



Bedford Group RoSPA Advanced Drivers

RoSPA Advanced Drivers and Riders Accredited

Members Newsletter October 2022

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**Welcome to the October 2022 issue of the Bedford Group of the
RoSPA Advanced Drivers Newsletter.**

Main topics:

Her Majesty The Queen: RoSPA's Patron

Committee meeting – 27.09.22

Chairman's Chatter

Snippets –

The Official Highway Code – 10 points you may want to re-visit

Quiz answers

Val Jones

October 2022



The Queen's sad passing – a notice from RoADAR / RoSPA

Notice sent to RoADA Chair and Secretaries on Friday 9 September:

It is with great sadness that I write to share with you the news of the passing of our Patron, Her Majesty the Queen.

Her Majesty succeeded her father, King George VI, as our Patron in 1952. In the decades since then Queen Elizabeth has taken a personal interest in, and shown great support for, RoSPA's work.

Over the days ahead we want to demonstrate RoSPA's respect for the life and work of Her Majesty, and to share how much members and staff valued the special relationship RoSPA has been privileged to enjoy with our Monarch.

An official statement has been released to the press, and in due course our President, Baroness Jolly, will send a formal letter of condolence to King Charles and the Royal Family.

In sadness,

Errol Taylor
RoSPA Chief Executive

Retests – a reminder

Members with a retest are invited to arrange a free observed drive to provide any pointers to prepare for their test.

Val Jones, Newsletter Editor

Committee update

The committee meeting 27th September was held virtually

Discussions included ways to secure advanced tutor qualifications for the group. This issue was raised at our previous meeting, but we didn't have a full quorum hence was discussed further at this meeting.

The committee agreed to support our chairman and secretary i.e Martin Kidds in view to securing a place on the RoSPA Level 3 Award in RoSPA Advanced Driver Coaching. An approach will be made to RoSPA HQ. This would secure the possibility of future training of new Advanced Driving Tutors within the group.

Ideas re how to celebrate the Road Safety week 14- 20 November were mooted which included possible collaboration with the Beds Fire and Rescue Service.

Our next Committee meeting is scheduled **for Tuesday 29th November** which we plan to be a face to face meeting

Welcome new members

The committee was pleased to welcome our latest new member Paul Garvey. It is good to see our membership continue to grow!

Chairman's Chatter, September 2022

Hello and welcome to another very full edition of our Members' Newsletter, put together so well as always by Val our indefatigable editor.

Like many of you I'm sure I've found myself reflecting on the life of Her Majesty the Queen who's sad passing was marked officially by RoSPA and by a note on the RoSPA website which at time of writing was available here:

<https://www.rospace.com/rospa-pays-tribute-to-our-royal-patron>

You may also have seen that we ourselves as a group posted a short message of condolence on the group's website during the period of mourning.

Whatever your view of monarchy (and there may be varying views among our members) there's no doubt that the Queen's life and service were remarkable. Her long reign saw enormous social and technological change. Of this none was more profound than the growth of road transport and the explosion in popularity of the private car.

Alongside the great freedom this has given to many, sadly this has also brought the spectre of road traffic accidents. Many of these are avoidable, all cause disruption and inconvenience and many result in tragedy. Regrettably some of us will have had direct experience of the pain and misery a road traffic collision can cause and our emergency services continue to deal with the consequences every day. As a serving collision investigations Officer the accounts from our own Regional Co-ordinator Simon Burgin testify to this.

RoSPA and RoADA's mission, so generously supported by the late Queen, was always that

accidents aren't inevitable and we can avoid or reduce the harm done to others by, in the title of our house magazine, taking "care on the road". Although casualties from road traffic collision have fallen in recent years, the need for this has never been greater. As Val's article later in this issue points out, many drivers seldom if ever refer to the Highway Code, the principles of which are fundamental to making the roads a safer and kinder place.

Our and other groups will I've no doubt continue to take forward RoSPA's mission in the spirit in which Her Majesty promoted it, by encouraging all who can to take further driver training, accepting that we never stop learning.

As always, thank you for your continuing support.

Martin Kidds, Chairman and Secretary

Reminder

If you are waiting to be allocated a Tutor you are advised to purchase and read the current edition of Roadcraft (2020) and The Official Highway Code (2022).

When you are allocated a tutor you are advised to **make contact within a four week period**.

Drives can be arranged at a mutually convenient time. If contact has not been made within the four week period you may be put back on the waiting list to allow another member access.

Remember to forward details on your test passes, dates and grades to secretary@roada-bedford.org.uk to ensure we have the correct details and can celebrate your successes. We also wanted to highlight that **the group offers an observed drive to members ahead of a retest.** If we have the relevant details we can anticipate a request may be forthcoming.

Have you been notified by RoSPA that you are due a retest?

If so, let us know if you would like to book an observed drive through our Training Co-ordinator? training@roada-bedford.org.uk

Department for Transport announce new trial to banish loud engines and exhausts

Thanks to Martin Kidds for the reference to this article [from RAC Drive magazine](#).



5th May 2022

The Department for Transport (DfT) has revealed a new trial of innovative noise cameras, in a move to help provide evidence to police to take actions against drivers with loud engines and exhausts.

As part of the trial, a search has begun to find Britain's noisiest streets – with four areas across England and Wales set to test the new technology.

This week, MPs have been encouraged to submit applications to have their constituency trial the cameras in their local area.

Transport Secretary Grant Shapps said: "We want those in Britain's noisiest streets, who are kept up at night by unbearable revving engines and noisy exhausts, to come forward with the help of volunteer areas to test and perfect the latest innovative technology.

For too long, rowdy drivers have been able to get away with disturbing our communities with illegal noisy vehicles.

"It's time we clamp down on this nuisance, banish the boy racer and restore peace and quiet to local streets."

According to the Government, in England alone, the annual social cost of urban road noise was estimated to be up to £10 billion a decade ago.

This is the total economic cost of exposure to noise pollution.

In order to tackle this issue, the new technology can reportedly automatically detect when cars are breaking legal noise requirements.

The technology can provide real-time reports that police can use as evidence and may result in more targeted and efficient enforcement methods to crack down on noisy motorists.

By testing this tech in rural and urban areas, the public can help develop the new road technology.

Police have existing powers, including the ability to issue fines, but currently have trouble gathering evidence. The aim of the trial is to change this.

Currently, the police can issue an on-the-spot fine of £50 to offenders.

- **Driving etiquette** – our guide to staying safe
- **16 highway code rules you shouldn't ignore**
- **Car modifications** – the complete guide

The Government announced that the trials will be led by the Atkins-Jacobs Joint Venture, who will provide technical consultancy including acoustics expertise, design, modelling and asset management throughout the tests.

Atkins-Jacobs Joint Venture Practice Director Andrew Pearce commented: "This scheme is a critical development for people living in areas affected by antisocial driving. It demonstrates how we can use technology to

take a highly targeted approach to solving these problems.

“Testing different noise measurement technologies with a range of vehicles in this controlled environment means we can ensure tickets are only sent to drivers with illegal and antisocial cars or bikes.

“Highway authorities will be able to automate noise enforcement and get on top of the problem without using up valuable police resources.”

Snippet

Daily Mail: 13th August 2022

Motorist in misted car killed nurse.

A motorist has been jailed for killing a nurse on a pedestrian crossing after reaching for a cloth for his misted windscreen.

Winston Hagston, 58 didn't see a mother of two Allyson Pattison, 60 and failed to brake despite the driver behind him beeping his horn in warning, a court was told.

Mrs Pattison who had worked on Covid wards during the pandemic, was thrown into the air by Hagston's Ducia Duster, suffering fatal head injuries. A witness said the car was speeding.

Hagston, a butcher, admitted causing death by careless driving in January last year and has now been jailed for ten months, with a driving ban of two years and five months.

He had told another motorist, "I didn't see her crossing the zebra crossing. My windows....all misted up when I put my heating on."

He told the police, "It just shows that you don't need to be going fast to kill someone. It's normally along this part of the road that I

switch my heater on. I switched it on, the vents opened and there was a puff. My windscreen clouded over.

I switched the windscreen wipers on in case it was a mist, reached to my right hand side to get a cloth, which was in the glove compartment next to my leg, to wipe the windscreen on the inside, then bang, I hit the lady.

Mrs Patterson was on the way to a bus stop in Hull when she was struck at 7.15am. She was pronounced dead at 7.53am. Tom Gent, mitigating told the Hull Crown Court that Hagston was "desperately sorry for his mistakes" adding, "this is something that will haunt him forever."

Judge Sophie McKone said Mrs Patterson had dedicated herself to her community during the pandemic. She added the pedestrian was clear to be seen on a well lit crossing.

Liverpool Echo 21 Jun 2022

Quiz: ANSWERS to quiz in last edition

Answers to July 2022 Quiz

RoadCraft 2020 - Chapter 9: Positioning

- 1) What is the advantage of travelling at a safe distance on busy roads?

Answer: You can stop your vehicle safely if the driver in front brakes firmly and without warning.

- 2) How can you improve your view into nearside roads?

Answer: By positioning your vehicle towards the centre of the road.

- 3) What should you do if you intend to turn right and oncoming vehicles are encroaching on your side of the road?

Answer: Move back from the centre line.

- 4) Why should you take extra care on a nearside to nearside pass?

Answer: Your view of the road is obstructed by the other vehicle.

- 5) If conditions allow what distance should you stop short of a pedestrian crossing?

Answer: Half a vehicles length.

- 6) What's the zone to the right of your vehicle know as?

Answer: The offside

- 7) You are driving along a narrow road with nearside hazards. You would like to move to the centre of the road, but oncoming traffic is making this difficult. What should you do?

Answer: Reduce your speed.

Newsletter Editor Val Jones

Do you have an updated copy of the Official Highway code? (2022)

When did you last dust off your copy of the Highway Code?

Here's some pointers about the Highway Code you may find useful to know.

Research suggests over **three-quarters of UK drivers never return to the motoring bible after passing their test.**

Are you one of the thousands of drivers who directly contravene these most-forgotten road rules every day?



Is the Highway Code actually law?

No, taken alone the Highway Code is not the law. But **many of its instructions are backed up by law and so have legal muscle behind them.**

Those points supported by the law are clearly identified in the document by wording like 'MUST', 'MUST NOT', rather than 'should' or 'should not'.

Failure to comply with the other rules of the Code can't directly cause you to be fined, prosecuted or disqualified – but the advice it offers can be used as evidence in any court, to establish liability..

1. Don't wait or park on yellow zig zags

Found outside entrances to schools, hospitals, police and fire stations, these areas are to be avoided for everyone's safety.

You will not, however, be issued a Penalty Charge Notice (PCN) unless these lines are

accompanied by a sign, detailing the restriction.

Sign or not though, it is never advisable for motorists to park on these restrictions.

2. Always let out buses

The Code tells us to **give priority to buses, coaches and trams when you can do so safely** – particularly when they're signalling to pull away from stops.

The truth is, it isn't a legal requirement. Buses must indicate and wait for a gap in traffic like the rest of us.

But not only is it **courteous to safely slow down** and leave a good distance as soon as you see a larger vehicle's signal, it also avoids confusion and the possibility of a large bus pulling into your path.

A related misdemeanour comes with use of bus lanes. As sensible as it might feel to use one to ease congestion when there's not a bus in sight, you can and will be punished if you stray during times of operation.

This one's law, and increasingly cameras are placed to target it. The typical punishment for driving in a bus lane is £130 in London and £70 outside the capital. Prompt payment can usually mean a half-price reduction.

3. Don't cross double (centre-of-road) white lines

We're forbidden by law from crossing double white lines in the middle of the road where the line nearest to us is solid. Still how many times do you see drivers straddling, or even pulling out into the oncoming lane?

The curveball here is that this practice is actually allowed in certain circumstances – although rarely the ones in which the rule is broken.

You can cross the lines if entering adjoining premises or a side road, or if safe, to overtake a pedal cycle, horse or road maintenance vehicle travelling at 10mph or under.

4. Avoid 'undertaking'

Not the profession, but the much frowned-upon act of passing a vehicle on its near (left) side.

According to the Code, overtaking on this side is acceptable if you're on a multi-lane carriageway in congested conditions, meaning the left lane is moving faster than the right.

It's also OK if the vehicle in front is signalling to turn right.

Still this hardly accounts for all those times someone whooshes by you on the inside before you've had a safe chance to pull back into lane one.

There is no law itself against the act of undertaking, but it can count as an offence under **careless or even dangerous driving**.

5. Never 'hog' the middle lane

Middle-lane hogging is one of the **biggest bugbears among drivers**. It's when vehicles remain in the middle lane longer than necessary, even when there aren't any vehicles in the inside lane to overtake.

Many argue it's safer to remain on a straight course than weaving in and out of lanes, and certainly common sense is generally applied by both drivers and the police.

But ultimately, rules are rules – the Code implicitly states you should return to the left-hand lane as soon as you safely pass.

New laws introduced in 2013 give police officers the power to hand out on-the-spot

finest of £100 and three penalty points for middle-lane hogging.

6. Avoid all in-car distractions

We're all aware of the legal requirement to **Be Phone Smart** and keep hands well and truly off our mobile phones while in control of our vehicles. But how many of the Highway Code's list of distractions to avoid are we squeaky clean on?

The Code reminds us that safe driving needs concentration, and to 'avoid' the following distractions when driving:

- loud music (this may mask other sounds)
- trying to read maps
- inserting a cassette or CD or tuning a radio
- arguing with your passengers or other road users
- eating and drinking
- smoking

In short, we're regrettably probably all guilty of violating the Code on this front from time to time.

7. Use your parking lights at night

All vehicles must display **parking lights** – sidelights – when parked on a road (or lay-by) with a speed limit over 30mph.

If the road has a speed limit of 30mph or less, you don't need to leave on your sidelights, as long as your spot is a recognised parking bay or lay-by, or you're facing in the direction of the traffic flow, close to the kerb, and at least 10 metres from the nearest junction.

This one's law, and you're technically eligible for a fine if caught – although a common sense is often applied by the police.

8. Don't hold up long queues of traffic

We're probably more likely to say we're the victim, rather than the perpetrator of this Highway Code no-no, but it's regularly not followed.

It's a particular problem among larger or slower-moving vehicles, which are politely asked to frequently check their mirrors and pull over – if necessary and safe – to let traffic pass. Do they always though?

9. Inadequate (or excessive) indicating

We use our indicators to advise other road users before we change direction, stop or move off.

But as we know, there are several ways in which incorrect indicator use can cause confusion - from failure to signal, forgetting to cancel it after a turn, and signalling too early or too late.

We're reminded that "signalling does not give you priority" – and not to assume that someone will allow us space just because we want to move into it. Solid advice.

10. Flashing headlights inappropriately

The Code states we *should* only ever flash headlights to let other road users know that we're there – never to intimidate or try to convey any other sort of message.

Importantly, we should never make the assumption that another driver flashing their headlights is a signal inviting us to proceed. We've all heard of 'flash for cash' scams. Use your best judgement and proceed carefully.

QUIZ: from The Official Highway Code:

Pedestrian crossings pages 75- 78

Rule 191

You **must not** _____ on a crossing or in an area covered by the zig zag lines.

You **must not** _____ the moving vehicle nearest the crossing or the vehicle which has stopped to give way to pedestrians.

Rule 192

In slow moving and queuing traffic you should keep the crossing _ _ _ _ _

You should not enter the crossing if

Rule 193

You should take extra care where the view of either side of the crossing is blocked by queuing traffic or incorrectly parked vehicles.

Why?

Rule 195

Zebra and parallel crossings

As you approach a zebra crossing what **MUST** you do?and what should you do?

What are the considerations in wet weather?

Why shouldn't you signal i.e., wave, sound your horn, or flash your lights to invite pedestrians to cross?

What is the difference between a zebra crossing and a Pelican crossing?

What is the difference between a Pelican crossing and a Toucan, puffin and equestrian crossing?

What does it mean when the amber light is flashing on a Pelican crossing?
