



ROAD TRANSPORT FORUM

Are Welsh women drivers getting worse and the men getting better?

Last year the Welsh Government published its Statistical Bulletin of Motoring Offence 2013 which has made interesting reading.

Although males account for 3 times more motoring offences which are dealt with in the magistrates' court than females, the raw figures paint a different picture. The actual number of male drivers over the last 6 years committing motoring offences being dealt with by the magistrates' courts has dropped by almost 50%, whilst the number of women drivers has actually gone up during the same period.

Does this mean that although women appear to be safer drivers in Wales, they are in fact getting worse whilst men are improving? It would appear so. However, one should note that these figures do not include Fixed Penalty Notices which could affect the pattern.

What also makes interesting reading is the breakdown of the types of offences the sexes commit:

- Men are 37 times more likely to commit fraud and forgery offences than women.
- Men are 27 times more likely to commit vehicle theft offences than women.
- Men are 4 times more likely to commit accident offences than women.
- Men are 4 times more likely to commit any motoring offence than women.
- Men are 2.5 times more likely to speed than women.
- Men are 1.5 times more likely to commit obstruction and parking offences than women.

Drink and Drug Driving

Now, which age group would you expect to have the highest number of guilty offenders for all drink and drug related driving offences? Would it surprise you that in raw numbers it is the 30-39 age group, with the 40-49 age group being second highest. Does this mean the younger generations are actually more responsible or simply not getting caught?

For further advice if you've been prosecuted for a motoring offence or advice on any other transport law issues, contact Jared Dunbar on **01829 773 105**



DVSA announces that certain drivers can avoid the Driver CPC

It is understood that the DVSA has recently decided that drivers with acquired rights, who did not complete their 35 hours training, could instead sit modules 2 and 4 of the initial qualification to get their driver qualification card.

The apparent motivation behind this move is to encourage drivers who have left the profession to return to it, without the need to sit the 35 hours training.

However, it has been reported that the process for backing a returning driver for the modules is so long-winded and time consuming that they are still opting for the 35 hours of periodic training.

In January 2015, the Secretary of State for Transport, Patrick McLoughlin, wrote that the DfT did not consider CPC training as the only cause of driver shortages. He also went on to confirm that the European Commission is undertaking a review of Driver CPC and consulted on how effective it was in late 2013.

DVSA to allow more time for tachograph downloads

From 2 April 2015, the maximum period for downloading digital data from vehicle units has been increased from 56 days to 90 days. There is no change to the 28 day limit for downloading driver cards.

As with all other important dates, it is sensible to record the tachograph download dates on your Forward Planner.

Operators should appreciate that 90 days is the maximum period and operators can continue to adhere to their 56 day (or more frequent) schedule. Given the aim of downloading the vehicle unit is to identify missing mileages, operators will gain little from increasing the gaps between downloading.

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Changes to the Maximum Court Fines in Magistrates' Court

As of the 12th March 2015, the maximum level of fine which a Magistrates' Court can issue has increased. There are five different levels of fine in a Magistrates' Court which are meant to correspond to the seriousness of the offence and they are imaginatively called Level 1, Level 2, through to Level 5.

Currently, Levels 1 to 4 remain unchanged at:

- Level 1 = £200
- Level 2 = £500
- Level 3 = £1,000
- Level 4 = £2,500

Prior to March, the maximum fine was set at £5000 but this has now changed to become unlimited.

Future Changes?

It is understood that there are also intentions to increase the other levels of fines by a factor of ten in the near future meaning the levels of fines would be as follows:

- Level 1 = £2,000
- Level 2 = £5,000
- Level 3 = £10,000
- Level 4 = £25,000
- Level 5 = Unlimited

For advice on transport law, contact **Jared Dunbar at Dyne Solicitors on 01829 773105.**

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