


DCL ANGLAIS


Diplôme de Compétence en Langue

Session du vendredi 10 février 2012



Dossier documentaire

 Document 1	Transition Town Totnes http://www.transitiontowntotnes.org/
 Document 2	Speed camera cuts threaten lives http://www.telegraph.co.uk/motoring/news/7934388/Speed-camera-cuts-threaten-lives.html
 Document 3	Halton Community Road Watch http://eix.dyndns.org/hcrw/index.php
 Document 4	The Association of British Drivers http://www.abd.org.uk/road_safety.htm
 Document 5	Shared Space : the alternative approach to calming traffic http://www.freewebs.com/mjcassini/Shared%20Space.pdf

 Document 1 :

Totnes is a unique town of eight thousand inhabitants in the heart of beautiful South Devon, with a national reputation for its lively and diverse community and for welcoming people from all corners of the globe in this historic market town.



Transition Town Totnes (TTT) is a dynamic charity that exists for the people of Totnes to help create local communities where people's ways of life take into account the needs of future generations as well as the present ones.

TTT is community-led. People involved so far come from all backgrounds.

Why not join our group work?

Following the government budget cuts last year, our latest project focuses on road safety locally.

Totnes is a vibrant, busy town but traffic congestion is becoming a huge problem and there are more and more road accidents.

Here are the questions we will try to find solutions to:

- How can we make our roads safer?
- How can we reduce road congestion in the town centre and bring new life there?
- What shall we do with our speed cameras?
- How can we reduce anti-social driving?
- How can we make ALL road users more responsible?

Anyone can be involved. Everyone is needed. We believe the involvement of the public as road users in our local communities is essential.

Any suggestions are welcome and we are looking forward to hearing from you.

Document 2 :

Telegraph.co.uk

Speed camera cuts 'threaten lives'

09 August 2010



Speed cameras have fallen out of favour with the authorities.

The government has cut thirty-eight million pounds from this year's road safety budget and ended central funding for speed cameras, meaning that many local authorities switch off the cameras because they cannot afford to operate them.

Chief Constable Mick Giannasi said he was trying to persuade ministers to keep the cameras "for the future of our road safety". If speed cameras are placed in the right locations, they do cut speed and save thousands of lives every year. Casualties had almost halved over eight years thanks to speed cameras and the public had come to accept them.

The Association of Chief Police Officers says that speed is the most important factor in road crashes, more so than even drink or drug driving. Mr Giannasi has written to ministers warning of a rise in fatal road accidents as local councils can no longer maintain the speed cameras. Many villagers want to have speed cameras because they know quality of life improves when speed limits are introduced. Studies have shown that excessive speed considerably reduces cycling and walking and increases carbon emissions and global warming.

Last month it emerged that Oxfordshire County Council was switching off all seventy-two of its fixed speed cameras as part of moves to save money, with other local authorities also considering similar action.

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Document 3 :

HALTON COMMUNITY ROAD WATCH

You can do something about aggressive driving - REPORT IT !

Our goal is to enable you to help keep our community safer and reduce aggressive driving on the streets and highways by reporting unsafe driving.

Community members and motorists are asked to complete a Citizen Report Form when they observe a motorist demonstrating unsafe driving behaviour. The forms must be as complete as possible. The data reported on the form is held in the strictest of confidence by the police service. The completed forms may be placed in one of the secure drop boxes that are located throughout the community or you may complete the form on the Internet.

The completed forms are verified by the police for accuracy. The police send an "information letter" to the registered vehicle owner explaining that their vehicle was observed being operated in an unsafe manner at a specific time and location and asking for voluntary compliance. If the vehicle owner was not driving their vehicle it is their responsibility to speak with the person driving the vehicle. If further Citizen Report Forms are received on the same vehicle further letters will be written to the registered vehicle owner and personal contact by the police will be made.

The Halton Community Road Watch program encourages the community to take responsibility for their driving behaviour and attitudes.

Recently the police together with the members of the Road Watch Program have launched a new campaign entitled: NO NEED TO SPEED. The idea is to give out a series of printed orange and green fluorescent signs endorsed with the messages "NO NEED TO SPEED" and "SLOW DOWN". Residents place these signs out on the boulevards or at the end of their yards in a sequence so that drivers are inundated with this message as they drive by. This is an "in your face" method of getting the message across that speeding in our neighbourhoods will not be tolerated.



Document 4 :



The Association of British Drivers for drivers who can THINK for themselves

Why anyone who genuinely wants to see safer roads should join the ABD

- ❖ It should be impressed on all road users — not just drivers — that they must take a share of the responsibility for their own safety. Of course drivers have a duty of care towards more vulnerable road users, but far too many cyclists and pedestrians needlessly put themselves at risk by careless, unobservant behaviour.
- ❖ The ABD supports the use of speed and red light cameras at recognised black spots with a clear record of accidents caused by excessive speed. All cameras should be highly visible day and night with the objective of deterring unsafe driving, not catching drivers out.
- ❖ Traffic policing, downgraded by many forces in recent years, should be restored as a core police function with the aim of identifying and deterring genuinely dangerous and irresponsible behaviour on the roads.
- ❖ Local authorities should be prevented from introducing deliberately confusing and ambiguous road layouts and reducing sightlines at junctions — policies implemented in a misguided attempt to reduce speeds that have the effect of increasing risk.
- ❖ More public information campaigns should be mounted to remind road users about the whole range of dangerous behaviour such as tailgating and using mobile phones.

LATEST NEWS * Extracts of our road safety survey * LATEST NEWS

“Speed cameras do nothing to improve overall road safety nor do they encourage people to drive carefully. All they do is raise money for the Government and make people slow down for 200 yards each side of the camera. We have enough speed cameras, we simply need more policemen on the roads to enforce existing traffic regulations.” Kevin, London

“Driving has become very aggressive and speed cameras do nothing to counteract this. Swindon’s idea of scrapping them has not resulted in a sudden rise in accidents or deaths, but it has released funds to put more traffic officers back on the beat. It is also reassuring to have more policemen around.” Laura, Swindon

“Convictions for dangerous driving have dropped by 100,000 in the last decade, and convictions for using a mobile while driving have also declined four years running, proving that many irresponsible drivers go unpunished.” Paul, Nottingham



TOURNEZ LA PAGE

 Document 5 :**Shared Space – the alternative approach to calming traffic**

Back in the late 1970s, Monderman was tasked with reducing the speed of traffic in a village in Holland. Budget cuts at the time prevented him using traditional traffic calming instruments. He decided to take everything away from the street: the speed measurements, chicanes, fences and lines, leaving what looked like a simple, pretty village. And to his surprise when he (nervously) came back months later, speeds of traffic had reduced by 50%. That was a strange experience because up until then traffic calming was only achieving around 10-20% reductions.

This, he says, is because environmental context has a stronger influence on behaviour than legislation and formal rules. If we see children playing in the street, we are more likely to slow down than if we saw a sign saying "Danger Children!". 'Wherever you have the freedom in making your own choices without government interfering you learn what it means to be a free civilian' says Monderman.

The change of behaviour in a shared space context is related to what Adams describes as risk compensation effect, or how humans shift the balance of risk according to their environment. 'If you fit a car with better brakes, people drive faster and start braking later. The potential safety benefit of better brakes in fact becomes a performance benefit.'

Similarly, traffic management tools can actually increase the risk of accidents by absolving drivers from having to use their intelligence and engage with their surroundings. Once the tools are taken away and you put some uncertainty into the street in terms of who has right of way, drivers and pedestrians naturally become more attentive and engaged, prompting drivers to reduce speeds and drive more safely.

An extreme example of this is a village in the Netherlands that had a problem with speeding traffic passing a primary school. Instead of building a bigger wall or stronger fence, they decided to extend the playground across the street. This created a strong relationship between the street and its surroundings and consequently drivers were alerted to hazards and prompted to drive at slower speeds.

Another hurdle will be gaining acceptance from groups such as the elderly and disabled. The usual negative reaction from the public came from elderly people, with 10% feeling more unsafe than before. This is an issue that we have to give attention to in our designs,' says Monderman. Likewise the disabled, and particularly the blind, are likely to be uneasy about changes that will take away instruments such as lights, curbs and tactile surfaces at crossings that they lobbied hard to get installed.

Despite these hurdles, Monderman is confident that the future looks promising for shared space and feels that interest in this approach mirrors a shift in mood in the public. "People see that rules in the traffic system don't solve the problems anymore.

Problems are getting bigger and traffic congestion is getting worse. They are ready for something that suggests it can be done differently without rules and that by creating a social environment you can actually create civility".