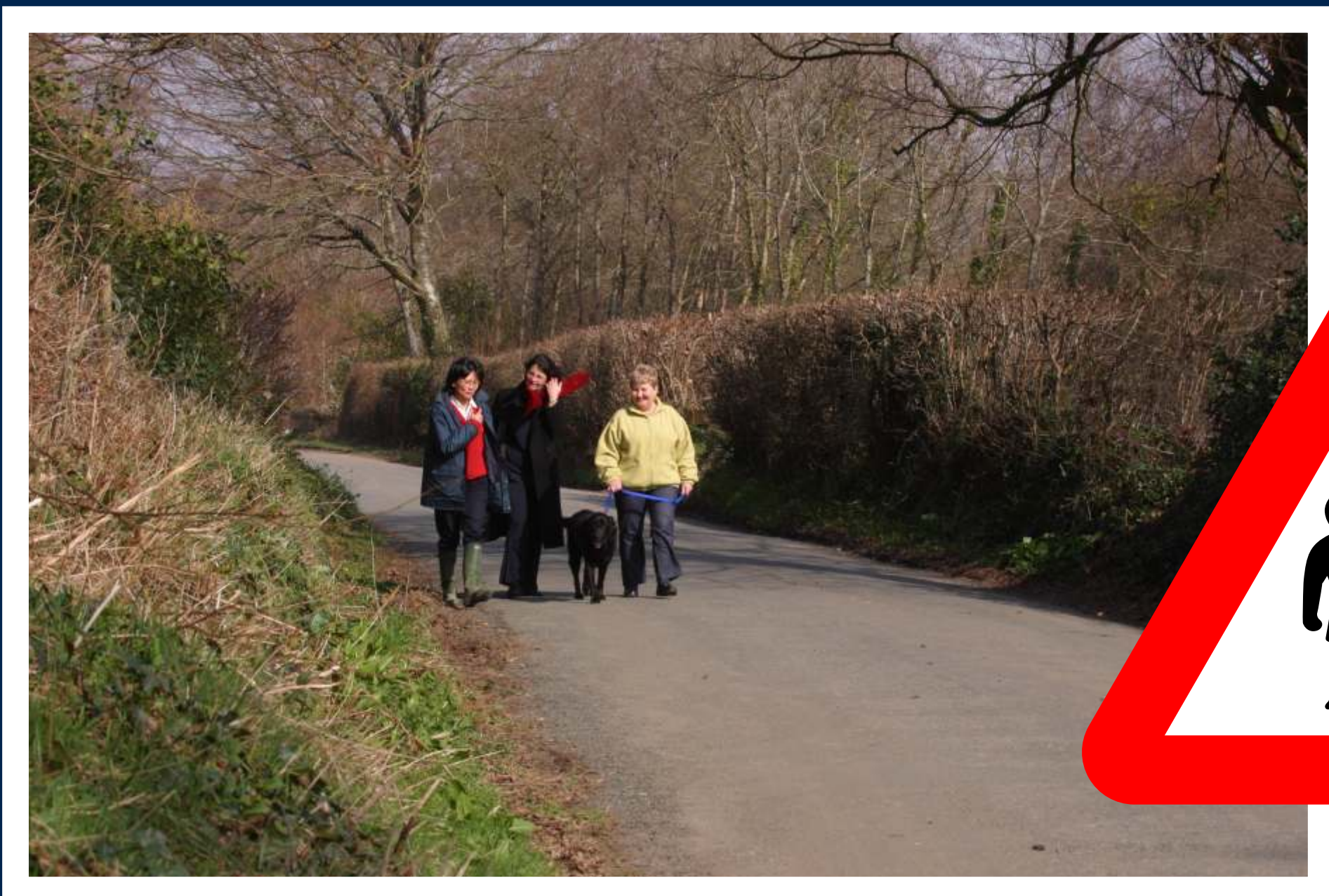
5 out of 10 pedestrians will be killed
50% will survive

40

9 out of 10 pedestrians will be killed
10% will survive

Even a small amount above
the limit makes a big difference.

OVER HALF OF MOTORING FATALITIES OCCUR ON RURAL ROADS



Do you know what's around the corner?

ROAD WORKER SAFETY

Everyone is entitled to a safe workplace, yet road workers face death and injury every day. In five years leading up to 2008 11 workers were killed, and 104 seriously injured on Highways Agency roads in the course of their job. This is in addition to the near misses, cone strikes and accidents that occur within traffic management.

What drivers should do when driving near roadworks:

- Keep within the speed limit – it is there for your safety.
- Get into the correct lane in good time – don't keep switching.
- Concentrate on the road ahead, not the roadworks.
- Be alert for works traffic leaving or entering roadworks.
- Keep a safe distance – there could be queues in front.
- Observe all signs – they are there to help you.

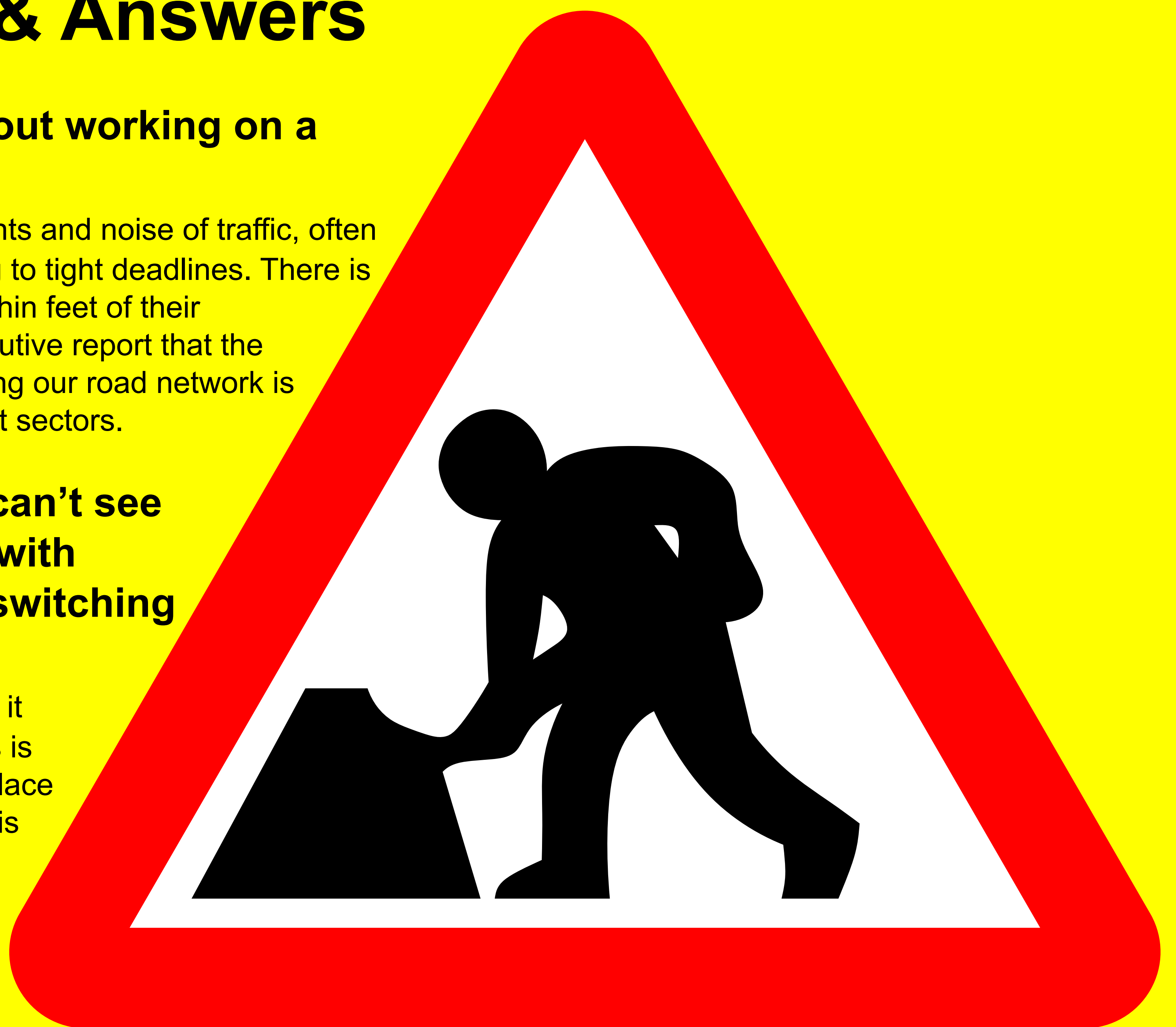
Questions & Answers

Q: What's so dangerous about working on a motorway?

A: Workers are exposed to the elements and noise of traffic, often at night and in remote locations working to tight deadlines. There is also the added risk of traffic passing within feet of their workplace. The Health and Safety Executive report that the average fatality rate for those maintaining our road network is one of the highest amongst employment sectors.

Q: If the road is clear and I can't see any workers, what's wrong with driving at normal speed or switching lanes?

A: Just because workers aren't visible, it doesn't mean they are not present. This is particularly true when operations take place at night, but also applies when visibility is restricted by works vehicles and equipment. The only way to minimise risk to yourself, road workers and other drivers - especially with narrower or closed lanes - is to obey speed restrictions and not switch lanes.



Q: Why are there so many roadworks where no work appears to be happening?

A: Much of our work is done in sequence, with one process having to be completed before another can start. This means a number of separate but interdependent activities have to be carried out. During sequential operations an area may have to be coned off until all the tasks are completed.

Other operations may involve allowing time for materials to set or gain strength. For example, concrete foundations for signs need to be left for several days before they are strong enough to carry the signs, and newly laid road surfaces need to be dry before white lining can be carried out.

A new road surface may consist of a number of separate layers. A lane may need to be coned off until the final running surface is laid in order to avoid the risk of vehicles skidding or encountering unsafe bumps in the carriageway.

Work can also be weather dependent, and heavy rain or freezing weather can delay progress. If this happens, the work area still needs to be protected from traffic, and road users protected while passing the works.



GATSO FIXED SAFETY CAMERAS

The Gatso Camera

The Gatsometer radar speed camera system, as approved by the Home Office for use in the UK, is based on a continuous wave (cw) radar where the rate of change of distance between the radar and its target is obtained from the change in frequency of the returned signal. This change in frequency is known as the Doppler effect.

As a vehicle enters the radar beam, and the system determines that an offence has been committed as defined by the vehicle exceeding a pre-set speed threshold, a photograph sequence is initiated that comprises of two photographs taken at a pre-set time interval. The radar speed measurement is given in the data blocks superimposed on the photographs during the film at the time of the offence.

Together, the two photographs provide the secondary evidence of a vehicle's speed. The distance travelled during the time interval is estimated from road markings at a known spacing. The secondary speed measurement then becomes a matter of distance/time which must be within 10% of the primary evidence. The time interval between photographs, typically 0.5 to 0.7 seconds, is derived from a timing source that is standalone. Therefore the resulting speed estimate is independent of that measured by the radar.



more information can be found at www.dcsafetycameras.org

MOBILE SAFETY CAMERA UNITS

The Concept / Commander System

The highly liveried speed detection vans⁽¹⁾ now have the capability of 360° surveillance. They have one forward facing camera⁽²⁾ mounted on the front windscreen, 2 side cameras⁽³⁾ magnetically mounted and the enforcement camera which operates from the rear of the vehicle.

There are two systems of capture employed with this technology, the Concept and the Commander; the latter being able to combine the images from all four cameras on one screen⁽⁴⁾. This provides a means of additional identification of offending motorcycles, vehicles and occupants.



Speed Detection Motorcycle

The two motorbikes currently in operational use are standard Force BMW models that have been adapted to carry the speed detection equipment. They are highly visible and enable the Officer to enforce in locations that might otherwise have been prohibitive to a larger vehicle.

The speed detection equipment is the LTI 20.20 UltraLyte 1000 and, when in operational use, is mounted on a tripod. A later model uses the Concept system of capture. The auxiliary equipment used is the Lastec Local Video System; a PAL-VHS video recording system with camera control unit and data logger. This combination enables the input of day, date, time, site code, speed and distance to be logged on the video.



The Lastec Camera

The Lastec Local (Video) system provides continuous video evidence. The Lastec provides immediate picture evidence giving a number of options for obtaining pictures of offences as they occur together with the relevant data overlaid on the image. The accuracy of the system stems from the inherent accuracy of the LTI 20.20. Threshold speed functions mean that only speeds over a limit specifically selected by the operator are captured evidentially. The 'red dot' sighting scope of the LTI 20.20 remains the targeting medium and the evidential picture carries a superimposed crosshair clearly identifying the offending vehicle.

RED LIGHT SAFETY CAMERAS

Red light cameras are placed at traffic light controlled junctions and photograph vehicles that pass traffic lights set to red. The camera is triggered from inductive proximity sensors placed within the road surface. The detector triggers when a car passes over the loop - if the traffic light is also set to red, then the camera is triggered to take two photographs 1 second apart. A data box is included in the photograph to show the date and time of the photographs, the speed of the vehicle as it passed the red light and, if necessary, a road lane identification.



AVERAGE SPEED CAMERAS

Occasionally 'Average Speed' cameras, such as the SPECS system, are used in Devon and Cornwall. This is an average speed system operated over a number of zones where entry and exit to each zone are calculated for an average speed. It uses Automatic Number Plate Recognition (ANPR) technology to identify a vehicle and calculate the average speed taken to travel between two points. The cameras at either end of the zone record the registration number of every passing vehicle. Each record is time and date stamped and the average speed is calculated. If the speed exceeds the preset value, a digital image of the vehicle is taken and stored with the number plate data as a recorded speeding offence.



HAVE YOU MODIFIED YOUR VEHICLE?

Fraud Act 2006

Fraud by failing to disclose information

A person is in breach of this section if he-

(a) dishonestly fails to disclose to another person information which he is under a legal duty to disclose, and

(b) intends, by failing to disclose the information—

(i) to make a gain for himself or another, or

(ii) to cause loss to another or to expose another to a risk of loss.

Under the new Fraud Act 2006 the new requirements are that, if you obtain any 'money by advantage' by not declaring any modifications you make to your vehicle, it could be viewed as fraud.

If the Police find that you have not notified your insurance company of any modifications because you think it will cost you more in premiums, it will be deemed as fraud.

Modifications that should be declared include tinted windows, alloy wheels sports exhausts, body kit and performance increases.

Failing to declare them can potentially invalidate your entire insurance policy. The modification disclosure rule is normally found in the terms and conditions of a policy, with the onus very much on the policyholder having to inform the insurer, and not the other way round.



MOBILE PHONES

It is illegal to use a hand-held mobile phone when driving and the penalties are going up. From 27 February 2007 you will receive a £60 fine and three penalty points on your licence. Points can mean higher insurance costs.

You can also be prosecuted for using a hands-free mobile phone if you are not in proper control of your vehicle. Then penalties will be the same as for using a hand-held phone. The penalties for driving carelessly or dangerously when using a phone can include disqualification, a large fine and up to two years imprisonment.

**You're four times
It's hard to
more likely to
concentrate on
have a crash
two things
when you're on
at the same time.
a mobile phone.**

How does the law apply?

While driving, you will be breaking the law if you pick up or use any type of phone that is, or must be, held to operate it. For example, this means you may not use your mobile phone:

When you are stopped at traffic light;

When you are queuing in traffic;

To receive calls, pictures, text message or to access the internet.

Employers can be prosecuted if you required employees to make or receive calls while driving.



PENALTY TABLE

	Offence Maximum Penalties			
	Imprisonment	Fine	Disqualification	Penalty Points
Causing death by dangerous driving*	14 years	Unlimited	Obligatory - 2 years minimum	3-11 (if exceptionally not disqualified)
Dangerous driving*	2 years	Unlimited	Obligatory	3-11 (if exceptionally not disqualified)
Causing death by careless driving under the influence of drink or drugs	14 years	Unlimited	Obligatory - 2 years minimum	3-11 (if exceptionally not disqualified)
Careless or inconsiderate driving		2500	Discretionary	3-9
Driving while unfit through drink or drugs or with excess alcohol: or failing to provide a specimen for analysis	6 months	5000	Obligatory	3-10
Driving when disqualified	6 months (12 in Scotland)	5000	Discretionary	6
Driving after refusal or revocation of licence on medical grounds	6 months	5000	Discretionary	3-6
Driving without insurance		5000	Discretionary	6-8
Driving otherwise than in accordance with a licence		1000	Discretionary	3-6
Speeding		£1,000 (£2,500 for motorway offences)	Discretionary	3-6 or 3 (fixed penalty)
Traffic light offences		1000	Discretionary	3
Driving whilst using a mobile phone		£1,000 (£2,500 for Goods vehicles or 8+ passenger vehicles)	Discretionary	3
Displaying an illegal number plate		£1,000 (£2,500 for Goods vehicles or 8+ passenger vehicles)	Discretionary	3
No MOT certificate		1000	Discretionary	
Seat belt offences		500		
Dangerous cycling		2500		
Careless cycling		1000		
Cycling on a pavement		500		
Failing to identify driver of a vehicle		1000	Discretionary	6

* Where a court disqualifies a person on conviction or one of these offences, it must order an extended retest. The courts also have discretion to order a retest for any other offence which carries penalty points: an extended retest where disqualification is obligatory, and an ordinary test where disqualification is not obligatory



THE NATIONAL SPEED AWARENESS SCHEME

What is the National Speed Awareness Scheme?

Devon & Cornwall Constabulary has introduced a Speed Awareness Scheme to educate drivers and riders about the dangers of driving at both excessive and inappropriate speeds.

The Scheme aims to support a number of projects in Devon and Cornwall already focussed on reducing the number of people killed and seriously injured on our roads.

What does the course cover?

- Your responsibility as a driver or rider
- Your responsibility to other road users
- Your perception of speed and other hazards
- Understanding speed limits
- Consequences of both excessive and inappropriate speed



Each classroom based course is run by experienced tutors, and is a combination of presented information and group discussion, exploring participants' attitudes to speed and driving.

The course usually lasts 3 hours and 30 minutes and whilst there is no written or driving test, the course aims to be interactive between participants and tutors.

It is important to note that, whilst this course is offered as an alternative to the Conditional Offer and provided all conditions are met, the penalty points will not be applied.

On successful completion of the course, participants will have an increased awareness of road safety issues. Similar road safety schemes have proven to be effective in other parts of the country and participants are able to apply these skills in their everyday driving.

Who can attend a Speed Awareness course?

From October 2005, drivers who are detected speeding in Devon and Cornwall, and whose offences fall within the criteria, are offered the option of attending a Speed Awareness Course as an alternative to the Fixed Penalty process (three penalty points and a £60 fine).

Named drivers are only permitted to attend one National Speed Awareness Course within a three-year period. If a named driver subsequently commits a further speeding offence, then that offence will be dealt with via the Fixed Penalty or Court process.

Drivers attending the course will not be required to pay the fine or receive penalty points provided the course is successfully completed. However, those offered the Speed Awareness Course will be required to pay a course fee of £69 (this figure may vary between Force areas).

If an individual fails to attend the course, or is unable to satisfy the course conditions, the offence

For Devon and Cornwall courses are held at the following locations:

Devon: Barnstaple ~ Exeter ~ Ivybridge

Contact: Devon Drivers' Centre , Westpoint, Clyst St Mary, Exeter, EX5 1DJ, Tel: 01392 444773

Cornwall: Bodmin ~ Redruth ~ Saltash

Contact: PDS UK Ltd, 320 Vale Enterprise Centre, Hayes Road, Sully, Vale of Glamorgan, CF64 5SY, Tel: 01446 722229

THE ROAD BACK TO



Six points and lose your licence!

If you have just passed your first driving test you must remember you are “on probation” for the first two years. If you clock up six or more penalty points during that time you will lose your licence and go back to being a learner. You will have to reapply for a provisional licence and take both the theory and the practical driving test all over again.

Returning to L plates

If you reach six or more penalty points in the 2 year probationary period, the Driver and Vehicle Licensing Agency (DVLA) will automatically write to say your licence is revoked and is no longer valid. You then have to apply, and pay, for a new provisional licence if you want to drive. As a learner again:

- You cannot drive on the motorway
- You must display L plates again
- You cannot drive a car unless you are with a driver aged 21 or over who has held a full car licence for at least three years.
- A learner motorcyclist will be restricted to smaller less powerful bikes.

Insurance

Having your licence revoked affects your insurance policy. You must tell your insurance company immediately.

Taking a retest

The retest is just the same as a normal driving test. You must pay for and take the theory test as well as the practical. Passing one retest in a car or motorcycle should give you back all the classes of the full licence you held before. However, if you had an LGV (lorry) or PCV (bus/coach) licence, the Traffic Commissioner must be satisfied you are fit to have it back. The Commissioner can insist you take another LGV or PCV test. In some serious cases, a court may order you to take a retest, which may be an extended test, as part of the penalty. You would not have to take two retests to get your licence back, but you would have to take the one ordered by the court.

