



The Bedford Group of
RoSPA Advanced Drivers and Riders
Members Newsletter
October 2021

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

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Welcome to the October 2021 issue of the Bedford Group of the
RoSPA Advanced Drivers and Riders Newsletter.

Main topics:

Chairman's chatter

Committee Meeting - Tuesday September 28th via skype

RoSPA update

Double Bill "View from the East" Simon Burgin Regional coordinator July & September 2021

Snippets

Quiz

Val Jones

October 2021

Newsletter Editor: Val Jones

RoSPA Chairman's Chatter – September 2021

Welcome to another packed newsletter full of interesting facts and features. Our Newsletter Editor Val does an amazing job pulling this all together, all with the aim of keeping you informed about the activities of the group and matters relating to advanced driving, road safety and motoring generally.

As I write there are continuing fuel shortages, with some filling stations such as the one local to me in Biggleswade running dry at the pumps. This is of concern to all who rely on their cars, but particularly to those including a number in our group, who work in health and social care. Let's hope the situation eases soon as it appears to have done already in other parts of the country.

One more subtle change at the pumps you may have noticed is the change from 'E5' to 'E10' unleaded petrol, which contains up to 10% renewable ethanol - its introduction aims to help reduce CO2 emissions. This is probably the most significant change since the abolition of four star petrol at the turn of the millennium. The owners of older petrol vehicles are advised to check that their vehicles are compatible with the new fuel - most are (including all manufactured since 2011). For those that aren't 'super unleaded' remains available at 'E5' and there is an online vehicle checker available at <https://www.gov.uk/check-vehicle-e10-petrol>.

Whilst such changes may cause temporary inconvenience to motorists, they are all done in the name of reducing impacts on the environment and with that in mind are to be welcomed. Put simply, this is progress and my view is that as we enjoy a great privilege in using the roads we simply have to adapt to it.

As advanced drivers we are used to having to adapt to changing conditions. Whether that be new hazards on a familiar route, changes in weather or traffic conditions, our training gives us time to plan and adapt as we catch up with the new situation. I was reminded of this on a couple of trips over the summer, in particular to Devon. Like many it was the first trip to see family there since the covid restrictions began and the narrow lanes near Exeter with their 'Devon banks' which I was once well used

to come as a bit of a shock at first compared with the more open 'roadscape' of Bedfordshire.

Fortunately applying the system and the principle of being able to stop in the distance seen to be clear helps you take the extra care needed and puts you at ease.

One other area where we're increasingly having to adapt is changes in vehicle technology. One other highlight of the summer for me was an excellent meeting of our Tutors in August which Val details below. A topic that came up was the different characteristics of hybrid and electric vehicles, not only the way they accelerate but such factors as regenerative braking. We'll increasingly need to sharpen our knowledge and skills in this area, not only to drive these new types of vehicle but also to react correctly when we encounter them, even if we ourselves may still be driving a traditional manual petrol or diesel car at the time. Simon Burgin's View from The East offers some advice for those drivers of EVs or hybrids preparing for a test.

If you have any thoughts about vehicle technology or any other matter please do get in touch with the group - we would welcome your contribution to the newsletter if you've something you'd like to share!

Martin Kidds

Val Jones Newsletter editor

Tutors meeting 11.08.21

The tutors met to share their experiences of tutoring, the possibility of recruiting more tutors, gaining an Advanced Tutor, resources for tutors e.g. drives list, Tutor development, The Better Driving Course and recruitment and supporting new and existing members.

Allocating Associates to tutors. It was agreed that when a new member joins the group they would be advised to purchase and read the current edition of Roadcraft and The Highway Code whilst the member is on a waiting list for a tutor. When allocated the member will be advised to make contact with their tutor within a four week period. Drives can be arranged at a mutually convenient time. If contact

has not been made within the four week period they may be put back on the waiting list to allow another member access. (Any extenuating circumstances would of course be considered.) The aim is to ensure fair access to tutors and to keep waiting time to a minimum.

At the meeting it was proposed that we invite members to **forward details on their test passes, dates and grades** to secretary@roada-bedford.org.uk) to ensure we have the correct details and can celebrate their successes. We also wanted to highlight that **the group offers an observed drive to members ahead of a retest**. If we have the relevant details we can anticipate a request may be forthcoming.

Have you been notified by RoSPA that you are due a retest?

If so, let us know if you would like to book an observed drive through the Training Co ordinator? training@roada-bedford.org.uk

E Version of the New Roadcraft

Are you aware that there is an e version of Roadcraft you can access with an individual licence? It costs £25.00 plus VAT for a year's licence (£30 total.) It takes you systematically through thirteen modules. It summarises each module into ten points followed by interactive quizzes in a multiple choice format at the end of each section. You can revisit modules should you need to. You can print out your certificate when you have completed the modules to the specified standard.

The e learning platform is internet based and compatible with any device

Video clips in the training package

There are nine clips demonstrating key manoeuvres including the use of limit points and overtaking

In Module 3 - Information, observation and anticipation there are **video clips** to illustrate reaction time, anticipating / seeing boy on bike or boy on motorbike

In Module 6 manoeuvring at slow speeds there is a clip which illustrates the importance of allowing for overhangs

Module 10 there is a video clip on using the limit point to negotiate bends and another to illustrate how to get the best view for right and left hand bends

Module 11 – overtaking there are a number video clips to illustrate overtaking a line of vehicles and other hazards.

Committee meeting was held 28.09.21 via Skype

Details of the tutors meeting from 11.08.21 were discussed with the committee who agreed that silver standard RoSPA holders could be in future qualify as Tutors. The group are in the process of securing the support of an advanced tutor to allow further tutors to be trained to ensure a “healthy bank” of tutors to support our members.

It was also agreed that reminders re allocation of tutors would feature regularly in our newsletter to ensure members are reminded how tutors are allocated.

The committee congratulated David Chamberlain our Training Coordinator for achieving a gold standard on his recent driving test on September 4th 2021!

Advice snippet from Roadcraft (2020)

Fuel -Efficient Driving

The emissions produced by vehicles cause damage to the environment and reduce air quality. Driving in a fuel- efficient way benefits not only the environment, but also you the driver, other road users and your vehicle.

Read page 279 for more details

[View from the East July 2021](#)

Hello and welcome.

In the news:

4 fatal road traffic collisions this month. Two on my watch. They were a result of either drink or drug driving, using a mobile phone, and sadly a sudden death at the wheel. We have had an increase in the number of serious injury collisions involving motorcyclists, the majority of which have been the rider misjudging the severity of bends and running out of road.

Electric Vehicles (EV's) and Hybrids

I have had several emails and phone calls in relation to EV's and Hybrid vehicles with regard to advanced test requirements. My strap line has been 'keep it simple'.

As an examiner I would like your 'cockpit drill' and introduction to the vehicle to include your knowledge and understanding of the Hybrid or EV's systems.

For a conventional Diesel or Petrol vehicle I would expect you to say "this is a Vauxhall/Ford etc. fitted with a 1.6 litre diesel/petrol engine producing 80 horsepower, driving the front wheels via a 6 speed manual gearbox, I have a full tank of fuel for about a 400 mile journey.

Your EV intro may be "this is a fitted with twin electric motors producing 84 KW driving all four wheels via a constant transmission. It has half its charge remaining which will allow for about 120 miles. The regenerative braking is set to maximum which will almost remove the need for conventional braking".

In terms of the driving element of the test it remains unchanged – "a good safe systematic drive with purpose where appropriate".

The system of vehicle control remains unchanged, with just subtle differences in application.
Information – Position – Speed – Gear – Acceleration

There will of course be differences in the way the vehicles speed may be controlled during the speed reduction phase, as ordinarily you may need to apply the brakes during that phase, whereas with an EV or Hybrid the regenerative braking will do this for you by removing the

pressure from the accelerator pedal. Indeed, some EV's have adjustable regenerative braking which can be more aggressive and imposing or turned down to be less intimidating.

The other noticeable difference is gears. EV's do not have a conventional gearbox. They are instead a 'constant velocity system' or CVT. This is no different to a modern automatic gearbox as far as the test is concerned. Most modern auto gearboxes are so very good with the average number of gears being 7, they are smoother and often faster than the human driver, and therefore the case can be made to put it in 'D' and leave it, you have no choice in an EV.

Whilst I hear some of you sigh at the above (me included), the reality is that manual gearboxes are becoming obsolete. When you think about it, the modern car is so geared towards environmental controls, the one single item that can affect your vehicles efficiency significantly is the use of the manual gearbox. Whilst I fully accept that advanced driving techniques significantly reduce fuel use, we are sadly in the minority when it comes to overall road user population, and therefore the push for ever more automation in the driver environment is inevitable.

Modern Diesel and Petrol Hybrids and Mild Hybrid Technology (MHT) still has a place at the moment and I'll be clinging on to the 'Suck Squeeze Bang Blow' (google it!) that has bought me so much pleasure over the years in its various incarnations.

Driver and Rider Training/Testing

Busy, busy, busy.....Great to see so many of you coming through for test, and by the end of August I will be up to date with the majority of candidates.

Please keep in touch with your groups and likewise keep your websites up to date with any offerings of online meetings and learning opportunities.

Take care and stay safe

What's Next?

Holidays.....see you all soon...Take care and stay safe.

Simon Burgin
Eastern Region
Co-Ordinator

View from the East September 2021

Hello and welcome.

In the news:

6 fatal road traffic collisions this month. Four in very quick succession over a period of 6 days, all when I was on duty. These are still very much live investigations, but suffice to say Lack of Observations, Drink and Drug driving and Using a Mobile Phone will feature in the reports.

Highway Code updates

The Department for Transport will publish a new Highway Code in 2022, the key updates being around Smart Motorways, Safer Use of Emergency Refuge Areas, Driver Fatigue and Safer Road Use and a more robust interpretation of 'Vulnerable Road Users'.

I have had the opportunity to have an input to it from a Practitioners perspective and I hope the new guidance will go some way to making our roads safer.

Membership Numbers

Several of the groups in the Eastern Region have raised concerns about membership numbers and how to attract new disciples to our groups. Sadly this is echoed across the whole of the UK, with test numbers also down at the moment, but they are creeping up now. My only advice at this stage is to ensure your websites are up to date. If you have a Facebook or other social media outlets keep going with it and keep it current. Try where you can to go to any car or bike meets and leaflet people, and get into car and bike dealerships if they are having product launches or 'demo' days. Also consider talking to your road safety partnerships at your local councils, they have access to a whole host of people in our field of road safety, and even cash to pump prime projects. IAM Roadsmart Peterborough Motorcycle Group successfully bid for funding to allow them to offer free Advanced Rider courses for new members! Nothing stopping any of you doing the same thing and get the media involved to get the message out there.

Fuel Crisis?

Current fuel shortages at some forecourts are causing issues for many of you, I'm sure. From what I see travelling around Cambs, Beds and Herts it is very much hit and miss. The only positive is that when my wife and I have needed it we have been able to get fuel.

I did receive a nice letter from the DVSA yesterday inviting me to consider a future career driving an HGV as I have a licence to do so. Never say never I thought....

COP 26 – Glasgow

My next newsletter will be delayed as I will be away on Royal and Special Protection duties on my trusty police motorcycle from end of October to 5th November. I will update you all on my return.

Driver and Rider Training/Testing

Great to see so many of you coming through for test. I have several outstanding now and I will do my best to get as many done before I go to Glasgow.

Please keep in touch with your groups and likewise keep your websites up to date with any offerings of online meetings and learning opportunities.

Take care and stay safe

Simon.

Resources

Please remember the free RoSPA e-newsletter covering all safety matters including road-safety for all RoADAR members.

RoSPA's premier health & safety newsletter brings you the very latest safety news, expert views and advice.

Every issue includes news on road safety, workplace, home and public safety, also details of events you will find interesting! When you sign up you'll receive access to an exclusive collection of e- books covering a wide range of health and safety topics.

Don't miss out, sign-up via <https://www.rospe.com/safety-matters>

Also remember to check out the members Benefit Platform too!

Simon Burgin

Eastern Region Co-Ordinator

There are a multitude of information sheets you can download from the RoADAR website

Here is one example.....

Advice from RoSPA re top ten tips to stay within the limit

1. Check your speedometer regularly especially when leaving high speed roads
 2. Know the limits look for signs especially at junctions
 3. Assume lamp posts mean 30mph until sign says otherwise, but remember it could be 20mph
 4. Remember speed limits are a maximum not a target
 5. 20's plenty when kids are about and may even be too fast
 6. Try no higher than 3rd gear in a 30mph limit
 7. Recognise what makes you speed keeping up with traffic, overtaking or being tailgated
 8. Concentrate distracted drivers speed
 9. Slow down when entering villages
 10. Give yourself time there's no need to speed- you usually won't get there quicker
-

Are you about you re new your driving licence?

(A cautionary tale from David Worgan our Treasurer)

I am at an age that I have to renew my licence every 3 years. I tried online only to fail as it requires that any online renewal now requires the photo from your passport and as I haven't a valid passport at the moment I had two choices. I could either renew at a Post Office that had a

photo booth (there is one at Sandy) costing £21.50 or paper entry using the D1 form which required a photo signed by a professional person.

I decided to splash the cash as I was informed that the paper entry could take some time due to the DVLA staff were working from home (WFH) and they are over stretched at the moment. This is leading to delays in returning licences.

I went along to the Post Office with my current driving licence, had my photo taken and paid the cash. They took my current licence and gave me a receipt and off I went. When Wendy (my wife) renewed her licence it took just 3 days to get her new licence!

After a week I received a letter and a D1 form asking me to complete sections 2, 3, 4 and 7 and return it together with a checklist. I was asked why I hadn't returning my licence and the required fee. I penned a curt reply stating I had used the Post Office and why. I was informed that they would repay the cost of the photo.

After a few days I received my new licence and in a separate envelope £17 being the amount of refund for the cost of the photo. Then a few days later I received a further cheque for £4.50 therefore the cost of the licence was nil!

I now believe that when you renew every 3 years you will need to complete the health questions (section 4) on the D1 form but this was not made clear at the time or mentioned at the Post Office!

So the moral of the story is to allow yourself plenty of time when you have to renew your licence particularly if you do not have a passport so can't use the on line service. DO NOT leave it to the last minute otherwise you will not be valid to drive!!!

David Worgan

Snippet: GOING ELECTRIC

[From the Sunday Times Magazine August 29th 2021](#)

Driving : Our charging facilities are simply out of order (extract from Long- distance driving proves an electric shock for Pat Malone)

The author writes, "The Lake district is a long way from my place and I am going there to cheer on a friend who's taking part in a fell race. It's a test of his stamina and mine, or rather my electric cars. It's the long range Ford Mustang Mach-E that can supposedly take you 379 miles before recharging, but I'm beset by the kind of mental gremlins that afflict runners.

One hears of wild tales of range overestimation and technical brick walls. I have to be back home in Cornwall the next day for business reasons. But would it allow me to answer the motoring question of the hour- can you replace your petrol car with an electric model if you drive long distances, for business or pleasure?

The answer is no and, furthermore if somebody does not get a grip soon we ought to abandon the whole electric car idea as a blind alley and wait for hydrogen. He notes "The charging infrastructure is a shambles of different plug types, multiple providers with different apps, unfathomable tariffs and glacial charging speeds"

I had been on the road for 12 hours, almost six of which were spent hunting for charging points.

The author was best with problems of finding a charger that wasn't broken, available to use, and that was compatible with apps available to him.

He concludes that he is still going electric however. He believes electric cars would be perfect if you charged them overnight with a home wallbox, then used them only to run around locally before repeating the process. Or if you drove them only within the battery range of the vehicle.

He warns, beyond that at present be prepared for delays and disappointments. He is optimistic that more chargers are coming, but warns the government needs to take matters by the scruff of the neck as without urgent action the electric dream is in danger of turning into a nightmare.

Snippet: Safety

[The Times: August 30th 2021](#)

Majority feel unsafe on smart motorways

The government was under pressure to introduce additional lay-bys on smart motorways last night after

research showed that the vast majority of drivers felt unsafe on them

A study found that only 24 per cent felt confident travelling on motorways without hard shoulders. The proportion dropped to less than 10 per cent amongst older drivers the Times reports.

Lawyers called for more emergency lay-bys to be installed amid warnings that the existing spacing – up to 1.5 miles- increased the chance of broken down cars being stranded in live lanes.

Four corners have warned about the risk of motorists and passengers being killed because of the decision to remove the permanent hard shoulder.

It emerged yesterday that crucial safety technology failed three times in four days in April. The software allows staff to close lanes using a red X on overhead gantries, warning motorists of broken-down vehicles or accidents ahead....

A recent government report said that National highways would consider retrofitting lay-bys on stretches where they are more than a mile apart. The AA has called for them to be introduced at least every half mile.

[The Times: September 8th 2021](#)

Better Safety for Smart Motorways

Daniel Keane of The Times writes Safety improvements will be introduced to notorious stretches of smart motorway. After a series of fatal crashes, it was announced last night.

More emergency lay-bys, extra warning signs and redesigned slip roads will be introduced on parts of the M1 and M6 after concerns were raised over the safety of the scheme.

It was revealed that electric signs, which display information on lane closures and variable speed limits, had been given a power supply upgrade after "reliability issues" were found.

The conclusions were made in a report by National Highways on one section of the M6 near Birmingham and three sections of the M1 near Luton, Sheffield and Wakefield. It said that 14 fatal collisions had been reported on the stretches since they were converted to smart motorways without a permanent hard shoulder, although in some cases this represented a decline in recent years.

It came as a separate review found that official safety figures may have "obscured the impact" of removing the hard shoulder

The Times: August 30th 2021**Put new drivers under curfew to cut road deaths, ministers urged.**

A new coalition of road safety groups wants to take such steps as banning new drivers from roads at night to “end carnage” caused by speeding, bad driving and polluting vehicles while promoting more cycling and walking.

In a report today the group criticises the lack of progress in the last decade in reducing casualties and serious injury. In 2019, 1808 road deaths were recorded: numbers are largely unchanged since 2010. An estimated 8,700 people suffered “catastrophic injury”, such as the loss of a limb, in the same year, it said. All Alliance, called for a multibillion- pound package of measures including reducing the urban speed limit from 30mph to 20mph.

The report also call for improvements to road infrastructure to reduce crashes. This includes the use of “median treatments”- spaces or barriers in the middle of undivided roads- to reduce the risk of head on collisions, and changes to the design of roundabouts to slow vehicles.

It recommended that a new road collision investigation and safety standards agency should be established to investigate crashes and inform government on road and vehicle design. This would be modelled on crash investigation agencies for rail air and sea.

Quiz:**ANSWERS to short quiz from July’s newsletter.**

Questions were based on the Official Highway Code

Where must you not overtake? (listed in paragraph 165.)

How many did you recall?

You **MUST NOT** OVERTAKE

- If you would have to cross or straddle double white lines with a solid line nearest to you (unless it is safe and you need to adjoin premises or side road. You may cross the line if necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10mph or less)
- If you would have to enter an area designed to divide traffic, if it is surrounded by a solid white line.
- The nearest vehicle to a pedestrian crossing, especially when it has stopped to let pedestrians cross

- If you would have to enter a lane reserved for buses, trams or cycles during hours of operation.
- After a “No overtaking” sign and until you pass a sign cancelling the restriction

Where must you not stop or park on:

(See paragraphs 238 & 240 of the Official Highway Code) 11 examples are given how many can you recall?

Paragraph 238

You **MUST NOT** wait or park

- on yellow lines during the hours of operation shown on nearby time plates.
- Or stop to set down passengers, on school entrance markings when upright signs indicate a prohibition of stopping.

Paragraph 240

You **MUST NOT** stop or park on

- The carriageway or the hard shoulder of a motorway except in an emergency
- A pedestrian crossing, including the area marked by the zig-zag lines
- A clearway
- Taxi bays as indicated by upright signs and markings
- An urban clearway within its hours of operation except to pick up or drop off passengers
- A road marked with double white lines, even when a broken line is in your side of the road, except to pick up or drop off passengers, or to load or unload goods.
- A tram or cycle line during period of operation
- A cycle track
- Red lines, in the case of specially designated “red routes” unless otherwise indicated by signs

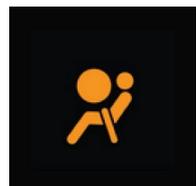
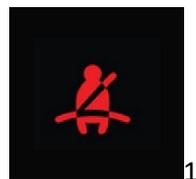
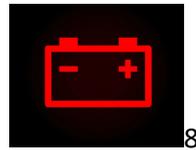
How many did you get?QUIZ

The idea from this issue quiz came from our treasurer David Worgan. He raised the question of whether we all understood the meaning of warning lights on our dashboards. I certainly

needed to check in my handbook recently when a symbol flashed up!

15 common warning lights on your cars dashboard

Do you recognise what they may mean (there may be variations between different car models).





15

Models vary, so symbols on your dashboard may vary slightly. If in doubt – check your vehicle manual.

(The answers follow so you can check how many you recognise)

Val Jones - Newsletter Editor

Answers

- 1) Oil pressure light – check your oil level/ oil pump may not be working properly.
- 2) Tyre pressure Warning light – One or more of your tyres is too low or too high
- 3) Engine temperature warning – Your engine is overheated
- 4) Traction control light. This indicates that your vehicles traction control system is activated.
- 5) Anti-lock brake warning light – something may be wrong with your ABS system.
- 6) Traction control Malfunction – Your vehicle traction control system may have a damaged sensor (or could be a problem with your ABS)
- 7) Engine warning- stop immediately
- 8) Battery alert – there could be an issue with your vehicles charging system
- 9) Low fuel Indicator
- 10) Automatic shift lock or engine start indicator- reminding you to engage the brake before shifting gear or starting engine.
- 11) Seat belt reminder
- 12) Air bag indicator
- 13) Security Light - anti theft malfunction?
- 14) Fog lamp indicator – Your fog lights are on
- 15) Washer fluid indicator – low in washer fluid