

## Sussex Advanced Drivers – Newsletter

Winter 2021

### Welcome

.....to this Winter edition of the Sussex Group Newsletter; I hope you enjoy it. We don't have a permanent editor at the moment, and have been taking it in turns to assemble the articles, etc. The past year has forced us to take a sabbatical with driver training for the Advanced Test, but a lot of us have still had the chance to drive locally. This little magazine may help to keep the interest in good driving practice alive, and we may soon be able to get started again with the fundamental aims of the group. Looking forward to the time we can meet up again, and realize some of the plans to keep the fun in safe driving.

All the best

**Duncan, temporary editor.**

### A word from the Chairman

Hi All

Another year has passed and what an odd year it was with the virus closing down Driver Training for the group.

I hope you are all well .

The Committee have had Zoom meetings . A new Web site is due to be launched; thanks to Margret, she has been busy getting it done.

I have had some work with Fleet Drivers - mainly van drivers - but otherwise very quiet. The days are starting to get longer so hopefully with the vaccination we may get back to some normality.

Duncan has said he would try to put together a Zoom meeting for the Tutors and I expect details will be forthcoming.

Once we are back to normal, we can start up meeting again. I wonder if there is anything Group members would like to do on Zoom ? A Quiz?

Lastly on a personal note My wife and I are considering moving to be nearer to our Grand Daughter and Son in Markyate Hertfordshire but with lockdown this has been put on hold .

Best Wishes to you, Anthony, Chairman

## A message from the Secretary

Hello everybody

I hope that you are all well and keeping the virus at bay. The vaccinations should help – sometimes it is useful to belong to the older generation. I was ‘done’ yesterday which is a relief though of course it will not change my lockdown behavior - I would hate to infect younger friends or family members.

One of my lifelines in the current lockdown has been Zooming. It is not the same as person-to-person meetings but at least you can see each other. Which makes me think – we as a group had our last live meeting in February last year. Since then we had two very successful Zoom meetings with interesting speakers – should we do the same again? Is there a speaker you would like, or any subject you would like us to discuss? If you let me know on [margretp@clara.co.uk](mailto:margretp@clara.co.uk) we will do our best to arrange it for the Group.

As Anthony says, the new website is well on its way, we should be able to go live in February. I will send round a quick email when this happens so you can all have a look at it.

Keep safe, keep well,  
Margret

# Road Safety and RoSPA's Diploma Award

By Duncan Hauser

In 2019, I was given the opportunity to attend a course to complete the diploma which is offered by RoSPA. I know that quite a few members of the Sussex group have taken this diploma exam in the past, but it has changed quite significantly. In the light of a recent study for Highways England, it's no surprise that RoADAR have re-engineered this course to take into account the statistics regarding fatalities in collisions involving drivers for work. It was discovered that only 12% of the fatalities involved the drivers in the category of “driving for work”, and the rest were non-working road users. Most of the vehicles that perpetrated these collisions were vans, so companies running vehicle fleets are willing to invest in reducing these statistics (see separate article about van safety features).

RoADAR are in the business of driver training and their new “level 4 Award in Advanced Behavioural Driver Training”,

which is what the new diploma course is called, is primarily aimed at fleet training, where the demand is high. I knew that this course was primarily designed to produce better teaching and so I was not surprised to find that I had a considerable amount of work to do reading about the theory of learning and coaching.

On arrival at the course which was held in Sidmouth, the theory began and the emphasis was clearly on the Goals for Driver Education as expressed in Roadcraft. The idea is to impress on the candidate the importance of attitude, as the right attitude and understanding of the principles involved with safe driving are likely to reduce the errors in judgement that cause collisions above the need to improve skills and knowledge.

The first three days of the course were quite trying, and it was easy to become depressed and unmotivated since I was expected to find new ways of coaching the other candidate on the course, even though he was arguably a better driver than me! When it was my turn to be in the driving seat, I felt a little out of my depth since I used the word “progress” and was admonished as if I had said something quite out of place. As I said, the emphasis was definitely on simple safe driving and apparently no concern was given to good driving skills (or so I thought!!).

I had a month to reflect on the first three days of the course, and realised that I had surprisingly developed a much higher level of driving skills thanks to the coaching practice of the other candidate. When we returned for the final two days which included the final assessment, we had completed a number of theory assignments

and it was a much more enjoyable experience.

Quite apart from the surprising technical improvement in my driving, I felt that I was equipped to help in the coaching of other drivers to succeed with the improvements that come from advanced driving. I would like to think that the emphasis that is put on safety without prejudice does not betray the goal of advanced driving as I see it: a high level of performance exploiting the potential of the vehicle for maximum safety, comfort, and enjoyment. A vehicle controlled using advanced driving principles is automatically safer, more economical and makes less impact on the driving environment.

---

## **Is it the Man in the van?**

Vans are involved in more accidents that result in fatal injuries to other road users, per mile travelled, than any other type of vehicle on the UK's roads.

The increase in use of vans for deliveries as a result of the current rise in internet shopping, has increased these incidents, and it is a sobering thought when you consider that vans and drivers are not subject to the strict driver training, hours restrictions and roadworthiness regulations governing HGVs. On top of that, there have been some recent tests by NCAP and Thatcham Research that show that new vans are often not kitted out with many of the safety features that are fitted as standard to new cars.

Nineteen of the UK's favourite vans – representing 98% of new van sales in 2019 – have been independently tested as part of the world's first Commercial Van Safety Rating. The Renault Master, Nissan NV400, Renault Trafic, Vauxhall Movano and Fiat Talento all performed so badly that they were handed a 'Not Recommended' rating. Only Volkswagen's Transporter, the Ford Transit and Mercedes-Benz's Vito scored a 'Gold' rating, while five others were 'Silver' and another six 'Bronze'.

In the five years up to 2018, collisions involving vans were responsible for a 14% increase in the number of serious injuries to pedestrians, car occupants, and van occupants. Cyclist casualties

also rose by 22%. Injured car occupants are 40% more likely to be killed or seriously injured when involved in a head-on incident with a van compared to another car. In spite of these statistics, vans lag behind cars in being fitted with Advanced Driver Assist Systems

As a Ford Transit driver myself, I was aware, when I bought the 2015 model, that there was still no air conditioning system and other driver comforts, but at least there were basic safety features like “hill start”, ABS, etc.; whereas the car we have (a 2017 VW Passat) almost

drives itself and will give an alarm (and will probably apply the brakes) if there appears to be a stationary object ahead.

So, if you have an altercation with the “white Van Man”, ask yourself if it was the “man” or the “van”; and if you are unlucky enough to have been in a collision with one, check out the article on “what to do in the event of an accident”.

The table below shows the ratings resulting from the latest EuroNCAP and Thatcham Research:

## COMMERCIAL VAN SAFETY RATING 2020

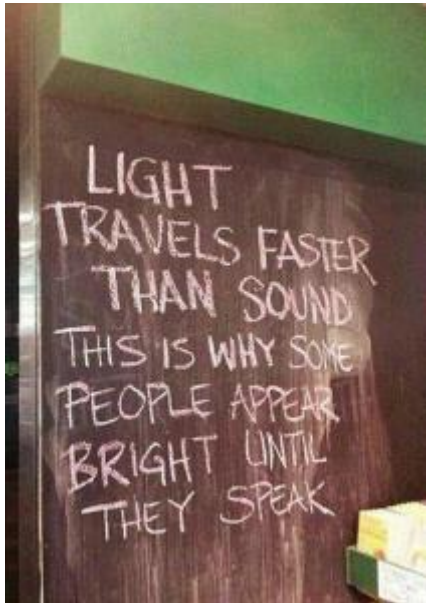
MAKE & MODEL	TOTAL PERCENTAGE %	RATING	
Volkswagen Transporter T6.1	65%	 <b>COMMERCIAL VAN SAFETY</b>	
Ford Transit 2T	63%		
Mercedes-Benz Vito	61%		
Ford Transit Custom	58%	 <b>COMMERCIAL VAN SAFETY</b>	
Mercedes-Benz Sprinter	52%		
Volkswagen Crafter	44%		
Peugeot Expert	44%	 <b>COMMERCIAL VAN SAFETY</b>	
Vauxhall Vivaro	42%		
Citroën Dispatch	37%		
Toyota ProAce	35%		
Peugeot Boxer	33%		
Citroën Relay	32%		
Iveco Daily	30%		
FIAT Ducato	28%		
Renault Master	16%		Not Recommended
Nissan NV400	12%		Not Recommended
Renault Trafic	11%	Not Recommended	
Vauxhall Movano	7%	Not Recommended	
FIAT Talento	5%	Not Recommended	

# What to do if you are involved in a collision

- Stop if it is safe (failing to stop is an offence); display hazard lights; If unable to stop immediately, report to police within 24hrs
- Talk to the other driver; give name, address, details of insurance and ownership of car; record their details too.
- Take photos of damage, number plate, and environment.
- On the motorway: move to the hard shoulder and retreat behind the barrier; if unable to move in a live lane, display hazard lights and call for help giving your position on the road.
- In a residential area: switch on hazard lights and move vehicle to safe place; call for an ambulance if there are injuries
- You may be in shock, so try and remain calm
- Do not admit liability – stick to facts
- If there are witnesses: get their details in case you need supporting evidence.
- Save any dashcam footage

## Call the police if:

- Anyone is injured, road blocked, or danger is being caused by damaged cars/debris
- The collision involves a dog or large animal and the owner is not present
- You have suspicions that the other driver may be under the influence of alcohol or drugs
- The other driver refuses to give details or leaves the scene



**This is your committee**

(Please don't hesitate to contact any of us if you have a query).

<b>Chairman</b>	Anthony Platts	aplattsdrivertraining@hotmail.com	07885 096921
<b>Group Secretary</b>	Margret Preece	margretp@clara.co.uk	07773 874562
<b>Treasurer</b>	Matt Porterfield	matt.porterfield@fireflyuk.net	07799 640641
<b>Training Officer</b>	Duncan Hauser	duncanhauser@ntlworld.com	07958 284577
<b>Membership Secretary</b>	Gwyn Davies	membershipsecretary@mail.com	07887 616505
<b>Vice Chairman and Events Organiser</b>	Kevin Reader	kevinreader@btinternet.com	07761 635027
<b>Newsletter Editor</b>	vacant		
<b>Webmaster</b>	vacant		
<b>Committee Member</b>	Dave Raine	david.raine41@gmail.com	07887 695385
<b>Committee Member</b>	Douglas Wragg	dgwragg@gmail.com	07778 811349

**Group Secretary's notes:**

**All meetings are held at:**

St John Ambulance, 16 Crowhurst Road, Hollingbury, Brighton, BN1 8AP

Start time: 7.30 for 8pm

To ensure you are kept informed of news and extra activities arranged for the Group, please could all members and associate members let us know of any changes to their contact details so that we can update the Group's database.

Margret Preece (Group Secretary - [margretp@clara.co.uk](mailto:margretp@clara.co.uk)) or  
Gwyn Davies (Membership Secretary - [membershipsecretary@mail.com](mailto:membershipsecretary@mail.com))

## **Events**

Sadly due to the on-going pandemic no events are planned at present. Our program of talks will resume once the present crisis is under control and we can meet again in groups without worrying of catching the corona virus. We had to cancel speakers like Neil Worth of GEM, Colin O'Neill, the examiner etc.

## **Sussex RoSPA**

**Disclaimer:** The information contained within this communication is drawn from a variety of sources and whilst every effort is made to ensure it is correct, Sussex RoSPA cannot be held responsible for any misinformation provided by third parties. It should also be noted that in using the information it does not necessarily reflect RoSPA policy, practice or its position on any given matter, unless specifically stated, but is provided for the purposes of information to its members.