



The Bedford Group of
RoSPA Advanced Drivers and Riders
Members Newsletter
September 2019

Visit the Bedford Group of RoSPA Advanced Drivers and Riders at <http://www.roada-bedford.org.uk>

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

| OFFICERS | | | |
|-------------------------|--|---------------|--|
| Chairman | Steve Davy | | chairman@roada-bedford.org.uk |
| Secretary | Stan Jones | 01234 266070 | secretary@roada-bedford.org.uk |
| Treasurer | David Worgan | | treasurer@roada-bedford.org.uk |
| Training Officer | (Vacancy) | | trainingofficer@roada-bedford.org.uk |
| COMMITTEE MEMBERS | | | |
| Training Co-ordinator | David Chamberlain | 01525 874436 | training@roada-bedford.org.uk |
| Web Master | Alan Freeman | | |
| Other Committee Members | Clive Croot, Anne Essen, Tony Glasson, Jenny Holliday and Rosemary Whittington | | |
| Non-Committee Member | | | |
| Newsletter Editor | Ian Wade | 020 7100 6369 | newsletter@roada-bedford.org.uk |

**Welcome to the September 2019 issue of the Bedford Group of the
RoSPA Advanced Drivers and Riders Newsletter.**

As usual, a specially warm welcome to the new members who joined/re-joined the Bedford group recently: Gary Halstead, Daniel Lawrence, Bryan Rice and Dot Ward.

In this issue of the Newsletter the usual committee news and announcements are followed by three interesting (and harrowing) news items, highlighting one of the recurring issues of driving on our roads today; namely **excessive SPEED by young male drivers:**

- **Hundreds caught driving in excess of 100 mph** on Cambridgeshire roads. The five fastest offenders who were caught were doing 140 mph in a 70 mph zone (male, 38 years old); 130 mph in a 70 zone (male 24); 130 mph in 70 zone (male 34); and 122 mph in 70 zone (male, 36).
- **View from the East** by Simon Burgin, RoSPA's East Anglian representative. Court case following the crash of a modified Land Rover Discovery, claiming the lives of two young passengers. Judge asked Simon to define a "dangerous road" to which Simon replied "There is no such thing as a dangerous road, just inappropriate driving in circumstances that then become dangerous".
- **Four best friends died in head-on smash with Bradford cabbie.** A Seat Leon, containing three teenage boys and 21-year old male driver, plus two teenage girls. The driver was under the influence of drink and drugs, took a bend at around 82 mph on a 40-mph road, crashed into taxi. The coroner completed his summing up by saying "I would ask every driving instructor in this area cuts out the media coverage in the papers reporting this terrible car accident and makes their students read it and discuss it with them so they understand the responsibility that goes with having a driving licence."

For further thoughts, go to Tailpiece on the last page of this Newsletter.

Best wishes, Ian Wade,
Newsletter Editor. newsletter@roada-bedford.org.uk

1 September 2019

Chairman's Chatter

Steve Davy

Last time I finished by talking about keeping hydrated whilst driving as we were in a period of high temperatures and as I write this, the weather forecast is predicting a hot August bank holiday. So some things do not change but I have noticed that the car now has lots of condensation on the windows each morning. This quickly gets wiped away with a small rubber squeegee that I keep in the car but it reminds me that I will probably soon scraping ice. Now before I get you further depressed about winter I will talk about what the Committee has been doing.

In July, the Group's Secretary, Stan Jones, and I spent an enjoyable and informative Saturday afternoon at a new drivers, event called MORE, at Millbrook Vehicle Proving Ground. This event is organised by Central Bedfordshire Council and Luton Borough Council. The event is free to people who are about to start to learn to drive, are learning to drive or have recently passed to test. At the event they receive presentations on what a collision investigator is able to find out after a crash, what the police do, how to avoid buying a dangerous car, basic car maintenance and how to fill a car up with fuel. There is an opportunity to practice skid control, experience ABS braking from various speeds and also to undertake a eco-drive (to minimise fuel consumption making use of downhills to gain speed and when to apply brakes etc on a hilly circuit.

Parents are also invited to attend the event to hear from a driving instructor how best to help their children learn to drive and become safe drivers. In reality this is also an opportunity to improve driving knowledge and behaviours of the parents as well.

Stan and I made some very useful contacts and we will be meeting with Central Bedfordshire Road Safety Officers in the near future to see how the Group could help at this event and other opportunities to work in partnership with the Council. More on this in future newsletters.

The Committee again discussed ways in which we could recruit new associates to the Group alongside an increase in the capacity within the Group through the appointment of a training officer and additional tutors. I hope to bring you more news on this in the next newsletter.

Drive safely

Steve

Committee News

Stan Jones

Here is a summary of newsworthy items from the last committee meeting (30 July 2019).

Increase in fees: Following decades of no changes to any of our fees, the decision has been made to make some increases. This follows comments from participants in the last Better Driving Course:

· Better Driving Course increased to £50 (from £25)

· Joining Fee increased to £25 (from £10)

· No change to Annual fee of £10

Better Driving Course: We would like to run another Better Driving Course in the autumn but are not yet in a position to clarify dates.

Tutors: If anyone with a RoSPA gold would like to become a Tutor; or any Tutor who would like to become an Advanced Tutor should contact either Steve Davy (chairman@roada-bedford.org.uk) or Stan Jones (secretary@roada-bedford.org.uk)

We would like to train more to replace those who have left having given years of support.

Hundreds caught driving in excess of 100mph on Cambridgeshire roads

Joseph Hook , Royston Crow Newspaper

8 August 2019

Hundreds of drivers were caught at speeds of more than 100mph in Cambridgeshire over the last two years - with the fastest hitting 140mph.

The road safety charity Brake has called on the government to increase funding for road policing, and wants to see drivers automatically banned if they are caught travelling at 100 mph or more. Figures obtained by the charity through a Freedom of Information Act request to Cambridgeshire Constabulary show that 135 drivers were recorded at speeds of 100mph or more last year, and 138 in 2017.

Last year, the fastest speed the force recorded was 140mph, on the A1M, junction 15 southbound.

Drivers caught speeding at more than 100mph are referred to courts, where magistrates have the discretion to issue a driving ban, a fine or six penalty points on a driver's licence. The maximum fine for serious speeding offences is £1,000, rising to £2,500 if the offence occurred on a motorway.



One driver was clocked doing 140mph. Picture: ARCHANT

The five highest speeds recorded in Cambridgeshire in 2018 were:

- 140mph, in a 70mph zone on the A1M, junction 15 southbound (male driver, 38-years-old)
- 130mph, in a 70mph zone on the A47, junctions 19 to 15 (male driver, 24-years-old)
- 130mph, in a 70mph zone on the A1M, junction 16 (male driver, 34 years-old)
- 124mph, in a 70mph zone on the A1M junction 16 (male driver, 29-years-old)
- 122mph, in a 70mph zone on the A14, westbound (male driver, 36-years-old)

Brake received responses from 40 of the country's 45 police forces. They showed that more than 9,500 motorists were recorded at speeds of more than 100 mph last year - a 52 per cent increase on the number in 2017.

Nationally, the highest speeds recorded by police were in South Yorkshire and Avon and Somerset - 162 mph in each case.

Joshua Harris, director of campaigns for Brake, said: "There is absolutely no justification for any driver to be travelling at such excessive speeds - more than twice the national speed limit in some cases - putting themselves and others in grave danger. The number of drivers caught speeding at over 100 mph makes clear the need for action.

"Anyone caught travelling at such speed should always face a ban - we have to make sure these dangerous, selfish drivers are taken off our roads.

"The government must invest in national roads policing as a priority to provide the police with the resources they need to get out on the roads and act as a true deterrent to dangerous driving. The law must also be used to its fullest extent in penalising such dangerous behaviour, making it clear that speeding will not be tolerated."

Highways England and the Department for Transport recently announced that they would be launching a joint review of road policing, looking to plug existing gaps in provision.

A DfT spokesman said: "Speeding is completely unacceptable, which is why there are tough penalties and rigorous enforcement in place for those who do this.

"Roads policing is a key deterrent in stopping drivers breaking the law and risking their and other people's lives. "Just this week, we announced a first-of-its-kind joint review into roads policing and traffic enforcement, to highlight the good work of police forces and others and show what more can be done to improve road safety."

New email address

Please note that **David Chamberlain**, our Training Coordinator, now has a **new RoSPA email address**:

training@roada-bedford.org.uk

David is the man to contact if you want to be assigned to a RoSPA Training Instructor.

View From The East: July 2019

PC Simon Burgin (sburgin@ROSPA.com)

Forensic collision investigator

RoSPA East of England Region Co-ordinator



Summer is finally here, and the holiday season for many is in full swing. I was hoping to report some positive news with regards to collisions and my day job, but once again we have been as busy as ever, including one day last week where four people died in the county in just one day.

Three youngsters in one collision and one in another. The first three died when their car failed to negotiate a traffic light controlled roundabout at the end of a street lit dual carriageway.

As I have stated many times before, the responsibility on all of us to be safe and considerate drivers and riders goes without saying, and the work of all the RoSPA groups is so very important in working towards and promoting safer driving.

Discussion and debate - Does the punishment fit the crime?

In my June newsletter I mentioned that I had spent seven days at Peterborough Crown Court prosecuting a young man for causing Death by Careless Driving.

The brief circumstances are: Kieren was an 18-year old young man, who owned a Land Rover Discovery Commercial, which had been modified to suit larger off-road tyres, and an increased ride height, as the vehicle was primarily used on farm land. The 'Commercial', element of the vehicle meant it had no rear seats or carpeted load area; it was in effect a van.

On a sunny day in June 2017 Kieren drove his Discovery along the B660 and whilst travelling through a series of bends he lost control, fish tailed several times before it slid sideways onto the opposing verge where it tripped over and rolled several times.

It was during the rolling phase of the collision that Kieren's best friend, also 18 years of age, was thrown out of the vehicle, and sustained injuries that proved fatal at the scene. Kieren was also carrying another friend in rear cargo area of the vehicle, which meant not only was he unrestrained, he did not even have a seat to sit in.



The investigation followed a very simple formula of inappropriate speed for the circumstances and prevailing road conditions and a clear disregard for safety by carrying his unrestrained friend in the rear of his van. Six witnesses to the collision were consistent in their live evidence in court and stated "On first seeing the vehicle it

was clear it was going too fast for the bends and would not make it". One witness was so concerned the Discovery would crash that he turned around and went back to check, and found the vehicle in the ditch. [Pictured in the previous column].

Kieren however would not accept that he was responsible for the collision and the death of his friend, and serious injuries to his other friend in the rear of his van. His legal defence team blamed the road surface, the modifications to the vehicle and sun glimmer through the tree canopy. All things as drivers and riders we should be aware of and adjust our driving accordingly.

When I gave my evidence the Judge asked me about the road and specifically if it would be classed as dangerous. My response was "**there is no such thing as a dangerous road, just inappropriate driving in circumstances that then become dangerous.**"

A phrase the Judge would use later in his summing up to the jury.

After a seven-day trial the unanimous jury took less than an hour to decide that Kieren was guilty of the offence. Two weeks later we returned to the Court for sentencing. Kieren was sentenced to 100 hours community work, disqualified from driving, and ordered to pay court costs.

In summing up the Judge said that he had read the pre-sentence reports and was still disappointed that even after a trial and a guilty verdict that Kieren still failed to accept responsibility for the crash, and that he hoped while completing his unpaid work he would have time to reflect on his actions. The deceased family were delighted with the guilty verdict, but naturally very disappointed with the level of punishment.

My frustration with events of this kind always focus on the driver and nature of the driving. Kieren took risks, he was young, inexperienced, and showing off to his mates. One of those mates paid a very heavy price for Kieren's stupidity and lack of care.

Moving forward however, would a term in prison serve society in a positive way, or would it expose Kieren, of previous good character, with not a single ticket to his name, to a prison environment which in itself carries risks? The family just want their grief to end and to have their son back, something any prison sentence would never achieve.

Coming to a group near you

Me.....

I have been looking at the group websites to see what you are all up to, and I will be looking to come along and meet you before the end of 2019. If you would like me to give a talk to the group please do ask, I am happy to oblige.

Holidays!

I'll be taking a break from policing for two weeks and heading off to sunnier shores with the family. I have a number of RoSPA tests booked in before I go, and several for my return.

Take care over the holiday period, check your chosen form of transport carefully. Be fully refreshed and alert with good journey plans in place to keep you safe.

Brake Road Safety Week



Road Safety Week runs from 18 to 24 November 2019. 18th to November 24th. The week, organised by 'Brake', a road safety charity, is an annual event and the biggest road safety awareness event in the UK. You can register with Brake to run a road safety event, and they will send you an electronic action pack to aid you in your event.

During Road Safety Week, thousands of organisations, schools and communities take part, with road safety demonstrations, events, awareness video screenings, talks and more. Each year the event has a theme.

During Road Safety Week, the police often do roadside checks of vehicles for safety, highlighting the dangers of poorly maintained vehicles and offering advice to drivers, or running speed checks and reminding the general public of how speeding is a major cause of accidents and contributor to deaths through road accidents.

Schools can take advantage of road safety week to teach children about the highway code for example, or safety when crossing roads, cycling proficiency tests, and the importance of cycle helmets and high visibility when cycling.

Riding Stables can hold safety talks for riders who ride on the road, and members of the public can be reached through press, media, and public events that remind them of safe driving techniques, statistics relating to bad driving and road accidents, use of mobile phones at the wheel, and more.

The event has great scope to reach many people across the nation and remind them of road safety, thus potentially preventing many accidents.

Step up for Safe Streets

Every 20 minutes, someone is killed or seriously injured on a British road and each of these tragedies is preventable.

This Road Safety Week we want everyone to "Step up for Safe Streets" and learn about, shout about and celebrate the amazing design-led solutions that will allow us all to get around in safe and healthy ways, every day.

Safe journeys

Safe journeys happen when we design our road transport network so that human error doesn't result in death or serious injury. This approach of safety by design is known as safe systems and the great news is that the solutions are known and available to us now! From safety technology in vehicles, to speed limits that reflect the safety of the roads, we can all step up to learn about, shout about and celebrate these proven solutions.

Healthy journeys

Healthy journeys are important to help keep us healthy, fit and happy. We need to make sure that choosing to walk or cycle doesn't put us at increased risk and that the air we breathe on our journeys is clean. We know the solutions here too – we need policy-makers to step up and prioritise safe spaces for travel on foot and by bike and ensure that the vehicles that remain on our roads use ultra-low emission technology.

Step up

We can all step up and play a part in the celebration of safe system solutions and the creation of a safe and healthy future:

- Individuals can step up by pledging to use roads safely, minimise vehicle use and shout out for safe system solutions.
- Schools can help young people step up and learn how to create a safe and healthy future and shout out for change.
- Organisations can step up their policies and procedures to ensure they choose safe systems solutions.
- Emergency service professionals can step up to highlight their vital role in helping keep us safe.
- Policy-makers can step up by developing and mandating safe systems solutions.

Every death or serious injury on our roads is a tragedy and each one is preventable. Step up for Safe Streets and do your bit for a safe and healthy future.

<http://www.roadsafetyweek.org.uk/our-theme>

Reported road casualties in Great Britain

Main results 2018

Government Report

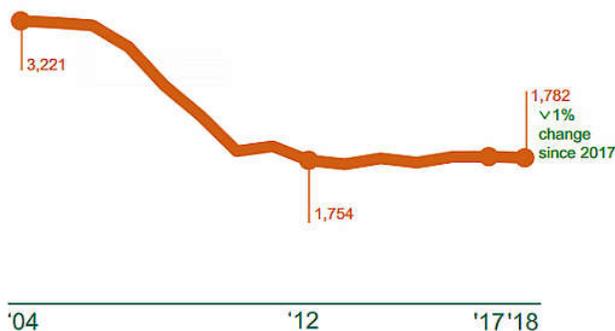
This is a very small extract from of a 41-page report released in 2018.

There were 1,782 reported road deaths in 2018, similar to the level seen since 2012, which followed a period of substantial reduction in fatalities from 2006 to 2010

About this release

This release gives an overview and commentary of reported road casualties in 2018. It provides the number of personal injury road traffic accidents in Great Britain that were reported by the police in 2018 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in. This is the first release of provisional headline accident and casualty figures for 2018, which will be followed by the final publication in September (Reported Road Casualties Great Britain 2018).

Chart 1: Fatalities in reported road accidents: GB, 2004-2018



- There were 25,484 serious injuries in road traffic accidents reported to the police in 2018. However, comparison of this figure with earlier years should be interpreted with caution due to changes in systems for severity reporting by some police forces. The report contains further information and an estimate adjusted to account for this discontinuity.
- There was a total of 160,378 casualties of all severities in reported road traffic accidents in 2018. This is 6% lower than in 2017 and is the lowest level on record.
- Accounting for change in traffic, the rate of fatalities per billion vehicle miles has fallen by 1% from 5.43 in 2017 to 5.38 in 2018.

This publication provides the number of personal-injury road traffic accidents in Great Britain that were reported to the police in 2018 using the STATS19 reporting system. It also includes the number of people killed or injured in these accidents and which road user group they were in. The figures make up part of a long running series going back to 1926. The current set of definitions and detail of information goes back to 1979, providing a long period for comparison. The information used to create these statistics are collected by police forces, either through officers attending the scene of accidents or from members of the public reporting the accident in police stations after the incident, or more recently online. There is no obligation for people to report all personal-injury accidents to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). These figures, therefore, do not represent the full range of all accidents or casualties in Great Britain.

For the full 41-page report, go to:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/820562/Reported_road_casualties_-_Main_Results_2018.pdf

Centre for Connected and Autonomous Vehicles

Research & Development Projects 2018

<https://www.gov.uk/>

[This article is a very brief summary of the large number of documents on connected and autonomous vehicles published by the UK government. For an in-depth understanding of the documentation, follow the blue "https" hyperlinks in the article -- Ed]

<https://www.gov.uk/government/organisations/centre-for-connected-and-autonomous-vehicles>

Since 2014 the UK government has invested significantly into the research and development of Connected and Autonomous Vehicles (CAVs) — we have already invested £120 million in CAV projects, with a further £68 million coming from industry contributions.

This funding is truly collaborative, supporting over 70 projects with more than 200 partners from organisations including:

- automotive manufacturers
- universities
- insurance companies
- high tech entrepreneurial businesses
- research organisations

Members Newsletter – September 2019

The nature of emerging CAV technology requires people from very many disparate sectors to come together to explore, develop and deploy the solutions of the future.

The primary focus for the R&D projects in 2018 includes:

- Principles of cyber security for connected and autonomous vehicles
- Trialling automated vehicle technologies in public
- Driving the future of the car industry
- Regulations for driverless cars
- Oxbotica: AI firm develops 'brain' for autonomous vehicles

These are summarised in a Quick Guide publication, at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624303/cyber-security-connected-automated-vehicles-quick-guide.pdf



Cyber security

As vehicles continue to become smarter, it's crucial that we take the correct steps to make them cyber secure.

The eight principles in this guidance set out how the automotive sector can make sure cyber security is properly considered at every level, from designers and engineers, through to suppliers and senior level executives.

The quick start guide to vehicle cyber security lists the eight principles:

1. organisational security is owned, governed and promoted at board level
2. security risks are assessed and managed appropriately and proportionately, including those specific to the supply chain
3. organisations need product aftercare and incident response to ensure systems are secure over their lifetime
4. all organisations, including sub-contractors, suppliers and potential third parties, work together to enhance the security of the system
5. systems are designed using a defence-in-depth approach
6. the security of all software is managed throughout its lifetime
7. the storage and transmission of data is secure and can be controlled
8. the system is designed to be resilient to attacks and respond appropriately when its defences or sensors fail

More details in these publications:

<https://www.gov.uk/government/publications/principles-of-cyber-security-for-connected-and-automated-vehicles/the-key-principles-of-vehicle-cyber-security-for-connected-and-automated-vehicles>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/661135/cyber-security-connected-automated-vehicles-key-principles.pdf

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/624303/cyber-security-connected-automated-vehicles-quick-guide.pdf

Four 'best friends' died in head-on car smash with Bradford cabbie, inquest told

A plea to show young people the possible consequences of their actions

Daily Telegraph

22 August 2019

Michael Black

A senior coroner today warned of the perils of drink-driving after four "best friends" died in a head-on car smash with an Uber taxi driver.

Brandon Frew, 19, Declan Grove, 19, Matty Walshaw, 18, and Caelan 'Meggy' Megson, 21, all died in the "calamitous" tragedy while on the way to McDonald's after leaving a party.

Two girls, aged 16 and 17 at the time of the crash on June 30 last year, both passengers in the car, were taken to hospital but survived.



The red Seat Leon was being driven by Caelan who had drifted onto the wrong side of the road while travelling at a "colossal" speed of around 82mph.

He was two-and-a-half-times over the drink-drive limit and had taken cocaine in the hours before the fatal crash in Horsforth, an inquest heard.

Paramedics were confronted with a "high speed impact" road traffic collision and described that both vehicles had sustained an "incredible amount" of damage along the 40mph road.

"In this court, we are used to tragedy and get hardened to it inevitably. There are times when cases just cut through the defences of the most seasoned practitioner and this is such a case" - Senior coroner Kevin McLoughlin

Caelan and front-seat passenger Brandon, both wearing seatbelts, were immediately pronounced dead but attempts were made to revive the other two lads which proved unsuccessful.

West Yorkshire Police detective sergeant Fiona Hoodless said the crash was caused by the excessive speed of the vehicle, the number of passengers and the fact the driver was under the influence of drink and drugs.

Senior coroner Kevin McLoughlin said: "The evidence here shows six young people who should not have been in the car with a driver who had consumed significant amounts of alcohol and cocaine.

"In this court, we are used to tragedy and get hardened to it inevitably. There are times when cases just cut through the defences of the most seasoned practitioner and this is such a case. I recall replica events in previous hearings where multiple young people die in such needless circumstances.

"We need to find ways to stop the same thing happening in this area to press the message home. The message seems to be in relation to young people who perhaps don't have the foresight as they are enjoying life and having fun.

"Part of the maturity and responsibility of being in a motor car is understanding what might happen and the need, even though it may sound boring, to be sensible.

"I would ask that every driving instructor in this area cuts out the media coverage in the papers reporting this terrible car accident and makes their students read it and discuss it with them so they understand the responsibility that goes with having a driving licence."

Tailpipe

Ian Wade, Editor

27 August 2019

Following the pieces on horrific accidents in this Newsletter, I believe it is necessary for our Committee to take a fresh look at making RoSPA more relevant to young drivers. (I understand the Committee has attempted in the past to catch younger drivers before they go out and kill themselves, or others, but without success).

I believe it is now time to think again. Here are some suggestions and comments for Committee discussion and implementation:

- Identify which young drivers need aiming at. (Not school leavers with an imminent driving test – once they have passed the test they are invincible; they don't need "advice" from anyone any more).
- Contact the driving schools in the area. At an appropriate time, have the instructors include newspaper cuttings (such as the one on the left and above), and discuss these cuttings with the students. The instructor has a captive audience focused on driving, with no distractions.
- Committee to make up a suitable newspaper docs package and instructions for instructors.
- Committee to test-drive the package on one or two driving instructors, before releasing it to the wild.

