

CHAIRMAN'S Intro

At last, spring is here and the days are gradually getting longer, allowing more miles of travelling in the daylight for the commuters and the thoughts of warmer evenings for pottering in the garden rather than being stuck indoors watching television.

It's time to get your caravans, motorhomes and soft-top cars checked out ready and start planning those weekend trips and holidays. It's spring that starts the travelling itch in me, to go and visit all those beautiful places that we have in this country and all the wonderful driving roads away from the daily run to work.

I have been asked by many drivers over the years "what will becoming an advanced driver do for me?"

I personally think that advanced drivers have the ability to appreciate our freedom and enjoy our driving far more due to the knowledge gained about our roads, our vehicles and changing our mindset.

The pleasure of being able to drive along a stunning country road in any type of vehicle with everything feeling effortlessly smooth, in balance and planned.

I am not talking about driving at high speed but the satisfaction we get even at moderate speeds and is the reward for those hours of practice. This still puts a smile on my face.

In my mind, High performance driving is related to the performance of the driver not necessarily the type of vehicle. So get whatever you drive or ride prepared for a great summer of pleasure behind the wheel and when you've done it send us a write-up and some photos of your experience to print in our newsletter to motivate others to take up the cause, Happy Motoring.

David Bradley

Always drive the best that you can.

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The Sussex RoSPA Group AGM is on the 25th May 2017 and we are looking for new Committee Members to fill some of the roles.

**Give a little of your time to help keep the Group active and relevant by joining the Committee
Contact the secretary**

Kathy Blythe: kathy.blythe@btinternet.com

A Lesson Learned

By Malcolm Taylor

During the month of November last year, my son was unfortunate enough to be involved in a road accident with his car.

The events leading up to the accident were that there had been a major incident further along the dual carriageway he travels on and traffic was backing up on the slip road he uses all the time. The time was 17.30 hrs so it was dark, the road was damp and there was no precipitation.

Owing to poor planning or Observation, call it what you will, he failed to stop in time and hit the car in front. This car had stopped as the roundabout at the bottom of the slip road was congested. His estimate of the speed he was doing when the collision occurred was c.20mph. Obviously there was damage to both vehicles however; the damage to his

estimate of the speed when the collision occurred was circa 20mph

car appeared "slight".

After inspecting the damage and exchanging details he decided to continue with his

no adverse warning lights... and the damage appeared "slight"

journey as there were no adverse warning lights on the instrument panel and all the external lights were serviceable.

A cursory check under the car indicated no fluid loss from anywhere, so, apart from pride and a slightly bent bonnet all appeared "normal".

Some ten minutes into his journey he lost all drive in the car and coasted to a halt.

He was recovered to a repair dealers and subsequent investigation revealed he had "cooked" his gear box, it had completely seized up.

Once the insurance company became aware of this they accused him of "drive on damage" and refused to cover the cost and fitting of a new gear box, estimated at £5500.00. The other damage they would cover.

What appears to have happened during the accident

I would not move my car in any similar circumstances

was that the oil cooler radiator which is situated immediately behind the front grill and in front of the normal radiator had somehow sustained slight damage causing the oil to leak under pressure whilst the car was being driven. This could not have been foreseen at the time.

I drive the same model vehicle as my son's car and the radiator in question is almost impossible to see even under ideal conditions. I explained the situation to a RoSPA colleague who is a professional engineer and he advised me how to proceed with the insurance company on my son's behalf. As a consequence of his advice and a letter to the CEO of the insurance company, his claim was reassessed and met in full. As a result of this, I would not move my car in any similar circumstances and would insist on recovery every time.

An interesting learning lesson and food for thought!

Safe driving everyone

EDITORIAL

Some years ago I was driving home in my Rover Sterling from a conference in Liverpool. It was late at night and I was bowling along as I wanted to get back to Seaford as soon as possible. The road wasn't particularly busy, so I was driving in the nearside lane, and moving out to overtake other cars as I needed to.

After a while I came up on a group of three cars. One in the nearside lane, and two, one behind the other in the middle lane. As I approached, they seemed to be travelling in a convoy as there was no change in their positions relative to one another.

In plenty of time, I indicated and moved into the middle lane, then I similarly indicated and moved into the fast lane to overtake the group of cars. As I approached, the second car in the middle lane pulled into the fast lane without indicating and started to overtake. I was still far enough back to enable me to wait my turn to overtake in the fast lane. The car took some time with its overtaking manoeuvre as it seemed to be relatively low powered. Whilst I was patiently waiting my turn to overtake, a black Range Rover came up behind me at speed and flashed its headlights at me to get out of its way. After only a few moments, it swerved across the lanes onto the hard shoulder and overtook all four of us on the hard shoulder. Once past us it swerved across into the fast lane and disappeared into the distance. **Somehow I think he wasn't an advanced driver.**

OFFSIDING" bends and straight lining

Roundabouts By Pete Hodd Training Officer

Ladies and Gents

With regard to the above I thought I'd use the newsletter to state what has now become Group policy on these issues. We must be promoting safe driving at all times, the "Space to Stop Rule" comes into mind. Is there really such a significant advantage in vision, that by doing this, we are prepared to compromise, the Stop in the distance we can see to be clear rule.

Obviously if we are talking about possible oncoming traffic, we should be looking to stop in half the distance we can see to be clear. It has been a grey area for a while, so I hope now

to clear this up from THIS Groups point of view, I am not interested in what other groups do.

I have therefore as Training Officer of the group, made the following decisions.

I would suggest that to venture beyond the centre of a road without white lines should be questioned, it should not be the norm. Bearing in mind that on many of these roads we are already possibly using more than our side of the road due to the width.

Taking the car just over the centre of the road where the driver can justify it on grounds of vision and safety, may in

some situations be acceptable, But the driver should be prepared to justify this to the Examiner. In my opinion, Dont Do It.

Where there are white lines I would question the need to cross it. If there is a white line I do not expect us to be moving right any more than the centre line. Also under no circumstances should we be crossing Hazard Markings.

With regard to straight lining roundabouts, If I am honest the only reason I can see for doing this is speed, its rarely going to impact on visibility etc. so, what is the point. As I have said we are promoting Safe Driving, we are not a High Performance group.

I hope this clarifies things for everyone

PARIS REMOVES TRAFFIC LIGHTS

In a bold move designed to reduce congestion and improve road safety Paris has begun to remove traffic lights from its streets.

According to expat publication The Connexion, the Mairie has introduced a scheme that sees traffic light junctions replaced with give-way junctions, 30kph (19mph) zones, roundabouts and even the priorité à droite.

The latter is little understood by foreign motorists. On roads where it is implemented, it means giving way to motorists joining from the right, even if they are leaving a minor road to join a main road.

However, this system has long been denounced as archaic, as it does not apply in many instances, for

example on autoroutes.

The aim of this new scheme is to make drivers more aware of the road and its other users, instead of just concentrating on the light.

Anne Souyris, co-president of the Groupe Écologiste de Paris, told Le Parisien:

"Studies show that when you get rid of traffic lights at certain junctions drivers' waiting time is halved and there are fewer deaths because drivers have a tendency to slow down."

Statistics show that 14 per cent of France's annual road accidents – around 10,000 - happen at the country's 30,000 traffic light junctions.

The main cause of these accidents is excess speed, while one third are caused by drivers ignoring a red light.

On average, 150 people lose their lives and a further 1,200 are injured at traffic lights each year.

Paris is following the likes of Abbeville, Bordeaux, Nantes, Niort, Rouen and Toulouse in reducing its number of traffic lights.

Since removing some of their light signals, these cities have already seen a reduction in both traffic jams and accidents.

Sébastien Dabadie, Paris's city infrastructure director, reportedly told journalists that traffic lights had already been removed from 40 junctions, and a further 160 would be removed by the end of 2018.

He attributed the move to road safety, adding: "Junctions are the only system under the Code de la Route where the pedestrian does not have priority."

Dave Thompson, RoSPA Group Advisory Representative Presentation 26th January 2017

Dave Thompson who is the Group Advisory Representative for the Sussex Group of RoSPA made a presentation about his work on the Group Advisory Panel and his role of supporting RoSPA groups. He told us there were 8 GAP representative areas, and how he was responsible for supporting all groups in an area which ran from Birmingham to Wiltshire and picked up East Anglia and the South East. On his own admission, the area is too big.



Dave Thompson

He talked about the first attempt to draft a new constitution for RoSPA groups which failed to recognise the differences in the way that groups had been set up. He referred to a new version of the Constitution that is currently out for consultation along with draft guidance. Feedback from group committees will be requested. There was discussion about the work other groups were doing to propagate the message of high driving standards. There was a discussion about the RoSPA Test. The general consensus was that the RoSPA test is brilliant. There was some discussion about the relative merits of the RoSPA Test and the IAM Test. Dave said that the DVSA



Some of the Members present

RoSPA Advanced Drivers and Riders Price List

Yearly Subscriptions

Car	£30
Bike	£30
Dual Membership	£30
Emergency Services	£28

Initial Test Fees

Car, 26 years and over	£62
Car, 25 years and under	£57
Bike, 26 year and over	£68
Bike, 25 years and under	£63
LGV and PCV	£70

Interim Tests

Car	£46
Bike	£51
LGV/PCV	£61

Experienced Driver Assessment

£55

Advanced Tutor Test

Car	£50
Bike	£65

examiners ratify RoSPA driving standards. The RoSPA Test is the best test, and you have to take it every three years to keep up your standard. The IAM Test is taken only once for life, and is not as good a standard in the first place. RoSPA Gold Standard is the highest grade you can get as a civilian driver. RoSPA Bronze Standard is the equivalent to the IAM Test, but does require that you keep up the standard of driving as you will be retested in 3 years. That cannot be said for the IAM Test. Which for that reason is more like a Diploma.

Programme for Future meetings

Date	Speaker	Confirmed/TBC
30 March 2017	Roadpeace Amy Aeron-Thomas	Confirmed
25 May 2017	4 x 4 Assist + AGM	TBC
27 July 2017	Out and about on a Treasure Hunt Pete Hodd	Confirmed
28 September 2017	“Fancy a Cuppa?” David Robins	Confirmed
30 November 2017	Talk followed by Out and About Night Driving Ed Feldmanis	Confirmed
25 January 2018	The Advanced Driving Test Dave Taylor	TBC

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

Please let us know of any specific issues or any particular requests or ideas for future speakers.

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

Sussex RoSPA

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