



London Borough
of Hounslow

A guide to road safety





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Welcome

This guide has been produced by Hounslow's road safety and school travel plan team for parents in this borough.

The booklet aims to give parents advice on road safety matters and information about initiatives undertaken by the road safety and school travel planning team. We hope, if everyone follows the advice given, we can reduce road casualties, particularly amongst children, and that they go on to be responsible road users.

Nearly all collisions are caused by human error and could be avoided if we all took care and obeyed the rules of the road. Every crash brings misery to those injured, their families and people who know them. We all have a responsibility to prevent this.

Hounslow Council is committed to reducing casualties on our roads. As we cannot do this on our own, we are working in partnership with other agencies such as the Metropolitan Police, the London Ambulance Service, the Health Authority and the London Fire Brigade, as well as voluntary groups, internal departments and Hounslow schools.

You – the individual road user – are the most important partner. Whether you are a driver, motorcyclist, cyclist or pedestrian, we will not be able to reduce accidents on Hounslow's roads without your help.

Councillor Amrit Mann
Deputy Leader and Cabinet Member for Environment



Who we are and what we do

Within the council, engineering, education and accident prevention teams work together to deliver projects aimed at reducing crashes.



Please contact us if you would like to find out more about our work:

Road Safety Manager

020 8583 5036

roadsafety@hounslow.gov.uk

Customer services to report defective roads and pavements

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Accident statistics

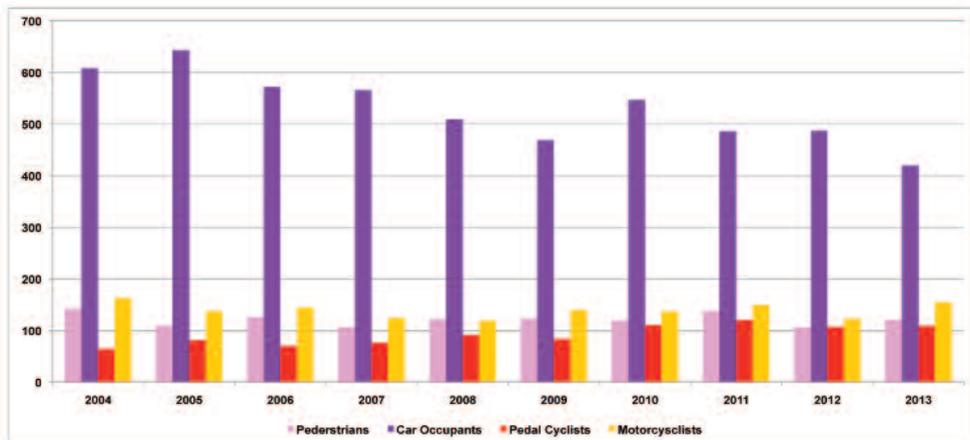
Most crashes happen because people make mistakes, take risks or just lose concentration, so we have avoided describing crashes and collisions on the road as accidents. If each of us takes more care, then most crashes and collisions can be avoided.

Children are at a particular disadvantage. They are easily hidden by parked cars, and are less able to judge distance and speed. They are unpredictable and may run into the road without looking.

The safety education team works with schools to promote better road safety skills in children, but to avoid a tragic collision, drivers are reminded to watch out for children, particularly around schools and parks.

Number of people injured on Hounslow's roads by mode of travel										
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Pedestrians	142	109	126	106	122	123	119	138	106	120
Car occupants	608	643	572	566	509	469	547	486	487	420
Pedal cyclists	64	81	70	76	91	83	110	120	107	109
Motorcyclist	163	138	144	124	119	140	137	150	123	155

Casualty statistics





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Teaching your child life skills

Many children cannot judge how fast cars are moving or indeed the distance at which it is safe to cross the road. Therefore it is important that they are taught at a young age how to cross the road safely.



Children 0-6

Children under the age of eight have difficulty dealing with traffic, so never let them out alone or let them cross the road by themselves. Your main aims at this stage are to make sure they are safe and teach them about traffic. Parents are the best people to teach children road safety. Only you can show them what to do right from the start. Explain to your child what traffic is. Tell them that the road is for traffic and the pavement

is for people. Chat to them about what you are doing when you are out and about.

Children 7-10

Aged seven, your child may still be holding your hand. By age 10, your child will probably be going to school independently. Your main aim is to make sure your child knows how to be safe on the roads.

Children learn by example. You are your child's best teacher and the best person to set a good example. Children also learn by doing. Children need to know what to do, they need to know why they are doing it, and they need to use what they have learned all the time.

Young people 11-16

Moving up to secondary school is seen as an important stage of growing up, which gives more independence to children. However, more independence means that children will have to take extra responsibility and be able to make decisions to keep themselves safe.

Unfortunately, every September we see a big rise in the number of child accidents, particularly amongst Year 7 boys. In many cases this is because they are now independently walking to secondary school but, because they were driven each day to primary school, they never learned the necessary skills to make this journey safely. Road safety is literally a skill for life and as with so many skills, you can only learn it by doing it!

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Children's Traffic Club

The Children's Traffic Club is a proven, successful road safety programme for 3 to 4 year old children.

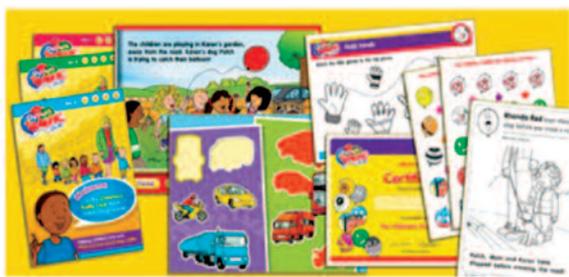


The Objectives of The Children's Traffic Club

- To reduce casualty rates for the targeted age group.
- To influence long term behaviour of the children who become members.
- To increase parents' awareness of road safety issues and to give them knowledge of safe practices.
- To indirectly benefit other members of the family such as older children and the parents themselves.

The Club material

As a member you will receive 3 DVD packs in the post, one every 4 months, which can be used on a PC or DVD player. It teaches your child how to stay safe when out and about – through a fun, multi-sensory learning approach. Interactive stories and games, sing-alongs, fun sheets and stickers help to reinforce key messages for your child to learn, understand, and put into practice.



This resource is totally FREE in Hounslow and the rest of London. If you have a 3 year old, or soon to be 3 year old child. Please email your name and address to allison.mcgann@hounslow.gov.uk and you will receive an invitation to join for FREE through the post.

For further information see the website:www.TrafficClub.org or call 020 8583 2562.

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Safer Steps training

Safer Steps teaches children how to be safe pedestrians. Specially trained volunteer trainers take the children into a traffic environment and show them how to be safe.

Hounslow Council is working with primary schools across the borough delivering the Safer Steps training this year.

Safer Steps focuses on three main skills:

- ✓ Finding the safest place to cross
- ✓ Coping with parked cars
- ✓ Crossing safely near junctions



Each skill is taught in a series of sessions on roads around the school over a period of four weeks. A group of two or three children per volunteer are taken out to the roadside and shown the potential dangers and the correct way to handle them.

Young children can act impulsively and do not see the dangers on the roads. Safer Steps is designed to allow children to develop good behaviour patterns that will become habitual and keep them safe.



Safer Steps is part of a longer process that helps children to become safe and independent pedestrians.

The volunteers that work with the children are usually parents or grandparents of children at the school. All volunteer are over 18 years of age, and have to be vetted by the Disclosure and Barring Service (DBS) checks before starting their Safer Steps training.

The Safer Steps child pedestrian training scheme is based on guidelines developed by the Department for Transport.



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Walking to school



10 good reasons to walk to school

- ✓ **It's fun!** – Walking is very enjoyable and can be quicker than driving short distances
- ✓ **Healthy** – It's a good way of keeping fit for all the family. A healthy body = a healthy mind. There is evidence that children who regularly walk to school perform better in exams. Most teachers say that children who walk settle down to work more quickly than those who are brought by car. Health experts say that children should exercise for at least an hour a day. What better way to achieve this than walking to school? Walking strengthens bones and improves bone density

- ✓ **Non-polluting** – Research shows that you inhale more poisonous gases by sitting in your car in a traffic jam than you do by walking along the same piece of road
- ✓ **Friendly** – It gives you time to talk to your children, other parents, shopkeepers and neighbours.
- ✓ **Less stressful** – Walking avoids parking and traffic queuing, and leads to less conflict and frustrations
- ✓ **A chance to teach and learn road skills** – It is important to reinforce road safety skills in the real environment before children venture out on their own. These skills should be second nature to them.
- ✓ **Considerate** – Just one car less outside the school gate is better for everyone's health, and safer for other children who walk regularly
- ✓ **Educational** – When you walk, you hear and see more. Education doesn't have to start inside the school gate!
- ✓ **Economical** – The school run costs each family £889 a year alone!
- ✓ **Safer** – Walking in numbers will add to everyone's safety. Get together and walk with other parents to work towards a safer neighbourhood. It gives you a chance to teach your children valuable life skills.

If you would like to know, then you can contact the **Road Safety Team** on **020 8583 5036** or visit the website: **www.hounslowtp.org**



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Walking schemes

Hounslow's road safety and school travel plan team has developed various initiatives in schools to promote walking.



Walk to School Week

Now in its 12th year, this scheme is held in the summer term and pupils are encouraged to walk all or at least some part of their journey everyday for a whole week. Our walking mascot 'Debra the Zebra' makes regular appearances at school assemblies to further encourage children. They receive a sticker for each day they walk. Each child that collects five stickers receives a special prize. There is also a calendar competition where children are encouraged to draw pictures inspired by road safety issues.

Walk once a Week (WoW)

Children are encouraged to walk to school on one day each week in the school year. If they manage this, they receive a special collectable 'WoW' badge every month. This scheme, which is in its 10th year, has been so successful in some schools even the staff have joined in!



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School crossing patrols

There are over 24 school crossing patrols allocated for Hounslow schools. These dedicated members of the road safety team turn out in all weathers, with a cheerful smile on their faces and a friendly wave to passers-by. They are on hand to provide a vital safe crossing point for children on their way to school.

You can help our patrols and keep the children safe.

AS A DRIVER

- ✓ You should take special care when driving near schools, even if there is no crossing patrol in operation
- ✓ When approaching a patrol, slow down and be prepared to stop if the sign is raised
- ✓ If you are stopped, please wait a short distance away from the patrol. Please do not creep forward or rev your engine and do not move away until the patrol is completely off the road
- ✓ Do not park near or on the crossing point as you could obstruct the patrol's view or prevent them from stepping out
- ✓ Remember, failing to stop when asked to do so is an offence and offenders are always reported to the police. If convicted you could receive three penalty points and up to a £1,000 fine.

AS A PARENT

- ✓ When taking your child to and from school, always set a good example and use the patrol. Always encourage your child to go to the patrol point to cross
- ✓ Please follow the instructions given by the patrol. Do not follow the patrol into the road but wait on the footpath until asked to cross
- ✓ Always cross in front of the patrol, never behind his or her back
- ✓ Crossing the road away from the patrol point or not using the patrol is dangerous and sets a bad example to children.

If you are interested in becoming a school crossing patrol, check the council's website for any vacancies: www.hounslow.gov.uk/index/jobs For further information contact Allison McGann on **020 8583 2562**.

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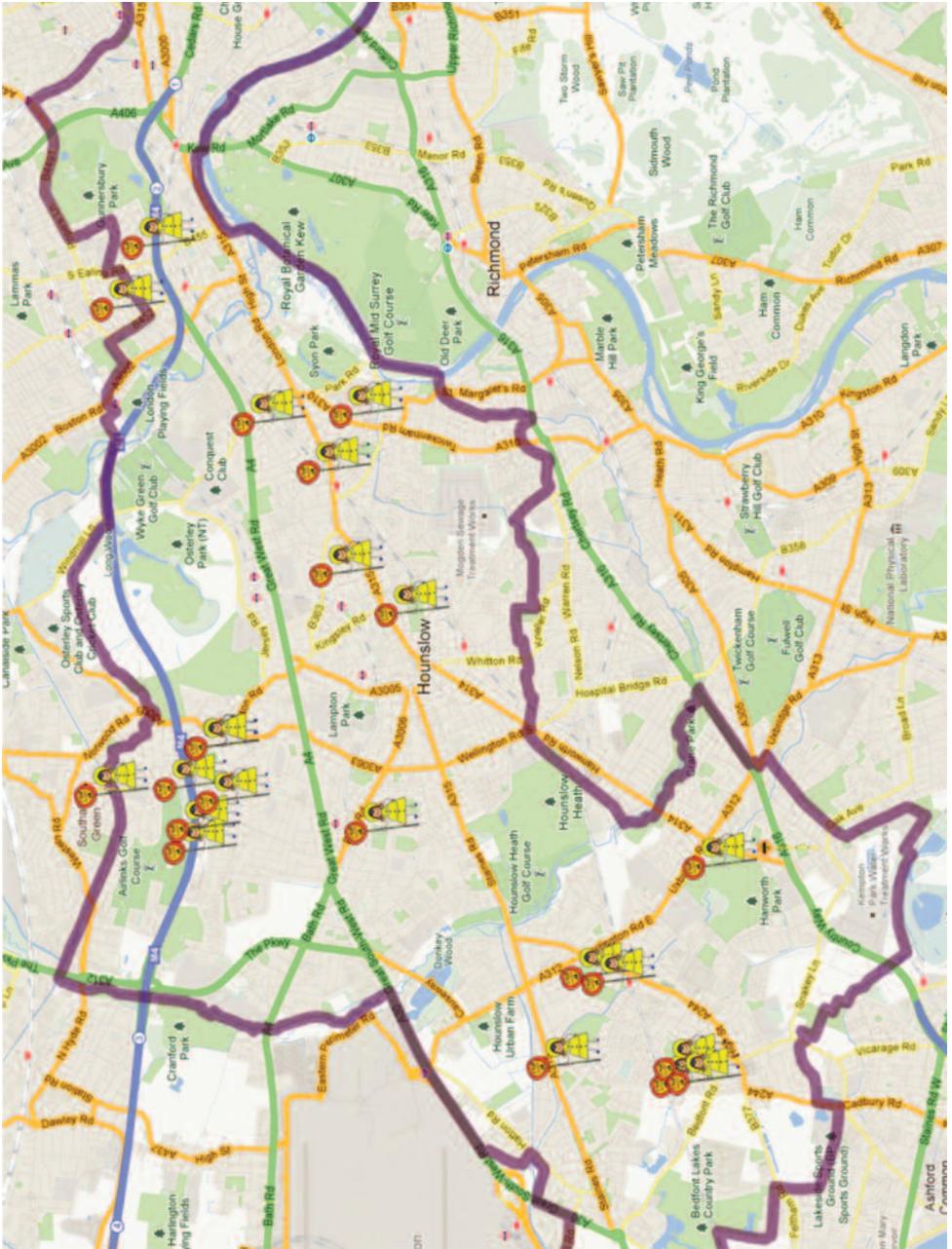


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School crossing patrols location map





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A Guide to road safety

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School keep clear markings



In an attempt to ensure that children can cross the road from their school safely, **SCHOOL KEEP CLEAR** yellow zig-zag markings are drawn on the road outside the school entrance.

These markings indicate an area that should be kept clear of stationary vehicles. This allows both the child and driver to see each other and take the appropriate action. These markings are mostly mandatory and are covered by a traffic order which carries a fixed penalty fine.

HOW YOU CAN HELP...

- ✓ If possible, do not take the car. Walk instead
- ✓ If you have to take the car, leave yourself plenty of time to get to the school
- ✓ If there is congestion near the school park a little further away and walk
- ✓ Do not stop or park on the SCHOOL KEEP CLEAR markings, even to set down or pick up passengers
- ✓ Try and avoid parking on the opposite side of the road to these markings
- ✓ Do not reverse your car into school entrances in order to turn around
- ✓ Do not double park outside schools.

REMEMBER... Always make sure that children only get in or out of the car on the pavement side.

Even stopping to set down or pick up passengers is an OFFENCE.

The travel plan team has run poster competitions in several schools to encourage parents not to park on the keep clear lines. Winning entries are turned into huge banners and are hung outside the school gates. This has been very successful at reducing this anti-social behaviour.



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 Quality of teaching, learning and assessment..... Outstanding
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 Early years provision..... Outstanding



Principal: Tom Cragg, Headteacher of primary phase: Funmi Alder

For further queries please contact us - T: 0203 141 8760; E: Enquiries.NSWL@nishkamschools.org
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St James's Catholic Primary School
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 Tel: 020 8898 4670 · Email: info@st-james.richmond.sch.uk
www.st-james.richmond.sch.uk

Cycle training for children

Bikeability cycle training is available for all children in the borough from Year five or above. Level one training takes place off-road in school playgrounds and teaches cycling skills. Level two training is conducted on the roads.

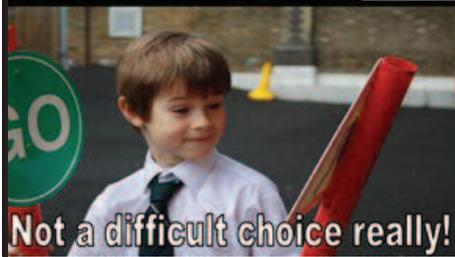
On average some 2,500 children receive training each year. Senior schools are now encouraging their pupils to take advantage of the level two training, especially those that ride to school.

Level one training takes place in a school playground and consists of four or five one hour sessions with an assessment at the end of the course. Children are invited to continue to level 2 on-road training the following year.

Level two training takes place on the public highway and consists of three two-hour sessions with the option to do extra hours, where necessary.



To further encourage children in their learning, the team has developed a website: www.urbanpedlepros.org.uk which has been well received and successful. The website is aimed at promoting safer cycling.



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www.stpaulscofeprimary.org

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We hold regular tours for prospective families. Contact the school office for details.



Cycle safety



Cycling is a fun and healthy way to travel that the whole family can do, but it's essential to make sure all aspects of safety have been considered before taking that first bike ride. Here are ten important points for safer cycling...

- ✓ **Before you set off**, make sure your bike is in good working order
 - ✓ **Check the brakes** are working properly, look for worn brake blocks or badly adjusted brakes
 - ✓ **Tyres should be well inflated** with good tread, look out for bulges on the sides or any bald patches
 - ✓ **Reflectors and lights** should be fitted and working correctly. It's against the law to ride a bike on the road without a rear reflector (red); remember to clean them too: A dirty reflector is not a protector!
 - ✓ **Be safe, be seen** – wear something that is both reflective for night time and fluorescent during the day, so that you can be seen easily at all times
- ✓ **Cycle helmets** – cyclists are vulnerable road users; wearing a cycle helmet will not stop you having an accident but it can reduce the risk of a serious head injury by 85%
 - ✓ **Plan your journey** and where possible keep away from busy roads and junctions; if there is a cycle path, use it. See www.hounslowtp.org for a map of Hounslow showing all cycle paths in the borough
 - ✓ **Be aware** of other road users. At junctions, try to make eye contact with drivers and always give clear arm signals to let others know what you intend to do.
 - ✓ **Remember... it's always the cyclist who gets hurt.** If you're not confident during your ride, get off your bike and push it until you are happy to join the road again.
 - ✓ **Get trained** – if you haven't had cycle training, the road safety team can tell you what courses are available – they are FREE in Hounslow which is a bonus!

Southville Infant and Nursery School

www.southvilleinfantschool.com



Supporting Road Safety in Hounslow

Southville is a popular school, based in Feltham, London Borough of Hounslow. We have up to 360 pupils on role, aged between 3 and 7. It is a very special place that combines a hardworking, determined and aspirational ethos with a happy, friendly and fun atmosphere.



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Deputy Head:
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Email: office@southvillei.hounslow.sch.uk

 London Borough
of Hounslow



HOUNSLOW TOWN PRIMARY SCHOOL

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We are a Gold Accredited TfL Stars School

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School travel plans (STPs)

What is an STP?...

STPs are a simple document with the aim of promoting sustainable travel and reducing car use on the school journey. The plan is specific to each school and details what initiatives they will run in the coming year to increase walking, scooting and cycling and promote road safety.

Between 2013 and 2014 there has been a 5% increase in sustainable travel. There is room for further improvement, the population is expanding and many schools are taking on additional classes. This puts a strain on local roads as many parents drive their child because of a perception of long distances and the route being too dangerous to walk/ scoot/ cycle. We found that 95% of pupils in Hounslow live within walking distance of their school. The Department for Transport set 1 mile as a recommended distance for primary pupils and 2 miles for secondary pupils, however only 48% of all pupils walk.

As for perception of danger, the main danger is bad parking by parents outside the school gates. Yet by driving they contribute to the problem. If more parents walked, scooted and cycled with their child it would make the journey to school safer and create a virtuous circle which would benefit not just the pupils but the local community.

TfL Accreditation

To ensure STPs are a high standard and will be effective TfL awards each plan with an Accreditation level. For 2014 Hounslow achieved the highest number of schools Accredited at the Higher and Outstanding levels in London: 33 – a fantastic achievement. For a full list of accredited schools see: <http://hounslowtp.org/accreditation.php>

Schools who achieved the Gold level of Accreditation attended a Platinum schools event and Alexandra Primary School won School of Region for West London, due to their hard work in promoting walking and scooting to school. This shows that Hounslow schools are leading the way in promoting sustainable travel.

If you would like more information visit the Hounslow Travel Plan website: <http://hounslowtp.org>



The child first and always

Find out more about the work
of the charity and the hospital at
www.gosh.org

Adult cycling courses

For those parents who would like to keep up with their children and become a cycling family, we offer FREE training for adults.

The course is designed for people who have done little or no cycling or have not cycled for some time and would like a refresher course. The training is carried out during the weekend. These courses are offered on a one-to-one basis for complete beginners and in smaller refresher groups to boost confidence. Family cycling is also offered.



The course covers the following aspects:

- ✓ Owning a cycle and suitable clothing/equipment
- ✓ Riding skills
- ✓ Cycle routes
- ✓ Listening and observation skills
- ✓ Practice in both "off" and "on" road areas
- ✓ Overtaking and roundabouts
- ✓ Basic maintenance.

To book a course and for further information telephone 020 8583 5039 or email: cycletraining@hounslow.gov.uk

STP cycling initiatives

Some examples of what schools have been doing to promote cycling over the past year:



St Mary's RC Primary School, Isleworth Bike Week promotions

The school ran a day of cycling activities, starting with a free breakfast for any pupil who cycled in, along with a bling my bike competition, which encouraged pupils to decorate their bikes, with the prize being a new bike. The Headteacher, teachers and Junior road Safety Officer (JRSOs) helped run the day very successfully.

Bedfont Primary, Bedfont Bike Week promotions

The school promoted cycling and scooting to school during this week and pupils who travelled in these ways received a free breakfast. They were also rewarded with a BMX show by professional riders, with 30 lucky pupils getting some one-to-one skills training.

Westbrook Primary, Heston Bike Week promotions

The school organised a range of different activities during bike week: a free air day where children brought in their bikes to be pumped up; a ride to Lampton Park with the Bike Marshalls and JRSOs and a Bike it Breakfast and Bling your Bike day. They also booked a BMX stunt show to deliver workshops and shows; parents were asked to contribute £1 with the remainder being raised by a cake sale.

Ivybridge and Worples Primary School Joint Cycle Club

The two schools joined forces to deliver an 8 week long after school bike club for 8 pupils in Year 4. This was complemented by cycle training for the whole of year 4 every Friday, to ensure everyone was prepared for Level 1 Bikeability in Year 5. The club was very successful and will run again this year, with the addition of an after school maintenance club for parents and pupils.

STP scooting successes

Scooting has grown over the past three years to be one of the main modes of travel to school, especially for Infant school pupils. It allows children to keep pace with their parents, and is a lot of fun for them. We started to provide facilities for scooters and it has continued to grow. Some examples of what schools have been doing to promote scooting include:



Cardinal Road Infant & Nursery School, Feltham

Scooter training

The school has promoted scooting for a number of years, and they have devised their own scooter proficiency test for all pupils which looks at whether they can scoot in a straight line, scoot along a wiggly line, do an emergency stop and stop at junctions. The pupils enjoy taking part and the training ensures they can scoot safely and with consideration to other pedestrians on the pavement.

Alexandra Primary School, Hounslow

Scooter Loan Scheme

The school applied for small grant funding from the School Travel Advisor (STA) and used it to purchase a pool of 20 scooters to loan out to pupils. Every Monday afternoon parents can sign out a scooter, for £1 and a £5 refundable deposit and can keep it for 1 or 2 weeks. They also receive a helmet and high viz vest.

Our Lady and St John RC Primary, Brentford

Scooter Scooter Skills Training

Year 2 took part in this training which is done in the playground and on the pavement at very slow speeds. Trainers select the most popular route that the children will use on their route to school, this guarantees that the training they will receive deals with the actual hazards they will face on their daily journey.

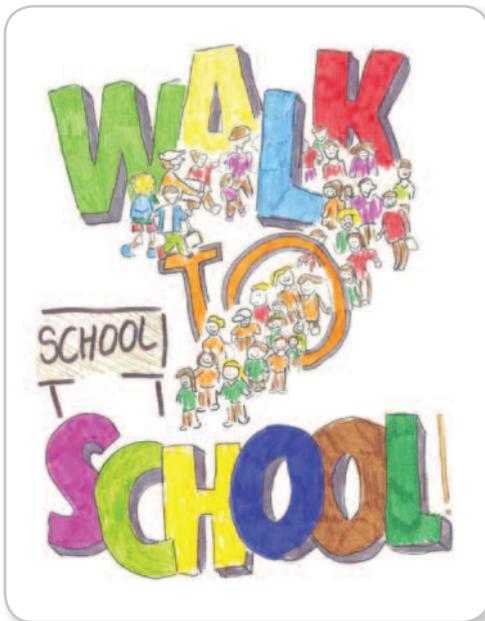
These hazards are discussed on the training, like road junctions, crossing points, parked cars, pavement obstructions and driveways. This ensures children are aware and scoot safely at all times.

STP Junior Road Safety Officer (JRSO) scheme

We run this scheme with 25 schools in the borough. Four to six pupils are chosen from Years five or six, and their role is to be our representatives in the school and promote road safety and sustainable travel.

Pupils are asked to apply for the role explaining why they want to be a JRSO and they are interviewed by previous JRSOs, if the school has run the scheme before, to see what ideas they have. The STA will visit the new JRSOs to hand out their guidebooks and packs and to give the first challenge linked to a problem in the school.

Their responsibilities include: setting up a notice board to introduce themselves,



running Walk once a Week (WoW), and doing various assemblies, quizzes, competitions and workshops with their classmates throughout the year. The STA will usually give them one special challenge each term.

For the past three years we have run a JRSO X Factor challenge jointly with Ealing Council. Four schools are set a challenge to run the "Road Safety X Factor" in their school, all songs have to be about road safety or sustainable travel. The winner goes on to the final at the Civic Centre to represent their school, along with the JRSOs. They perform their song and everyone votes for their favourite, and there are also workshops on cycling and road safety.

Watch the video from last year's final and read about the event here: <http://tinyurl.com/pjwqvop>

Choosing and fitting the right car seat

Surveys have shown that over half of child car seats are not fitted correctly. It's important you make sure you have the correct seat for your child and your car. Your child's life could depend on it.



- ✓ Read the maker's instructions and keep them safe
- ✓ When the seat is fitted properly, it should not move
- ✓ If the seat moves/wobbles when fitted, it may not be compatible with your car
- ✓ The seatbelt buckle should not touch the frame of the baby seat
- ✓ If for any reason you are unhappy with the fit, go back to the shop
- ✓ Adjust the internal harness to fit the child's size correctly
- ✓ Pull the harness tight, so that only two flat fingers fit between the child and harness
- ✓ The central harness buckle should lay over the lower abdomen.

When choosing your car seat, remember not all car seats will fit all cars

- ✓ Do some research on the internet
- ✓ Check to see if the shop has a trained fitter
- ✓ Take your car with you when buying a car seat
- ✓ Ask the trained fitter to fit the seat in the car
- ✓ Make sure that you also know how to fit the seat in the car.

SECURE YOUR CHILD ON EVERY JOURNEY

Make sure that everyone else is also wearing their seatbelt.

Please contact the road safety team for further advice on 020 8583 2562.

In-car safety

Baby seats

Group 0/0+: Birth to approx 9-12months, Weight up to 13kgs

Integral harness. Held in place by adult seat belt. Recommended to be fitted in the rear seat but may be fitted in the front if NO passenger airbag. It is safer to carry your baby rearward facing for as long as possible. When the top of the head crowns the top of the carrier, move up to the child seat.

If fitted correctly, the seat should not move.



Never use a rearward facing carrier or rearward facing child seat on the front seat in a car with a passenger air bag

Child seats

Group 1: Approx 9 months – 4 years, Weight 9-18kgs

A separate seat secured by adult seat belt. The child is restrained by the seat's internal harness. The harness includes a 'crotch strap' which prevents the child sliding out feet first in an accident. Recommended to be fitted in the rear seat. The seat should not move if fitted correctly. When the child's eye-line is level with the top of the seat, move up to the booster seat.



In car safety



Booster seats

Group 2: From approx 4 years, Weight 15kg and over

The booster seat puts a child in the position where the adult seat belt gives most protection. Both the seat and child are restrained by the adult seat belt. It will provide support for the child generally and will help protect against whiplash injury. Recommended to use the booster seat, as they provide more protection, until the child does not require any seat by law.

Booster cushions

Group 3: From approx 6 years upwards, Weight 15kg and over

Intended for use with lap and diagonal seat belt. Offers NO protection for the head in an accident. Recommended to always use booster seats instead.



Lap and diagonal seatbelts

Wearing a seat belt in the front seat of the car has been a legal requirement since 1983. In 1989, it became law for children under 14 to be restrained in the rear seats of cars where restraints or seat belts were fitted and in 1991, for adults to wear rear seat belts where fitted.

Further regulations came into force in September 2006, where it became law for children to be in a child restraint from birth up to 135cms in height or their 12th birthday, whichever they reach first.

REMEMBER... the driver is responsible for all passengers under the age of 14.

i-Size child car seats

i-Size is a new EU standard that offers better protection if you have an accident. It has been in force since 9th July 2013 and running alongside the current R44.04.

To help you identify the new i-Size products just look for this easy to recognize icon.

Lots of parents are moving their children from rear facing car seats to forward facing car seats too early. The danger of doing this is that in the event of an accident, baby's neck isn't fully developed nor strong enough to support a heavy head which can lead to spinal injury. Keeping baby rearward facing for longer is a much safer way.



The main changes that i-size introduces are:

- **i-size seats are based on the child's height rather than weight**
i-size uses the child's height to determine if the seat fits the child, rather than their weight. Parents tend to know their child's height better than their weight. This will make it easier for parents to judge if the seat is suitable for their child and when they should move the child into a larger seat.
- **i-size rearward-facing restraints are for babies up to 15 months old**
Babies in i-size car seats stay rearward-facing until they are at least 15 months old. Currently, parents often move their baby to a forward-facing seat too soon.
- **side impact test**
i-size includes a side impact test to ensure that the seats provide better protection from side impact collisions.

Seatbelts and the law



	Front seat	Rear seat	Who is Responsible?
Driver	Seatbelt must be worn if fitted		Driver
Child under three years of age	Correct child restraint must be used	Correct child restraint must be used. If one is not in a taxi, may travel unrestrained	Driver
Child from third birthday up to 135cm in height (approx 4ft 5ins or 12th birthday, whichever they reach first)	Correct child restraint must be used	<p>Correct child restraint must be used where seatbelts are fitted.</p> <p>Must use adult belt in rear seat if correct child restraint not available:</p> <ul style="list-style-type: none"> ✓ in a taxi ✓ for a short distance in an unexpected necessity ✓ if two occupied child restraints prevent fitting of a third ✓ a child three years and over may travel unrestrained in the rear seat if seat belts are not fitted 	Driver
Child aged 12 or 13, or over 135cm (approx 4ft 5ins) in height	Adult seatbelt must be worn if available	Adult seatbelt must be worn if available	Driver
Passengers aged 14 years and over	Seatbelt must be worn if available	Seatbelt must be worn if available	Passenger

New riders

Mopeds (scooters) may be a great way to get around once your son or daughter reaches the age of 16, but the combination of young people and two wheels can be very dangerous. However, with the right training, the right protective gear and the right moped, your child will be better prepared to deal with the dangers on our roads.

If they would like a moped and you support their decision, try to encourage your child to:

- ✓ Wear safe clothing
- ✓ Have proper training
- ✓ Gain more road experience
- ✓ Have a good attitude to safety
- ✓ Not modify their moped.

ScooterSafe – London is a scheme offering a Rider Skills Day, delivered by professional police motorcyclists.

Spending a day with professional police motorcyclists will help your child to improve their skills and become a safer and more confident scooter rider.

They'll observe their riding and give them feedback to suit their ability – as well as recommending where they can get further training.

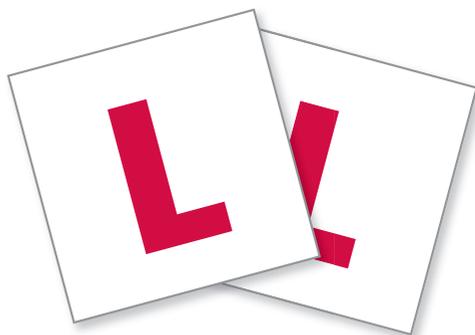
Real advice from real riders

Find out more and book:
www.bikesafe-london.co.uk or
Tel: 0845 375 3001



New drivers

Better driving skills and better driving behaviour would make an enormous difference to reducing the number of road casualties. Driving is an acquired skill, and a demanding one.



As well as the right skills, drivers need the right attitude – towards speed, other road users, alcohol, drugs and fatigue. Learning to drive nowadays is more relevant to today's road conditions, with new drivers having to pass a two tier test: a theory test and then a stringent practical driving test.

The best way to learn to drive is with a good professional driving instructor backed up with plenty of practice.

Choosing the right instructor can be a bit of a lottery. There are hundreds of instructors in the phone directory, so how do you make a wise choice?

- ✓ Ask your family or friends for a recommendation as they may already know of a good instructor.
- ✓ Choose an instructor who has a good reputation and has a car that suits you.
- ✓ The cheapest driving school may not always be a wise investment!
- ✓ Choose an instructor that uses the Pupil Log Book system and adheres to the Driving Standards Agency (DSA) syllabus for Learner Drivers. This is a sure way of ensuring that you will be trained thoroughly.
- ✓ Choose an instructor with a high Check Test grade. You don't want one lower than 4 with the highest being 6. Ask for proof of their grade!
- ✓ Make sure you learn with a qualified Approved Driving Instructor (ADI). Ask to see their certificate on your first lesson.

Did you know?

By law, A qualified ADI must display a green certificate in the tuition vehicle. Ask to see it and make sure it is valid and bears the instructor's photograph. A pink certificate means the instructor is a trainee.

New drivers

Once you are learning to drive and are happy with your instructor (don't be afraid to change if you're not), always listen to the advice given, especially on the following:

- ✓ What books to read
- ✓ How to prepare for your theory test
- ✓ When you would be safe to practice with family or friends and what to practice
- ✓ When you will be ready for the driving test
- ✓ Any additional training after passing your test such as motorway training or Pass Plus.



New drivers



Here are the main things you need to think about...

FACT: Speed is the main factor in at least a third of all accidents. One in 20 people die if they're hit at 20mph; nine in 10 die if they're hit at 40mph. Only you can save their lives, and your own.

FACT: Younger drivers suffer more single vehicle accidents by losing control of the vehicle. How many of your friends have failed to negotiate a bend properly? Now you're driving on faster roads, you need to develop improved skills to control the vehicle. Today's near miss may be tomorrow's accident.

FACT: Inexperienced drivers take up to two seconds longer to react to possible danger. Research shows that quick reactions only

develop with experience. Allow for this in how you drive.

FACT: Young drivers take more risks. Go white water rafting or sky-diving instead. Road traffic accidents are anything but fun.

FACT: 85 percent of all drivers think they are above average. Young drivers, especially males, consistently over-estimate their own ability. Keep improving your driving. You may become as good as you think you are!

FACT: Young drivers have more accidents at night. Darkness plays tricks on everyone's eyes. You need to be "seen" and to drive more slowly at night.

FACT: Young drivers fail to observe signs and signals. They're there to help you avoid danger. So use them.

FACT: Cars full of young males with the stereo playing are far more likely to be involved in an accident than a young driver accompanied by his girlfriend or parent. Don't let passengers distract you, or push you to take risks or drive too fast. Passengers who've had a few drinks are a particular problem. Telling them to wear their seatbelts can have a calming effect.

FACT: Many women are either nervous of, or frightened by, aggressive driving. Aggressive driving actually makes young male drivers less attractive to young women.

New drivers

FACT: Some drivers allow their mood to influence their driving. Don't work out your anger at the wheel, and never get into arguments or rows. Only drive when you're calm.

FACT: Many young drivers feel a need to compete with other drivers. If people want to race away from traffic lights, let them get on with it. You've got a life, so hang on to it.

FACT: Men aged 17 to 25 are the main aggressive and bad driving offenders. Don't become one, and keep well clear of those who are.

FACT: Experienced drivers who take driver training courses reduce their risk of an accident by up to 20 percent. Think how much more it could do for inexperienced drivers.

FACT: Younger people have more front impact crashes. Only overtake when you're absolutely certain it's safe.

FACT: Some newly qualified drivers get overconfident now there's no one looking over them. Imagine you're being followed by a marked police car.

FACT: Fatigue is a main cause of motorway accidents. You may be fresh as you join the motorway, but you need to stay alert and be ready for other drivers who may not be.

FACT: Not maintaining adequate braking



distances and poor lane discipline are also causes of motorway accidents. It takes time and training to acquire the new skills you need.

FACT: Intelligence or lack of intelligence is not related to accident risks. But there is such a thing as intelligent driving. This also means being courteous and considerate towards other road users.

FACT: The driving skills you have learned so far are basic ones. It takes time to acquire higher level skills of judgement and anticipation.

Take it steady! Don't make your driving career a crash course.

[Sources: Department of Transport, TRL, DSA, RoSPA, AA, Consumer Association, the Police, Ford Motor Co.]

New drivers

Re-testing/Returning to 'L'

People who have passed their first driving test since 1 June 1997, are placed on probation for two years. A total of six or more penalty points during that time means they have to go back to learner status, apply for a provisional licence and take the test again.



Why a probation period?

Newly qualified drivers, especially young ones, are more at risk in the first year or so after passing the test, than at any other time in their motoring career. One in five will have an accident in the first year alone. The new law aims to reduce the number of road deaths and injuries by penalising new drivers who increase their risks by committing offences such as speeding.

Which drivers are affected?

Anyone passing their first driving test, no matter what class of vehicle it covers (usually car or motorcycle) for the first two years after the date of passing. Drivers who already have a full licence in one category and pass a test

in another do not have their probationary period extended or revived because the scheme is aimed at first-time drivers.

Calculating the six points

Penalty points count if the offence was committed during the first two years after passing a driving test, even if the court sentence is not given until this period has expired. Any penalty points acquired before passing the test may also count as they are valid for three years from the date of the offence.

Returning to L plates

When the Driver and Vehicle Licensing Agency is notified that a new driver has six or more penalty points they will write to him/her to say that their licence has been revoked. The driver then reverts to learner status and is treated like any other learner.

He or she has to apply for a new provisional licence, display L-plates and is prohibited from driving on motorways. A learner car driver will need to be accompanied by a driver aged 21 or over who has held a full licence for at least three years. A learner motorcyclist will be restricted to smaller, less powerful bikes.

New drivers

Welcome to the school of hard knocks

If you're a newly qualified driver, reading this could help save your life. Every week nearly 90 drivers aged 17 to 25 are killed or seriously injured on the roads of Great Britain. Why take the risk of throwing your life away like this?

Drivers between 17 and 25 make up just 16 percent of all licence holders. Yet they have 28 percent of all accidents involving injury, despite a lower than average mileage. Understanding why this is so will help you avoid becoming another government statistic. But you must help yourself first, so read on...

How young drivers come to grief in accidents in Hounslow

▶ Driving too fast for the road conditions.....	18.8%
▶ Crashing when exceeding the speed limit.....	17.6%
▶ Misjudging the speed of another vehicle	9.2%
▶ Overtaking errors.....	8.9%
▶ Not seeing danger concealed by stationary vehicles	7.3%
▶ Driving affected by drugs or alcohol	6.3%
▶ Bad weather conditions.....	5.7%
▶ Inattention or disobeying traffic signals.....	5.4%
▶ Following too close to the vehicle in front.....	4.8%
▶ Over-shooting a junction	4.2%
▶ Distractions inside or outside the vehicle	4.0%
▶ Bad lane discipline.....	3.8%
▶ Driving a vehicle you haven't driven before.....	3.5%
▶ Vision affected, heavy rain, snow, spray, fog, sun.....	3.5%
▶ Vehicle defects (mainly tyres, brakes, lights, dirty windscreens).....	3.3%
▶ Avoiding the action of another vehicle.....	2.8%

So... you want to reach 25?

Accidents will always happen. But, they don't have to happen to you. Each fatal mistake detailed in the table is largely avoidable, but you must work at getting the experience you need now.

Safe Drive Stay Alive

Safe Drive Stay Alive (SDSA) is a theatre performance which is aimed at all year 12 pupils attending schools in the Hounslow Borough about behaviour of passenger and driver. Now in its 6th year is shown at the Questors Theatre in Ealing.

THE KEY MESSAGES:

1. SPEEDING
2. SEAT BELTS
3. DRINK AND DRUG DRIVING
4. PEER PRESSURE
5. MOBILE PHONES/DISTRACTIONS

The performance is based around a video reconstruction of a tragic road traffic accident. The presentation includes dramatic footage of the crash and the emergency treatment afterwards. The video is interspersed with real life testimonies by members of the emergency services, as well as parents and victims affected by serious or fatal collisions.

Our key aims are to make the roads in Hounslow safer for all road users, reduce the number of people injured on roads in Hounslow and improve awareness with regard to Road Safety.

The Hounslow Road Safety Partnership has representatives from the Police, Fire and Ambulance Services, together with the London Safety Camera Partnership, the Highways Agency and Hounslow Council.



Traffic calming

Speed humps and speed cushions

These are used to physically reduce vehicle speeds within residential areas.



Speed humps (once known as ‘sleeping policemen’!) are kerb-to-kerb vertical deflections placed at intervals along a road.

Speed cushions are similar to speed humps except that they have gaps in them so that cyclists, emergency vehicles and buses are not adversely affected by the traffic calming. They are only used on cycle, bus and emergency vehicle routes since they cost approximately three times as much as speed humps.

Vehicles are permitted to park on speed humps and speed cushions unless there are any waiting and loading restrictions, or if the vehicle is causing an obstruction.

Junction tables and speed tables

These provide a means to slow down vehicles exiting and entering side roads, as well as improving the crossing facility for pedestrians.

Junction tables are kerb-to-kerb vertical deflections across side road junctions. They usually have a flat top which allows pedestrians to cross the road without stepping up and down a kerb. They are principally used on side road junctions which lead onto a main or principal road. They tend not to be used on bus routes which use longer wheel-base vehicles since they can be uncomfortable for passengers. They are also used where there are a large number of crashes that involve exiting vehicles from the side road and other measures have been considered.

Speed tables are similar to junction tables except that they extend out from the side junction and cover the whole junction. They are used where the roads at the junction carry a similar number of vehicles.

Traffic calming

The location of speed tables and junction tables means that they are close to junctions. It is one of the recommendations within the Highway Code that you do not park within 10 metres of a junction (to maintain visibility) and it is possible that you could be prosecuted for obstruction. In most cases, we will introduce speed tables and junction tables with waiting and loading restrictions to make this recommendation clearer.

Road Closures and restricted movements

These are used to restrict the movement of vehicles along certain routes – especially roads that have become used as extreme ‘rat-runs’ to avoid the more suitable principal roads of the borough.

They can either be completely closed; gated, to allow only certain vehicular access; ‘one way plugs’ where a small section of the road is made one way to prevent movement of vehicles in the opposing direction; or ‘open closures’ which permit certain vehicles, such as emergency vehicles or buses, to cross the closure in both directions but prohibit other vehicle movements. Where possible, we do provide facilities to allow cyclists access through the closures in both directions.

20mph zones

These are areas of roads that have been restricted to a maximum speed of 20mph rather than 30mph. They are used within certain groups of residential roads where there have been road traffic crashes that have occurred as a result of excessive speed. You may see these signs in Hounslow. School children have designed them to encourage motorists to drive safely.



Mobile phones

It is illegal to use a hand-held mobile phone when you are driving, even when you have stopped at traffic lights or in a queue of traffic.



This includes making or receiving calls, pictures, text messaging or accessing the internet. You must pull over to a safe location. Risk using a hand-held mobile phone when driving and you risk a fine. Even if you're a careful driver, it's easy to be distracted by a phone call or text message – and that split second lapse in concentration could result in a crash.

Using a hand-held mobile phone while in charge of a vehicle carries an on-the-spot penalty of £100 plus three points on your licence. This can be increased to a maximum of £1,000 (£2,500 for drivers of lorries, buses and coaches) if it goes to court.

It is risky even to use a hands-free phone. This will still take your mind off your driving and you can be prosecuted for not having proper control of your vehicle. You face further penalties if you drive carelessly or dangerously while using a mobile. Penalties can include disqualification, a large fine and up to two years' imprisonment.

If you are an employer, you may also be prosecuted if you require your employees to use a hand-held mobile phone while driving. It is an offence to cause or permit the use of a hand-held mobile phone when driving. It is also an offence to cause or permit a driver not to have proper control of the vehicle.

The only exception to this rule is when you need to call 999.

New drug driving rules

On 2nd March 2015 a new law was introduced on driving after taking certain drugs (including some medicines) in England and Wales. The law states that it is an offence to drive with certain drugs above the specified blood levels in the body, whether your driving is impaired or not. This will make it easier for the police to tackle drug drivers.

The new law sets limits at very low levels for eight drugs commonly associated with illegal drug use, such as cannabis and cocaine, to tackle illegal drug use and driving.

The law covers use of 8 drugs commonly associated with medicinal use, that are sometimes abused, that have been set at higher limits based on the available evidence of the road safety risk and to reflect their use as medicines. These are:

- morphine used to treat pain – opiate/opioid based medication will metabolise (chemically change) into morphine and show in a blood result
- diazepam, clonazepam, flunitrazepam, lorazepam, oxazepam, temazepam used to treat anxiety or inability to sleep
- methadone used to treat drug addiction
- Amphetamine used to treat attention deficit hyperactivity disorder (ADHD) and Parkinson's disease is also planned to be included within the offence in the longer term.

If you are found to be driving with any of these medicines above the limits in your body, you could be guilty of breaking the law. **But if you are taking the medicines according to the advice of your prescriber or leaflet in the package, and your driving is not impaired, then you are not guilty of breaking this law.**

If you are unsure how the change will affect you, talk to your doctor or a member of the pharmacy team.

For more information please go to www.gov.uk/drug-driving-law





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- Aspirations Academy
- Barratt London
- Bellway Homes
- Blood Donation
- Bouygues UK
- Falcons School for Boys
- GBN Services
- Great Ormond Street Hospital
- Hounslow Town Primary School
- Local Authority Publicity
- London Square Developments
- Muse Developments
- National Physical Laboratory
- Neirizi Swan Solicitors
- Nishkam School West London
- Peacock Travel & Tours
- Polish Village Bread
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- Shanly Homes
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- St James Catholic Primary School
- St Pauls C of E Primary School
- Westside Cars

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CANADA WATER, SE16



CALEDONIAN ROAD, N7



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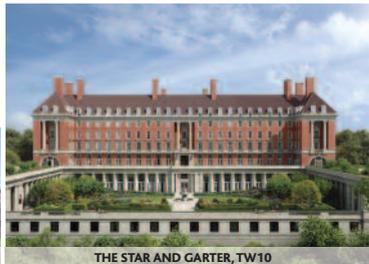
NEW KINGS ROAD, SW6



STAINES UPON THAMES, TW18



BASSETTS HOUSE, BR6



THE STAR AND GARTER, TW10

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