



## CHAIRMAN'S CHAT

### Community First Responders

If you did not attend the last meeting you missed a very interesting and important interactive presentation by Gordon, John and Dale from the Community First Responders. They involved us all in taking turns to be the 'instructor' the 'lifesaver' and 'patient'. Everyone that attended gained some valuable practice in something we all hoped we would never need to do in real life. I think everyone left with the mnemonic DRS ABC echoing in their minds. I am pleased to say that we will be having another session with the Responders so look out for the date in a future newsletter and come and learn some further life saving techniques. [See page 6 of this newsletter for full write-up and pictures of this event.]

### Important news regarding Prescription medicines

From March 2015 it will be illegal in England and Wales to drive with certain legal or illegal drugs above certain levels in the blood, even if you're not unfit to drive. The law doesn't cover Northern Ireland and Scotland but you could still be arrested if you're unfit to drive.

Talk to your doctor about whether you should drive if you've been prescribed any of the following drugs: clonazepam, diazepam, flunitrazepam, lorazepam, methadone, morphine or opiate and opioid-based drugs, oxazepam, temazepam.

You can take these drugs and drive as long as you've been prescribed them and taken them as advised by a healthcare professional and they don't cause you to be unfit to drive. You could be prosecuted if you drive with certain levels of these drugs in your body and you haven't been prescribed them.

### New meeting venue

The Committee are still looking into a new site for our meetings and are following up some suggestions made by members. We will let you know as soon as a permanent base is confirmed.

**David Bradley, Chairman**

## ABOLITION OF LICENCE COUNTERPART

It has now been confirmed that the paper counterpart to the photo card driver's licence will be discontinued by the DVLA from 8<sup>th</sup> June 2015. Although the counterpart can be destroyed after this date as it will no longer be valid, holders of paper only driving licences (issued before 1998) should keep these as they remain valid.



Information from AIRSO

# IT'S SNOW JOKE

We have been quite fortunate with the weather so far this year however here is some evidence that other parts of the world have to cope with more extremes of temperature.



## TRAFFIC LAW QUIZ

If you do get snowed in, here is a little quiz to test your knowledge of traffic law. The answers are at the of this newsletter (but no peeking!).

1) Mr M Over appears in court for a red traffic light offence. He was sent the offer of a fixed penalty by post but could not take it up because he had just changed address and his licence was with the DVLA. Is this:

- a) Just his tough luck.
- b) A reason for magistrates to adjourn the case until he gets his licence back and can take up the FPN (Fixed Penalty Notice).
- c) A reason for magistrates to give the same equivalent sentence as the fixed penalty (£60 + 3 pts).

2) In what circumstances does a Notice of Intended Prosecution (NIP) not have to be served on the registered keeper of a vehicle in respect of the scheduled offences?

- a) If the driver was warned at the time that the question of prosecution would be considered.
- b) If a fixed penalty notice was issued.
- c) If an accident has occurred as a result of the presence of that vehicle on the road.
- d) If the court is satisfied that neither details of the accused nor the registered keeper could with reasonable diligence be obtained in time.
- e) The accused, by his own conduct, contributed to the failure.
- f) A summons was served on the accused within 14 days.

3) Mrs V Swift is charged with speeding. In court she says she is the registered keeper, none of the exceptions apply, and she did not receive the NIP, which was sent by first class post, until 16 days after the alleged offence so she cannot be convicted of the offence. The CPS prosecutor provides evidence that the NIP was posted 8 days after the offence, but says there has been a national postal strike, of which the bench has judicial knowledge. He does not dispute the date the NIP was delivered and Mrs Swift does not dispute the elements of the offence. Is the situation:

- a) Provided the NIP was posted so that in the normal course of post it would arrive within 14 days, it has been properly served.
- b) As this was an official national strike, undertaken with due notice, then the bench cannot ignore it and should rule the NIP properly served.
- c) The legislation states the NIP must be served within 14 days, it was not, so Mrs Swift cannot be convicted regardless of the reason.

4) Mr B Ouser is stopped by the police and given a roadside breath test, using one of the new digital machines. It measures him at 45 µg/100ml, the limit being 35, so he is taken to the station and breathalyzed there, his two reading being 41 and 39. What happens next:

- a) Any two of the three readings can be used, he will be charged.
- b) Only the two station breathalyzer readings can be used; the lower of the two is 39, he will be released.
- c) Only the two station breathalyzer readings can be used, the lower of the two is 39, he will be charged.

5) DI Sorjan has a photo card driving licence. He has failed to respond to a request from the DVLA to update his photograph but has continued to drive. What offence has the officer committed:

- a) Driving otherwise than in accordance with licence (where could be covered).
- b) Driving otherwise than in accordance with licence.
- c) Some other offence.

6) The signs at the start and end of a speed limit are known as terminal signs. In what circumstances must terminal signs be illuminated:

- a) When on a trunk or principal road at night and within 50 metres of a street light
- b) When on a trunk or principal road at night and not within 50 metres of a street light.
- c) Illumination is not compulsory, but Highway Authorities have discretion to do so.

7) The minimum period of disqualification for driving with excess alcohol is 12 months. To what and under what circumstances is this minimum period increased:

- a) To 24 months if the offender is driving a Public Service Vehicle and carrying passengers.
- b) To 36 months if the offender has been convicted of any drink-drive related offence in the last 10 years.
- c) To 24 months if the driver has been disqualified twice or more for a period of 56 or more days in the last 3 years, and to 36 months if the offender has been convicted of any drink-drive related offence in the last 10 years.

8) Which of these statements best describes the legal position on careless and dangerous driving:

- a) Careless driving is unintentional bad driving; dangerous driving is intentional.
- b) They are simply different degrees of bad driving.
- c) Dangerous driving requires more than a single incident.

9) What is the position if a driver fails to observe a provision of the Highway Code?

- a) That is an offence in its own right under the Road Traffic Offenders Act, apart from any other offence that may have been committed.
- b) That is not an offence in itself, but may be relied upon to establish or negative any liability in any legal proceedings.
- c) The Code is advisory only; there are no legal consequences of failing to observe it.

10) When does driver being tested for drink-driving have the right to insist that a blood or urine specimen is used instead of his breath samples:

- a) When there are medical reasons why he cannot blow hard enough into the breathalyzer.
- b) When the lower of his two breath specimens is no more than 50 µg/100ml.
- c) He can insist on this at any time.

11) The same exceptional hardship argument cannot be put forward more than once in a 3 year period. How are exceptional hardship arguments recorded:

- a) The DVLA record them on the driver's record.
- b) HMCTS have a central record updated via their LIBRA system.
- c) The only record is on the court file; there is no central record

12) Mr F Aster has been riding a motorbike for five years, and the bench has just disqualified him for 21 days for speeding on it. When the chairman asks if he understands the pronouncement, he says he does. He is about to leave when he turns and says, "I got me car licence last month, and this isn't going to affect that, is it?" What is the response by the magistrates?

- a) No, once you have passed your test that's it.
- b) I have read you the pronouncement; you confirmed you understood it, now go away.
- c) You only have one driving licence, which entitles you to drive different categories of vehicles. By passing your car test, you have added that category to your licence, not got a separate licence. The category of vehicle you were driving when you commit an offence makes no difference, points and disqualification apply to all categories of vehicle. You must not drive any type of vehicle while you are disqualified, OK?
- d) Ask your solicitor.

With thanks to Chris Hunt Cooke JP, former chairman of the Magistrates Association Road Traffic Committee

## SMOKING IN CARS

Smoking in private cars carrying children will be banned from 1st October 2015 if signed off by Parliament, Health Minister Jane Ellison announced as she outlined the Government's plain packaging legislation. Tobacco causes around 80,000 deaths a year and that around 600 children in the UK take up smoking every day. The Government had been taking its time to consider all of the relevant evidence, including the prospect of litigation from the tobacco industry.



Information from AIRSO

## BAHRAIN DRIVER TRAINING BY ROBIN SPEIRS

I was asked in January if I would go to Bahrain on a temporary basis to deliver driver training for PCV. Well how can you say no to that kind of invitation especially as the work I was doing for the MOD was coming to an end. Within 48hrs of accepting I was on a plane heading for Bahrain via Doha which, with delays, took over 24hrs.

It is a very different working environment here but having worked in the Middle East some years ago I had some idea what I was letting myself in for. It is very dusty and at this time of year the temperature is much lower, up to about 30° during the day, which is tolerable when you are in buses that don't all have air-conditioning.



The reason for me being here is to help set up a new bus company. A lot of the drivers are Indian, which makes life interesting with communication that on the whole is OK as they speak some English and they are very receptive because they want to learn. They are provided with accommodation as part of their job, which is on site in brand new buildings.



The driving is a little crazy. There is often very little warning that a vehicle is going to change direction and sometimes none at all. They will just barge in at junctions when the roads are busy and not wait for a safer chance. So you have to learn to be very patient and tolerant of the other drivers. The road signs and road markings are based on the UK system because that is where the current King of Bahrain went to university.

The buses we are training on are Toyotas with a Chinese body. The engine sits next to the driver, which makes it very noisy. They have a manual gearbox and some of the gears do not work properly. The buses are not very passenger friendly because they have steep steps up into the vehicle



both at the exit door and the entrance door. The brand new ones are MAN, similar to what you would see in London with a low floor for ease of access and the centre door having wheel chair access.

When we have been out and about with the buses they have received a very positive response for people wanting to know what it is all about and when they will be in service. If we are parked up with them, people want to look at them and I let them see what they are like.

Training drivers is a mix of Bahrain and UK driving only there are some differences in the driving style. For example, when approaching a roundabout to go straight ahead if there is more than one exit lane, they will use the middle lane rather than the nearside lane as we might do in the UK then signal left to move over prior to the exit they want. Also when exiting junctions remembering to look the other way. I have also since found out that if they do not signal correctly when driving buses, if they are caught by the police, they will be fined. If they jump a red light they are fined 50 dinars which is about £80, but no endorsement, and there are quite a few sets of traffic lights that have enforcement cameras.

Before we could start training we have to be registered with the Bahrain government as an instructor which is fairly straight forward, but while all this was going on we were out route learning with drivers from Bahrain who were very helpful. Working six days a week, there is not much to do on your day off because it is their prayer day and the start of their weekend.

As part of the package I am provided with a shared flat that is very clean and very modern. We just have to buy our food, which is not cheap compared to the UK. Milk is almost double the price and cereals are expensive, it works out cheaper to eat out than to cook your own food. Fuel here is very cheap: I can refuel the bus for 10 Dinar which is less than £20. You can fill a car up for £2-£3 British money.

## UPCOMING MEETINGS & EVENTS

DATE	DETAILS
26 <sup>th</sup> March 2015	Service by Emergency Rider Volunteers SERV
28 <sup>th</sup> May 2015	AGM – Guest Speaker Pete Hodd
30 <sup>th</sup> July 2015	tbc (Emergency Life Saving part 2?)

As always the committee of Sussex RoSPA ADA try and ensure that we have an array of interesting and varied speakers to address us at our bi-monthly meetings. We always welcome ideas from our members and would ask that you never hesitate to email me: [hilary@hilton-it.co.uk](mailto:hilary@hilton-it.co.uk)

I would like to extend a warm welcome to all our new members and of course our existing ones – please do come along and feel free to bring a guest with you.

**Advanced Notice:** Our next meeting on Thursday, 26<sup>th</sup> March will commence at 7.15pm with refreshments, ready for a 7.30pm start. We will be congregating at our usual venue: Sussex Police HQ, Malling, Lewes, BN7 2DZ – all members and their guests welcome.

**Please Note:** Due to staffing cut backs Sussex Police no longer have someone on duty at the entrance and this position is therefore manned by a member of Sussex RoSPA. Can you please arrive in good time to ensure that the person on duty at the gate is able to get back inside the building in time to listen to the speaker?

# EMERGENCY LIFE SAVING



Our January meeting was a little different to normal in that increased audience participation was encouraged. First Responders Graham, John and Dale from Heartstart Eastbourne, were on hand to support us. Heartstart Eastbourne is sponsored by Eastbourne's Ambulance Community First Responders who are charity. This course is aimed at the public, anyone from the age of ten upwards. To date 2.6 million people have been trained through Heartstart.

This first part of the Heartstart programme included:

- assessing an unconscious patient
- putting an unconscious patient into the recovery position
- performing cardiopulmonary resuscitation (CPR)

We worked through the acronym "DRs ABC" that, we were reminded, stands for:

**D**anger  
**R**esponse  
**S**hout for help  
**A**irways  
**B**reathing  
**C**irculation



First Graham and John showed Hilary how to put an unconscious Pete into the recovery position



Then the rest of us had a go

Then the first of the practical exercises went through the initial responses up to **B**reathing and putting the patient into the recovery position, surprisingly easy once you were shown how.

By now the room was looking like a real disaster zone or perhaps an Agatha Christie film with bodies lying all over the floor.

After we had taken our turns at the role-playing of victim, responder and instructor the real dummies came out for CPR practice under **C**irculation. "Don't worry about breaking a couple of ribs" Dale cheerfully encouraged our group. This was why they don't let us practice CPR on each other, however as they explained, it is better to have a cracked rib than no heartbeat at all.

Knowing what to do when someone has a cardiac arrest is important. If you can do CPR you can buy the time needed for professional help to arrive and save the life of your loved one. Being able to do CPR more than doubles their chance of survival.



Hilary is hoping to book Graham and his team to return for part 2 at the July meeting when we will look at:

- an introduction to a defibrillator
- dealing with choking
- dealing with serious bleeding
- helping someone that may be having a heart attack

Responders are volunteer members of the community, trained by the Ambulance Service, to respond to emergency calls through the 999 system, in conjunction with the Ambulance Service. Responders provide immediate care to patients in their area and are mobilised to 999 calls by Ambulance Control. Responders are a part of, and live in, their local community. They serve an area of approximately 3 mile radius of their base, which could be their home or place of work. They can therefore attend the scene of a medical emergency in a very short time, often arriving within a few minutes of the call and frequently whilst the caller is still on the phone. They are trained to provide Emergency Life Support and to treat patients suffering from a range of conditions.

Heartstart is run for people who have an interest in learning about Emergency Life Support - and is FREE. It is a British Heart Foundation initiative and provides free Emergency Life Support (ELS) training in the community.

## TRAINING OFFICER'S BLOG

There have been quite a few new members joining recently, which is absolutely fantastic, but as has been said before puts a strain on the tutors. Obviously the more Tutors we have the less of a strain there will be, so if anyone out there who has a Gold Grade would like to get involved in the extremely rewarding role of tutoring, please give me a shout.

I have just been reading an article about Driverless Cars, which being the cynical person I am, I consider to be one of the world's more ridiculous ideas. Obviously they have to have computers in them to make them work. I have always been told that a computer is only as good as the person who programmes it. It got me thinking though, can we be drunk in charge of a driverless car? After you crash into the back of the car in front of you, can you just apologise and say "Sorry mate it's got a virus?" With my history with computers, I think I will be seen one morning, in Basil Fawlty mode giving the driverless car a good thrashing with a branch.

Those of us who are in the Eastbourne vicinity may have noticed some strange markings appearing on the Memorial Roundabout. They appeared overnight, and I have spoken to an eye witness who saw them being painted at Midnight. He asked the Road Rembrandt what they were for, and got the reply "I dunno mate they say paint this here so I do". My first idea was maybe parking spaces for Smart Cars. Maybe they are to reduce the width of the road on the roundabout, but that surely would require a solid line around them. I was told that it is part of a new cycle path system, so I guess the cyclists go round and round the hatched area, gradually increasing speed, until they see a gap in the traffic and fly out. I think we will have to wait and see what happens next.

**Pete Hodd**, Training Officer

## ROADCRAFT ONLINE

It is now possible to access Roadcraft and Motorcycle Roadcraft online through The Stationery Office's online bookshop. For further details and access contact Claire Polley at TSO on 01603 695198 or email [claire.polley@tso.co.uk](mailto:claire.polley@tso.co.uk)



# TRAFFIC LAW QUIZ ANSWERS

1) C see page 189 of Magistrates' Courts Sentencing Guidelines: "where a penalty notice was not offered or taken up for reasons unconnected with the offence itself, such as administrative difficulties, the starting point should be a fine equivalent to the amount of the penalty and no order of costs should be imposed."

2) All of the above - see Road Traffic Offenders Act 1988 ss1 and 2

3) C this is the case of *Gidden v Chief Constable of Humberside* [2009] EWHC 2924 (Admin). Special rules would apply if it was sent registered or recorded delivery, but these are seldom used in practice.

4) B although the lower of the two readings was still over the limit, Home Office guidance to the police is that no action should be taken below a reading of 40 µg/100ml. Roadside apparatus can only be used for screening purposes currently

5) C the offence is "failing to surrender driving licence" which is not in the Magistrates' Courts Sentencing Guidelines. It is created by s99(2A) Road Traffic Act 1988, and carries a maximum level 3 fine, but no endorsement.

6) A see the Traffic Signs Regulations and General Directions 2002, a highly prescriptive document

7) C see page 184 Magistrates' Courts Sentencing Guidelines:

An offender must be disqualified for at least two years if he or she has been disqualified two or more times for a period of at least 56 days in the three years preceding the commission of the offence.

An offender must be disqualified for at least three years if he or she is convicted of one of the following offences and has within the ten years preceding the commission of the offence been convicted of any of these offences

causing death by careless driving when under the influence of drink or drugs;

driving or attempting to drive while unfit;

driving or attempting to drive with excess alcohol;

failing to provide a specimen (drive/attempting to drive).

8) B careless driving falls below what would be expected of a competent and careful driver. Dangerous driving falls far below and would be obviously dangerous to a competent and careful driver. See ss3ZA and 2A RTA 1988

9) B see s38(7) RTA 1988

10) B see s8 RTA 1988. He can request it for a medical reason but this depends on the constable's reasonable belief in that reason. The North Report recommended this option should be removed, but this has not yet been implemented

11) C a court considering a second exceptional hardship argument would have to contact the original court direct to obtain the reason. The DVLA do not even have any record that a successful exceptional hardship argument has been put forward

12) C