



Bedford Group RoSPA Advanced Drivers

RoSPA Advanced Drivers and Riders Accredited

Members Newsletter December 2022

Visit the Bedford Group of RoSPA Advanced Drivers online at <http://www.road-a-bedford.org.uk>



ROSPA is on Facebook. Join the Facebook Group at: [RoSPA Advanced Drivers and Riders](#)

OFFICERS		
Chairman	Martin Kidds	chairman@road-a-bedford.org.uk
Secretary	Martin Kidds	secretary@road-a-bedford.org.uk
Treasurer	David Worgan	treasurer@road-a-bedford.org.uk
Training Officer	(Vacancy)	
COMMITTEE MEMBERS		
Training Co-ordinator	David Chamberlain 01525 874436	training@road-a-bedford.org.uk
Web Master	Alan Freeman	
Other Committee Members	Tony Glasson, Jenny Holliday and Rosemary Whittington	
Newsletter Editor	Val Jones	newsletter@road-a-bedford.org.uk

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

Main topics:

Committee meeting – 29.11.22

Chairman's Chatter

Snippets –

View from the East – Simon Burgin

Quiz answers and quiz on lights

Val Jones

December 2022

Committee update

The committee meeting Tuesday 29th November was held face to face at Bedfordshire Fire and Rescue Centre, with one of the committee members joining via Skype. Our thanks once again to Martin Smith at BFRS for kindly hosting u.

Discussions included possible future collaboration with BFRS, renewing the hosting of the group's website and getting one of our group qualified to train more group Tutors in the future. We also heard some encouraging reports of Associates progressing with their training. We waited anxiously for news of the England football team's group game against Wales in the World Cup – as it turned out anyone supporting England needn't have worried. What will the position be by the time you read this?

Welcome new members

The committee was pleased to welcome our latest new member Sonja Neall, who joined us at the end of November.

Chairman's Chatter, December 2022

Welcome to another packed newsletter put together, with her usual dedication and energy, by Val. There is much of interest to read as always – I'm not entirely sure how she does it, but the committee are incredibly grateful that she does.

I think there is a bit of a theme running through this issue which seems appropriate for the change of seasons – being prepared. Are you prepared if an emergency services vehicle approaches while you are stopped in traffic? Is your vehicle well maintained and in good order; do your lights all work now the

dark evenings are here? When I last wrote a chatter we were just off the back of a roaring hot summer. Since then we've gone into a very mild and wet autumn and now the weather appears to be turning quite a lot colder. The skills I've gained from RoSPA meant I was as prepared as I could be for driving home from London in an absolute deluge at the end of October. I've learnt to start adding higher concentration of screen wash from late summer onwards in readiness for the following seasons. I was caught out just this week by the battery on my car, which used the drop in temperature to say "enough". One callout to the RAC and trip to the garage later, I am better prepared! You never stop learning.

Speaking of emergency vehicles, we had a great discussion with Martin Smith at BFRS on the work Bedfordshire to train emergency response drivers. We're fortunate to have such a centre of excellence on our doorstep and we hope to collaborate for the benefit of the group in future.

It was good to receive a 'View from the East' from our regional rep Simon Burgin after a gap of a few months. It makes fascinating reading as Simon reflects on his thirty year police career and some other life events. Fortunately, though Simon has handed in his warrant card he continues his work in road safety. Thanks as always Simon for remembering us.

Finally, as it's that time of year, compliments of the season to all of you from all of us.

Martin Kidds, Chairman and Secretary

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

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.

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

If so, **the group offers an observed drive to members ahead of a retest**. Let us know if you would like to book an observed drive through our Training Co-ordinator? training@roada-bedford.org.uk

If we have the relevant details of your last test in our membership records we can anticipate when a request may be forthcoming.

Snippets

Thanks to Martin Kidds for the reference to this article [from the Independent](#)



Drivers could be fined £1,000 for letting ambulance pass - how to avoid it

Motorists urged to 'not panic' when they see emergency services on the road

Drivers are being warned they face a £1,000 fine if they break the **Highway Code** when allowing an **ambulance** to pass them on the road.

The common motorist etiquette of allowing **emergency services** to pass is encouraged in the Code however, if drivers do an illegal manoeuvre or stop at an unsuitable place to facilitate this, they could pay a hefty price.

But in order to clear the way for ambulances and police cars, road users should be aware that most rules remain off-limits such as stopping in a yellow bus stop, entering a bus lane or running a red light.

Rule 219 of the Highway Code states: "You should look and listen for ambulances, fire engines, police, doctors or other emergency vehicles using flashing blue, red or green lights and sirens, or flashing headlights, or

traffic officer and incident support vehicles using flashing amber lights.”

When one approaches do not panic. Consider the route of such a vehicle and take appropriate action to let it pass, while complying with all traffic signs.

“If necessary, pull to the side of the road and stop, but try to avoid stopping before the brow of a hill, a bend or narrow section of road.

“Do not endanger yourself, other road users or pedestrians and avoid mounting the kerb.”

Snippet from RAC Drive magazine October 22

Noise camera trials to take place across England to tackle 'boy racers'



The Government have announced trials to introduce a new road camera that is designed to identify and track drivers who break the law by excessively revving their engines and using modified exhausts.

Bradford, South Gloucestershire, Great Yarmouth, and Birmingham will be used as the pilot areas for the scheme, as the Department for Transport (DfT) aims to clampdown on antisocial driving.

The trials, backed by £300,000 of Government investment, began with the introduction of a camera in Keighley, Bradford on Tuesday.

The following three locations will have cameras installed over the next two months.

Transport Secretary Anne-Marie Trevelyan confirmed the initial locations for the new noise cameras following a government-backed competition to tackle noise pollution on some of the loudest streets in Britain.

Road noise is known to contribute to health problems, such as heart attacks, strokes and dementia, and the annual social cost of urban road noise, including lost productivity from sleep disturbance and health costs is estimated to be up to £10 billion.

DfT launched the competition to identify the areas to host the cameras earlier this year. Following this, some extensive testing took place at a private test track.

Trevelyan commented: “Rowdy road drivers beware – these new cameras will help the police clampdown on those who break the legal noise limits or use illegal modified exhausts to

make excessive noise in our communities.

“We’ll be working closely with the local authorities and police to share any findings, and I hope that this technology paves the way for quieter, peaceful streets across the country.”

Another snippet from RAC Drive magazine
October 22

New report reveals that male drivers are three times more likely to be in road collisions with pedestrians



According to new analysis from The Guardian, male drivers in Great Britain are three times more likely than women to be involved in a road collision that injures or kills a pedestrian.

The data has revealed that the gap between men and women has increased over the past ten years.

Road accident and journey data over 2020 and the first six months of 2021 show that 4363 male drivers were

involved in incidents compared to 1473 females.

This means that for every 10 million journeys, men are caught in 2.8 serious collisions compared to 1.04 for female drivers.

The Guardian’s analysis looked at data that began in 2002 – and has revealed that the number of men involved in these incidents has steadily risen from around 2.2 incidents per 10 million journeys in 2010.

The data does not include cases where the sex of the driver wasn’t recorded.

Due to the data being recorded during the Covid-19 pandemic, the total number of collisions has fallen.

Around a third of crashes and serious collisions involving pedestrians resulted in major injuries or death for male drivers.

This drops to 28% for female drivers involved in similar incidents on the roads.

A View from the East

Simon Burgin

Hello and welcome.

In the news:

Fatal road traffic collisions are almost back to pre-pandemic levels with 1558 people dying on UK roads in 2021.

This is on the back of lower traffic levels.

In my last newsletter I warned of this with what I was seeing in my role as a Forensic Collision Investigator for Cambridgeshire Police. Whilst the full array of verified statistics is still being produced, Drink and Drug Driving, Distraction (Mobile Phones etc), Not Wearing a Seatbelt and Excessive Speed for the Circumstances will still be the top 4 causes.

The End

On the 8th April I attended Cambridgeshire Chief Constable's office to collect my end of service certificate. We discussed various topics not least of which was how much Policing had changed over the last 30 years. I handed over my warrant card and that was it.

When I look back on my career, I am incredibly proud. I am grateful for all the friendships and achievements.

From leading technically challenging investigations, to supporting families at the very worst of times, I have cried with them, laughed with them and I know made a real difference in helping them understand and also bringing them justice.

Any regrets? Yes, having never lost a conviction at court, I was always saddened after all the hard work and hope given to families that the punishment handed out by the judiciary never truly matched the irreplaceable loss.

Bikesafe

A big part of my career was working with Cambridgeshire and Peterborough Road Safety Team (now Project Zero). Using my skills as a Traffic Cop, Advanced Driver and Motorcyclist, and later a Forensic Collision Investigator, I brought experience and insight to what was really happening on our roads, and in doing so spear headed some great initiatives, not least of which was Bikesafe. I was fortunate enough to be the Eastern Region lead for Bikesafe when it re-launched in 2007 with a bang up to date syllabus sitting on the National Bikesafe Steering Group. Bikesafe won a Prince Micheal of Kent award for Road Safety that year.

Bikesafe was instrumental in leading me to the IAM, and then RoSPA. When I first got involved with RoSPA as an examiner I was introduced to a group of people I had very little knowledge of.

I remember attending my first Cambridge Group meeting and was overwhelmed by the enthusiasm and determination of those individuals and the group to make a difference to safer driving and riding, and it is great to report that the determination and enthusiasm still exists today across the whole region.

Take a break

That's exactly what I did. At the time of my retirement, I was dealt a cruel blow with the sudden loss of my father.

He and I had made plans for my retirement, trips and journeys we were going to take together.

With his spirit of adventure fixed firmly in my mind I embarked on a long-planned solo motorcycle trip to the continent. In June I left Portsmouth bound for Santander. After two nights at sea the excitement grew as I approached the Spanish coastline.

Leaving Santander I headed up into the Picos Mountains, which lead into the Pyrenees and Andorra. From there I headed to Barcelona and followed the Spanish coastline to France and Monaco. I turned north heading for the Italian lakes. Lake Como followed by Garda, then the Stelvio Pass. Next was the Swiss side of the Stelvio and the Swiss Alps, before heading across the top of Lake Geneva before following the French/German border to Belgium and then eventually after 3600 miles and ten days in the saddle took Le Shuttle back to the UK. Amazing Memories, amazing roads, where next.....?

The Future

My work within Road Safety continues, I successfully completed both my RoSPA Level 3 and 4 courses earlier this year and have recently been appointed RoSPA's Internal Verifier for the above courses as well as others within their driving and riding course portfolios.



Simon at the summit of the Stelvio Pass.

I continue in my role as Eastern Region Co-Ordinator for RoSPA as well as the examiner for the Cambridge area and beyond.

I am also continuing to 'blue light' train and assess drivers for IMT, who are the company that take Organ Transplant surgical teams to complete organ harvests and donations across the UK on behalf of the NHS.

Driver and Rider Training & Testing

September has been very busy for motorcycle and car tests.

Take care and stay safe and I will catch up with you soon.

Simon Burgin

Eastern Region Co-ordinator

Resources

Please remember the free RoSPA e-newsletter covering all safety matters including road safety for all RoADAR members.

RoSPA's premier health & safety newsletter brings you the very latest safety news, expert views and advice.

Every issue includes news on road safety, workplace, home and public safety, also details of events you will find interesting! When you sign up you'll receive access to an exclusive collection of e-books covering a wide range of health and safety topics.

Don't miss out, sign-up via

<https://www.rospace.com/safety-matters>

Also remember to check out the members Benefit Platform too!

Snippet from Roadcraft: positioning at pedestrian crossings and traffic lights

“Where the situation allows, stop half a car's length short of pedestrian crossings or traffic lights to provide yourself with a safety margin should your car be shunted from behind, especially if you're driving an automatic vehicle.”

Roadcraft Chapter 9, p.172
(2020 edition)

Answers to quiz from the Official highway code – last edition

Pedestrian crossings pages 75- 78

Rule 191

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

You **must not overtake** 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 **clear**.

You should not enter the crossing if **you are unable to clear completely the crossing**

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? **Pedestrians may be crossing between stationary vehicles.**

Rule 195

Zebra and parallel crossings

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

You MUST give way when a pedestrian has moved onto the crossing.

You **SHOULD** give way to pedestrians waiting to cross

What are the considerations in wet weather?

Allow more time for stopping on wet or icy roads

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

This could be dangerous if another vehicle is approaching.

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

Pelican crossings are signal controlled

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

These are similar to pelican crossings but have no flashing amber phase

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

If there are no pedestrians on or approaching the crossing you can proceed with caution.

Roadcraft snippet: night driving

“It's harder to see anything in less than full daylight and so your vision gives you less information... as light fades there's less contrast, colours fade and edges become indistinct.”

Roadcraft Chapter 4, p.70 (2020 edition)

December Quiz

Lights

It has been noted by our treasurer that a number of vehicles with broken faulty lights are on our roads. Clearly working lights are essential and required by law.

If your vehicle has something wrong with it, for example a broken brake light, the police may give you a “vehicle defect rectification notice” You will need to get your vehicle fixed and provide proof that it has been fixed for example a receipt for the work from a mechanic.

Rule 113

You **MUST** ensure all sidelights and rear registration plate lights are lit between _____ and _____.

You **MUST** use headlights at _____

Except on a road _____

You **MUST** use head lights when visibility is _____

Rule 114

You **MUST NOT** use any lights which could dazzle or cause discomfort to other road users including _____

You MUST NOT use front or rear fog lights unless visibility is seriously reduced - generally when you can't see more than _____ metres – (rule 226)

(Rule 114 continued) In stationary queues of traffic drivers should apply their parking brake and deactivate the footbrake. Why?

Rule 115

You should also use dipped headlights at night

Keep your headlights _____ when overtaking until _____

What should you do if you are dazzled by headlights?

Rule 116

When should you use hazard warning lights?

When MUST YOU NOT use hazard warning lights

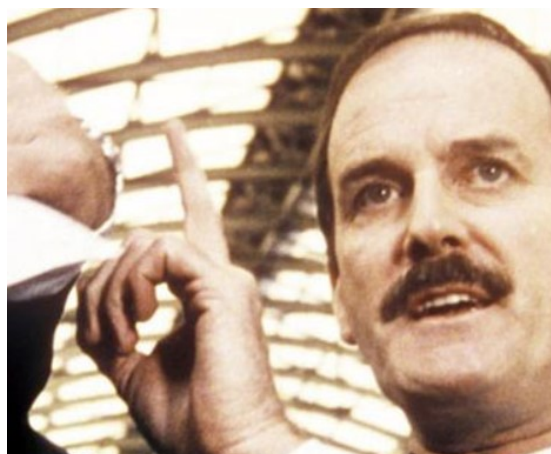
What are the obligatory lights on a motor vehicle?

“Between sunrise and sunset all vehicles in motion on the road except a motorcycle or pedal cycle being pushed, must keep lit and unobscured every front lamp, rear position lamp, rear registration plate lamp, side marker lamp and end outline marker lamp with which they are required to be fitted.”

Road vehicle lighting regulations 1989

For more details refer to the RoSPA factsheet “Vehicle lighting” March 2018.

Final word: Daytime Running Lights are not headlights!



Yes I'm sure we all remember John Cleese as headmaster Brian Stimpson in the film *Clockwise* admonishing his sixth formers: “free periods are not free periods, they are study periods!” By the same token DRLs, good as they are, are not a substitute for headlamps in the hours of darkness!