

## CHAIRMAN'S Intro

It's been a busy time weather wise recently we seem to have gone through all of the seasons in just a few weeks, I hope you all negotiated the snow and ice successfully. I find it alarming how little common sense other drivers show when driving in these conditions. I was talking to a driver, who most would regard as a professional driver. He happily stated that a bit of snow doesn't bother him, he "just carries on as normal". It made me rather pleased I didn't meet him during the worse of the weather.

Of course now the snow is behind us, and spring just around the corner, (we hope!), we are suffering from an outbreak of more pot holes. There hardly seems like a road

in the area that hasn't got its fair share of them. I watched a road repair crew in Eastbourne arrive at a particularly bad section of road. They arrived, closing down half of the road, and busied themselves repairing 2 pot holes, this necessary repair took approximately an hour and caused not inconsiderable traffic chaos. After they had gone there were two beautifully repaired patches in the road, and another 6 pot holes nearby completely untouched. So the drivers will have to suffer the inconvenience again when the others are repaired. I wish you all a happy and pleasant spring and summer, and happy, enjoyable driving. Pete Hodd, Chairman

**THE OVERTAKE** by Malcom Taylor  
Crash bang wallop or muppet in a merc summarises this story. It's one of those "did that really happen" events that are hard to believe.

A recent holiday in slightly warmer climes was where this story starts. Car hire was cheap at this time of the year so splashing out 15 euros a day didn't seem too bad a deal for a few days car hire. Another advantage is that "they" drive on the left here, so far so good. All hire cars have red number plates to identify them as such and also to identify the possible foreign drivers.

Driving westbound on a dual carriageway in a large town we were confronted with road works that closed off our

carriageway and directed us onto the eastbound carriageway that was now a two way road. The road lanes were separated by red and white plastic marker posts about three feet tall and inserted into the road. Our lane for whatever reason started to slow up and we were soon in a stop start situation. In order to try and keep moving I had left about two car lengths in front of me and was able to keep crawling. The Mercedes driver that had been tailgating me for some time seemed to be even closer at this stage. All of a sudden there was a revving of an engine, the cracking of the plastic posts and Mr Mercedes had driven over the posts and was alongside me, he then

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### Motorists escape prosecution due to lack of police, says AA

Two thirds of drivers (65%) don't believe they will be prosecuted for offences such as tailgating and lane hogging due to a lack of police on UK roads. A study by the AA found that offences such as using a hand-held mobile phone while driving, driving a vehicle in a dangerous condition and not wearing a seatbelt were also being missed due to a lack of traffic officers.

smashed through the plastic road marker posts in front of me and filled the short gap I had left, at this point I had to brake as he came to a halt. The traffic started to move again and within about a minute Mr Mercedes turned left into another road, unbelievable. All this goes to prove that we must be aware of what is going on all around us although when something really strange happens it does make it hard to believe what other drivers may do.

# A FLYING EXPERIENCE

David Bradley, immediate past Chairman, reports on his experience of the gift given by the group as a thank you for his time as Chairman.



aircraft to do the checks with Tony before getting seated in the left seat for a talk through on controls and instruments. Being a keen radio control pilot (although still a beginner) I was eager to have a go at the full size plane to see how the controls feel.

Well it's been a little time since I was presented with this wonderful gift from the group mainly due to work and my visit to Antarctica but I must admit we chose a day with perfect conditions to pilot a plane over Sussex.

I flew with Flight Sport Aviation out of Deanland Airfield near Golden Cross. My instructor Tony Berryman is a pilot for British Airways, so I definitely felt in safe hands. The aircraft was an Ikarus C42 which is made in Germany and being a high wing aircraft gives good visibility for this type of flight. It is also fitted with a special plane parachute that is fired out of the roof to slow your descent if you have a mid-air collision or major structural failure.

My flight was booked for 10am on a very frosty February morning which I knew would be a calm day with excellent visibility. I walked round the

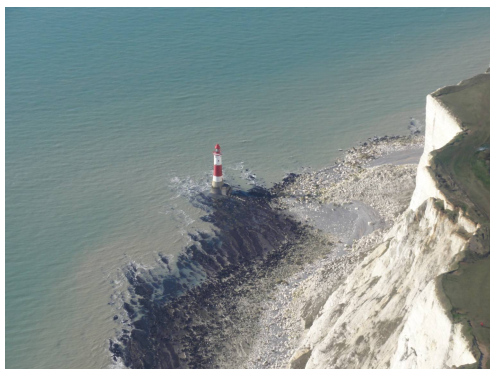


After engine warm up and taxi to the runway, Tony opened the throttle for take-off which takes about 100 metres, climbing and then levelling off, flaps up and it was all mine to fly down the Cuckmere Valley to the coast and try my first left turn over the sea to have a look at Beachy Head and a 360 degree turn over Belle Tout Lighthouse, then heading down to Westham to take a look at my house. The flight lasted around an hour and we flew out to Pevensy Marshes to have a

go at a simulated engine failure and then around Battle before heading west to look for the airfield. I had control of the aircraft for most of the time under instruction but the take-off and landing were perfectly demonstrated by the instructor.

When I look at the photos of me at the AGM meeting I look a bit blank but this was because I was completely taken aback by your kindness and was trying to take it all in especially having just rushed back from the Buckingham Palace garden party, what a day. As you can tell by my

enthusiasm this was a brilliant flight on a brilliant day and I have the photos to prove it. Thanks again to you and my Instructor Tony for a very memorable flight and why not book a flight for yourself, you know you deserve it. No traffic queues, no speed cameras and the views of where we live are spectacular. Their website is [flightsportaviation.com](http://flightsportaviation.com). I think I may try a Tiger Moth next. A very happy David Bradley.



Dave Taylor -RoSPA Examiner  
Came to a Group Session on  
the 25th January 2018 to  
answer questions about the  
RoSPA Advanced Driving Test.



unacceptable danger element. My view is that it is a technique that is best left, if at all, to emergency vehicles with twos and blues. What I would like is a steer from ROSPA, as to what we should be doing. If it hasn't been brought up as a subject for discussion, now is the time. *Neil Frame ROSPA Examiner 989*

**Dave Taylor:**

I have been an examiner for RoSPA since 1989. This off siding, I do not believe it has ever been a rule as such.

The examiners guideline that RoSPA provide all examiners states to achieve a Gold grade the candidate will display a confidence and ability throughout the whole test that leads the examiner

should not be encouraged in anyway. By all means use the width of the correct side of the road under normal driving condition to improve views, help with vehicle stability etc. There is no need on the very busy roads of GB to do this under normal driving conditions, driving at an appropriate speed for the road and traffic conditions and at all times within the speed limits, for the general public who are looking to build on their driving skills. RoSPA advanced drivers should be setting the standard for other drivers to follow. A RoSPA advanced driving candidate has not had the intensive training a Police Advanced driver has. In the event it all goes wrong for the driver who off sides, Police driver or not, would lay themselves open to prosecution for as a minimum Careless and Inconsiderate Driving, 3 to 9 penalty points, a discretionary disqualification and unlimited

Below on this page are a couple of extracts from the RoSPA facebook forum provided by Dave.

On the following page are Bike Safe Test Guidelines for 2017. These items both follow on from some of the questions posed in the session.

**Neil Frame:**

So, the off siding rule. Being on the right hand side of the road, on approach to a left hand bend, looking for extended vision, into that bend. IAM don't teach it, and its a fail on test. Scottish police forces no longer teach it, and it is not used in their driving. Our local Road Safety Team, do not want to see it. Now I know the stalwarts will immediately come back with " If its done properly and safely ". However, What is really gained from it, within the speed limits, without twos and blues. Just because it is in Roadcraft, should we adopt it ? I used to do it, but no longer. I feel the small advantage is outweighed by an

to consider that if afforded the opportunity, the candidate has the potential, with the basics already in place, to do well on a

police advanced course. (it does not say be a police advanced driver. It means they would have the basics in place, a very big difference) The Police Advanced course

would have been preceded by a three or four week standard advanced course. In some forces a pre-advanced course followed by the advanced course of two, three or four weeks intensive driver training, depending on the police force. Therefore I would argue that off siding is not for candidates taking their RoSPA test and



fine. Dangerous driving, two years in prison, obligatory disqualification, unlimited fine. If someone was killed much higher penalties. So why even suggest to the candidate it is acceptable to drive on the off side. Stay on the correct side of the road set safe driving standards.

(See Page 4 for Bike Guidelines)

**RoSPA Bike Safe Test Guidelines for 2017****Bike Safe:**

TEST guide lines of March 2017 state.....

**Cornering:**

During your test, the examiner will be looking closely at how effectively you look ahead and judge corners. He/she will also watch to see your road position before and in bends as well as how you exit each bend. They will judge your use of physical features and the Limit Point method of continually assessing road position and speed, including your gear selection.

**Straight Lining:**

Every riding consideration should be based on safety. The Highway Code Rule about broken white lines states "This marks the centre of the road. Do not cross it unless you can see the road is clear and

wish to overtake or turn off".

'Straight lining', is a term used to describe approaching a series of shallow and open bends and you take a straighter line than the bends would usually require if you stay on your own side of the road.

That means crossing the road centre and white line markings. The result may be increased view but the important question is how it contributes to safety. If a rider makes an error of judgement the outcome is more serious because he/she is more vulnerable.

The rider's view ahead must include the whole of the road surface; a pedestrian may well be just out of view until you get near. What will the effect of your actions be on other road users? Are you able to see

every drain cover, white paint, loose objects, in each on the bends you are approaching? Straight lining requires a significant level of skill, observation, planning and anticipation to get right. Do not sacrifice safety for position.

Do not adopt any position if it has no value or might mislead other road users as to your intentions.

Do not cause another road user to change speed or direction or to be alarmed at your actions. (Offence S3 RTA 1988)

Always be able to stop on your side of the road in the distance that you can see to be clear.

If the examiner judges that your actions created a significant risk, based on their knowledge and experience, you will fail the test.

**Dangerous cycling should be a crime, say two thirds of drivers**

Almost two-thirds of motorists believe the offence of dangerous driving should be extended to cyclists. A poll of more than 10,000 drivers conducted for the Daily Mail reveals widespread concerns that cyclists are treated too leniently. Some 73 per cent of drivers said cyclists should be subject to similar legal requirements as motorists. And of these just under nine in ten called for new laws to prosecute cyclists for a two-wheeled equivalent of dangerous driving. A change in legislation is already being considered by Transport Secretary Chris Grayling after a woman died last year when she was knocked down by a rider whose bike had no front brake. The cyclist was acquitted of manslaughter but convicted of

wanton and furious driving, an offence falling under an Act

from 1861.

More than eight in ten drivers who called for tougher legislation for cyclists backed the introduction of compulsory insurance, while almost three-quarters (73 per cent) said they should be required to wear fluorescent clothing.

Around seven in ten said they should be legally required to pass a road proficiency test, and wear a helmet.

More than half (56 per cent) said cyclists should have a roadworthy bike certificate – the equivalent of an MOT – while 52 per cent want cyclists to have to pay road tax.

Almost six in ten drivers said the cycle lanes designed to alleviate congestion and increase safety for cyclists have failed to improve traffic flow, or made the situation worse.

The poll of more than 10,400 drivers was conducted by campaign group FairFuelUK.

However, Roger Geffen, policy director at Cycling UK, said: 'Cycling UK strongly supports responsible behaviour by all road users and is very concerned about drastic cuts to roads policing in recent years. 'If we want grandparents and grandchildren alike to be able to cycle safely and normally for day-to-day journeys, it makes no sense to impose unnecessary new rules and costs on would-be cyclists, particularly children. 'The top priority must be to create safe, cycle-friendly streets and junctions, while strengthening the enforcement of our existing traffic rules, rather than adding new ones.'



Information from AIRSO

## Programme for Meetings 2018

Date	Speaker	Confirmed/TBC
31 May 2018	AGM + Presentation	TBC
26 July 2018		TBC
27 September 2018	Children's Road Safety Keith Baldock Brighton and Hove City Council Road Safety Officer	Confirmed
29 November 2018	Winter driving Ed Feldmanis	Confirmed

### 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 your contact details so that we can update the group's database.

Kathy Blythe: [kathy.blythe@btinternet.com](mailto:kathy.blythe@btinternet.com)

### Sussex RoSPA

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