

# Summer Newsletter 2022

## CENTRAL SOUTHERN ADVANCED MOTORISTS

[www.iamroadsmart.com/groups/centralsouthern](http://www.iamroadsmart.com/groups/centralsouthern)



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# CENTRAL SOUTHERN ADVANCED MOTORISTS

Registered Charity No. 1079142

## From the Editor



Welcome to our Summer Newsletter for 2022.

I recently went on holiday where we were on a cruise, twice postponed because of Covid, around the Mediterranean, when in Sorrento, Italy I was able, on a coach trip, to observe our driver hit a parked motorcycle whilst squeezing through a narrow gap. He did not even get out of his seat, a passing local picked up the bike, gave the driver a thumbs up and then our driver just carried on without checking either the coach or the motorcycle for himself.

Following this we had a coach trip in Istanbul, Turkey where the coach driver, who was running late to get back the ship, turned left through a red light then reversed straight back through the junction and turned left again to perform a U turn where the road was otherwise too narrow to perform that safely with a coach. To the drivers credit we did not miss the ship.

Whilst on a note of holiday driving, when we were in Athens, Greece I stumbled across The Historic Acropolis Rally whilst walking around the perimeter of The Acropolis. The sound and sight of the historic rally cars was a welcome bonus on the day.





Having started my career on the road many years ago I was initially taught that it was safe and legal to ride or drive over a zebra crossing once any pedestrians on the crossing had passed you and were carrying on towards their far pavement. Recent webinars and courses that I have been a part of contradicted this so when I found a smart phone app called "Ask The Police" I thought that I would ask for clarification.

I asked "Can you drive over a zebra crossing behind a pedestrian who is still crossing but who has cleared your direction of travel?"

Here is the official reply which I received.

"The legal position in relation to the question you asked is as follows.

Part 5 of Schedule 14 to the Traffic Signs Regulations and General Directions 2016 states that –

Every pedestrian who is on the carriageway within the limits of a Zebra crossing (the black and white striped area bordered by studs), which is not for the time being controlled by a constable in uniform or traffic warden, before any part of a vehicle has entered those limits has precedence within those limits over that vehicle and the driver must accord such precedence to any such pedestrian. (Where there is a refuge for pedestrians or central reservation on a Zebra crossing, the parts of the crossing situated on each side of the refuge or central reservation are to be treated as separate crossings.)

This is basically saying that if a pedestrian is on the crossing, drivers must give way to them and if they fail to do so they commit an offence. The penalty for the offence is shown in the table below:

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<b>Offence</b>	<b>Failing to give precedence to pedestrians - zebra crossings</b>
<b>Legislation</b>	Part 5 of Schedule 14 to the Traffic Signs Regulations and General Directions 2016 and Section 25 of the Road Traffic Regulation Act 1984
<b>Fixed penalty</b>	£100
<b>Points</b>	3 points if in a motor vehicle
<b>Max fine</b>	£1000
<b>Disqualification</b>	NA
<b>Prison</b>	NA
<b>Endorsement code</b>	PC20 (moving vehicle)

However, in the case of *Kayser v LPTB* [1950] 1 All E.R. 231, a case on the pre-1951 regulations, it was held that, where a driver is satisfied that persons on the crossing are out of danger from him, he may proceed at a reasonable speed. Nonetheless, we would strongly suggest that it is best to wait until the pedestrian has cleared the crossing because if a driver failed to do this, we could foresee potential legal issues e.g. if the pedestrian changed their mind and turned round on the crossing in order to walk back, the driver could then be in breach of the legal requirement to accord precedence to the pedestrian and they may be prosecuted for the above offence – note the offence is endorsable.

We hope this information is of use.”

The “Ask The Police” app is answered by West Yorkshire Police Force and I would recommend it to anyone who wishes to receive accurate clarification of any questions regarding driving and legality. Thank you to West Yorkshire Police.

I now understand where the information I received when undertaking, in the 1950s, an Advanced Cycling Test came from.

**I am always looking for articles for this newsletter, if you have anything to say which you think our members would appreciate please forward a copy to me. Contributors, both old and new, would you please forward your work to my newsletter email address, [editor@csam.org.uk](mailto:editor@csam.org.uk).**

Andy Wilson,

Newsletter and Website Editor



I was sitting in traffic this morning when I noticed the guy in the car next to me was playing an electric guitar.

On the other side was someone doing the same, and behind me was a person on a full drum kit. In the car in front was a guy with a mic screaming out some kind of song. None of the cars were moving, they were all just rocking out playing music. It was at that moment that I realised I was stuck in the middle of a traffic jam.

# CENTRAL SOUTHERN ADVANCED MOTORISTS

## Forthcoming CSAM Events

Members are advised to check the Events page of the CSAM website before setting out in case of last minute changes. Please click on the links on the website to find maps showing approximate location of venues.

Unless otherwise indicated, events and activities are open to all Members; everyone is encouraged to come along and, if they wish, to bring a guest or family member(s).

[CSAM Events Page Link](#)

Date	Event	Location
Thursday 8th September 7:30pm	PC Hayden Smith will talk on the subject of E-scooters	AFH
Saturday 22nd October 9:30am	Observer Training Day	BC

Please note that at the time of going to press there were no dates fixed for our Free Observed Runs for Associates and members of the public at Northgate Car Park, Chichester due to the summer holiday period when so many people would be away. Please check our events web page for any later additions for this event.

BC: Billingshurst Centre, Roman Way, Billingshurst, RH14 9EW

NCP: Northgate Car Park, Chichester (entrance on eastern side of large roundabout)

AFH: Allan Fletcher Hall, Offington Park Methodist Church, South Farm Road, Worthing, BN14 7TN (entrance to the car park is in Broomfield Avenue)

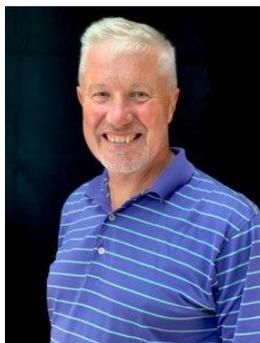
## From Our Chairman



Regretfully we do not have a Chairman’s article for this issue because, unfortunately, in the run up to this issue David has suffered a family bereavement.

We all send David and his family our sincere condolences, best wishes and support at this difficult time.

## Chief Observer's Corner



Observing activity continues to increase as we settle back to more normal times and over the last couple of months we have had another three successful passes. Congratulations to Howard Paton Barnes, Tony Harper and Fred Briggs. Fred achieved a F1rst. We have a busy period coming up for tests and I would like to wish everyone preparing for and taking their test the best and also thank all of CSAMs observers for the time they put into helping all our associates and members across the region.

The updated Highway Code has now been published. I have a copy for all observers and will arrange distribution over the next few weeks. Practical application of the new code, especially where the hierarchy of road users is applied is something that I think will take some time for road users to get used to, but I have seen some good application of use where pedestrians are crossing side roads, and vehicles have safely slowed, or stopped to give way as the guidance suggests. Good forward vision and planning as advocated through IPSSGA and Roadcraft gives the advanced driver more time to prepare, reduce speed and safely apply the code where situations allow.

It's good to see that we are continuing to arrange meetings at Chichester Northgate on a Sunday morning for associates and members of public to come along and have an observed drive or assessment. I would like to highlight the time and commitment our volunteers make for these sessions to enable them to continue. I know not everyone can make these times and we cover a big area, making it difficult to travel to one location, but I am looking for alternative options that could potentially be used for similar sessions across the region, and if anyone reading this has any ideas suggestions, or a location that we could use on a Sunday morning for example, please do get in touch with me! Giving our group members and associates opportunity to practice their driving skills with trained observers and being seen in the community does help with the recruitment of new associates and this in turn contributes to our aim of supporting safer roads across our region.

This time of year, roadside growth of trees and bushes is in full swing and many road signs – both advisory and mandatory can be partially obscured, or not visible until the very last moment that can and do impact on road safety. General advice if you are aware of such situations is to advise your local authority so they can review and act as necessary, but observing and being aware of these potential situations is a factor in our attitude and approach to driving – to be aware of other visual clues that may help identify the hazard or mandatory restriction applied to the road – built up areas, street lighting, road markings etc..

Finally, I am sure we are all aware of the rise in fuel prices that are impacting on our overall cost of motoring. Even electric vehicles are not excluded from the increase in electricity prices and costs per mile are increasing for all. Hopefully we can recognise the benefits of good vision, advanced planning and smoother driving to help reduce inefficient driving styles and help us get that little more from our driving! Until a more viably efficient fuel source is available to us, we are going to have to get use to the situation and I am sure many people will be reviewing their driving needs going forward.

Safe motoring

Paul Davies, Chief Observer

## Membership Mumblings!

As we move through the year, we have to adjust our general driving expectations in line. What do I mean?

Before you set off, do you consider how the general weather conditions/seasons will impact your plans? For example, after a dry spell, when the rain finally returns, the roads become much more slippery due to the build-up of general road grime. Braking distances will extend so, for a given forward visibility, we have to exercise more restraint.

Summer means more people out for a day trip who may be on unfamiliar routes and distracted by other plans. What other general hazards do you factor into your plans that were less at the forefront over the winter?

So to our membership numbers. We have 258 members in total which includes 169 Full members, 15 Fellows 69 Associates. I would like to congratulate and welcome 5 recently qualified associates: Frederick Briggs, Howard Paton Barnes, Jenny Peter, John Robbins and Luke Smith. Also, a warm welcome to our 15 new associates: Ion-Gabriel Alexe, Ian Carter, Julian Cox, Maria Gilders, Jonathan Higgs, Sharon Jarrett, Howard Kidd, Tom Mckee, George Migeod, John Nutting, Kate O'Connell, Philip Pakianathan, Lyn Richards, Gary Simmons and George Swietlik – I hope that you are all enjoying the process of becoming an advanced driver.

David Stevens

Membership Administrator

## Associates' News



Since the last Newsletter nine Associates have completed their course. This is a good progression as I reported six in the last Newsletter and four in the one before that. A very good sign that we are coming back to our pre-COVID levels of activity. We also have six Associates who are Test Ready. One already has a test date this month while the other five are allocated to an Examiner and awaiting their test dates.

We have continued to run our monthly Chichester sessions in May and June. These are held on the second Sunday in the month and are a great opportunity for a new Associate to obtain an Observed Run whilst on the Waiting List or for an Associate to go out for a drive with another Observer than the one they have been allocated to. It is also our primary source of contact with the public and an important venue for Observers to meet up and exchange ideas.

In this reporting period eighteen Associates have joined CSAM, up from fourteen in the last period and nine in the one before. Another positive indicator of a return to normal times.

Our Waiting List for Observers currently stands at nine. A number of these are in the West of our region where we have a lack of Observers.

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The average waiting time for a new Associate before they are allocated to an Observer is about three months. Again, I would ask every Observer to look closely at their current workload to see if they have space for another Associate and if so please let me know.

With the arrival of Summer and its long light evenings many drivers are taking the opportunity to enquire about Advanced Driver Courses, and we can expect further demands on our limited resources.

John France

Associate Liaison

## News from Worthing Hub



### Brooklands Museum 16 July

We do have places available on the coach so if you would like to join us please let me know urgently but by 10 July at the latest. The cost is £19 which includes a guided tour. The pickup points are either Worthing or Horsham.

On 8 September we will be joined by PC Hayden Smith who will talk on the subject of E-scooters. Love them or hate them it will be interesting to hear from a serving police officer on the subject.



Before booking the event I would like to know if there is any interest in skittles as a Christmas social. This has been popular in the past but times change. The event would be at The Spur in Slindon and the cost is just for your food which has to be pre-ordered and in 2021 was £22 for 2 courses.



We need at least 24 people to get the use of the skittle alley for nothing and to make it more fun! You can come just for the social side if you prefer, there is no obligation to play skittles! I know it seems early to be planning for Christmas but I usually book this event before the end of August so can you email me **by 21 August** if you are interested and let me know how many places you would like.

Sally Holmes  
Worthing Hub  
[worthing@csam.org.uk](mailto:worthing@csam.org.uk)

# CENTRAL SOUTHERN ADVANCED MOTORISTS



Some of CSAM's Observers who attended an Observers Training Day in April. These are normally held each Spring and Autumn and all Observers are expected to attend at least one of these each year.



Examiner Richard Mansfield giving Observers the background of what Examiners expect on test day.

**New cars to be fitted with anti-tailgate technology after EU ruling** (An article by Charles Hymas in the Telegraph)

Anti-tailgate technology will be installed in the majority of cars from next month after an EU ruling, says the AA.

The safety technology – which automatically slows down or stops a vehicle if its driver fails to respond to the threat of a collision – will become compulsory by law for all new cars across mainland Europe and Northern Ireland from July 6.

The British Government has yet to decide whether to require by law what is officially known as automatic emergency braking (AEB) despite research showing that it could prevent 12,300 casualties and 110 deaths on UK roads.

But Edmund King, president of the AA, said manufacturers would press ahead irrespective of the Government decision as it made no economic sense to exclude the UK.

Only 12 to 15 per cent of cars on the road are currently fitted with the technology, which uses radar and cameras to detect hazards and acts if a driver does not respond to an alarm.

But Mr King said: "Most cars are global so if it is required in the bulk of Europe, it is highly unlikely they would make a low-grade version for the UK.

"In the past, we know lower grade cars were made for the Australian and African markets. However, the UK market is so close to the European market, my understanding is that the vast majority of new model cars will have it."

Mr King said that although there had been cases of HGV drivers switching off their emergency braking systems because they liked to tailgate other drivers, there was a consensus for the technology among manufacturers and safety campaigners.

'Not advantageous' for UK to ignore

A spokesman for the Society for Motor Manufacturers and Traders (SMMT) said: "With the heavily integrated nature of the UK and European automotive sectors, regulatory divergence is not advantageous for either party."

The rule change has become known as Dev's law after a campaign by Meera Naran, whose eight-year-old son Dev was killed when a lorry crashed into his grandfather's car. Dev was on his way to visit his older brother, who was critically ill in hospital, when the car was hit on the M6 near Birmingham.

Ms Naran, a senior lecturer in clinical pharmacy at De Montfort University, played a significant role in persuading Grant Shapps, the Transport Secretary, to pause the introduction of all-lane-running "smart" motorways and helped to secure the funding of £900 million of safety measures for the controversial schemes.

"No one wakes up in the morning intending to harm someone else, and Dev's Law is a way in which we can keep ourselves and others safe on our roads and prevent more families going through such painful losses," she said.

Richard Billyeald, chief technical officer at Thatcham Research, the motor industry's research centre, said automatic braking would also be required in the UK for car manufacturers to

secure top safety ratings under a Europe wide assessment, Euro NCAP, to which the UK is signed up.

“Things like Euro NCAP and our own insurance group ratings will make them fit this technology anyway because of the benefits it brings and car-makers don’t want to be seen as unsafe,” he said.

There has been “nanny state” criticisms against some of the other proposed EU safety measures such as speed limiters although the rules have been eased to allow drivers to override the warnings that they are going too fast.

David Davies, executive director of the parliamentary advisory council for transport safety (PACTs), said the Government should still legislate or risk piecemeal introduction of the measures which could save hundreds of lives.

“The cheaper models might not be fitted with the systems or you could get mark-up prices, as they say: ‘This is a car with the technology, or this is a cheaper one without it.’ The UK’s own Transport Research Laboratory said it could be the biggest safety step forward since seatbelts,” he said.

(suggested by Bernard Timbers, thanks Bernard)

## **Volunteers' Week 2022: Thank you**

IAM RoadSmart’s Interim CEO, Antony Kildare is paying tribute to the active volunteers who, through their work in local communities across the country, make a significant contribution towards IAM RoadSmart’s charitable mission to reducing the number of people killed and injured on UK roads.

Antony Kildare said: “Our incredible members and volunteers have consistently supported us, including through the pandemic, and have been a constant source of help, encouragement, friendship – and have built an active community of people striving to deliver our mission. Our volunteers are our very life essence and remain at the heart of our charity, whilst delivering our charitable purpose of continually improving road safety and being a force for good with motoring skills advancement at our core.

“This week being Volunteers Week is a great opportunity to celebrate and thank all those whose commitment and contribution as a volunteer really makes a difference to our work, whether that’s a Group Chair or Secretary, our Observers and Examiners or our Trustees – IAM RoadSmart wouldn’t be the organisation it is without them. Our network of volunteers deliver our objectives and help raise awareness of our great charity.

“Our Trustees too are volunteers who bring an amazing range of relevant skills, experience and backgrounds to our charity. Like all our volunteers, they are deeply committed to our mission and purpose and give their time generously and freely. I must also thank our Trustees who volunteer their skills and time unreservedly to assist me and the wider team. They help us navigate through the many unexpected challenges impacting on our communities. Growing and diversifying our volunteering community and membership base is always a key focus for us as this encourages freshness, opportunity for all and organisational health. At IAM

RoadSmart we are committed to engaging an even more diverse membership network that represents all road users and truly reflects our rich heritage and future ambitions.

“Through the pandemic we saw our volunteers help those who were isolated, unwell, and experiencing challenges all through building connections.

We really couldn't do it without you, so thank you!”

## **PROJECT EDWARD 2022**

Project EDWARD (Every Day Without A Road Death) is an annual UK-wide road safety campaign backed by government, the emergency services, highways agencies, road safety organisations and British businesses.

The Project EDWARD week of action this year will take place from Monday 19th September to Sunday 25th September. The theme for 2022 is Changing Minds, Changing Behaviour.

The Campaign, Managed by Projects Zero promotes an evidence-led, 'safe system' approach – the long-term objective of which is a road traffic system free from death and serious injury.

Information about how to be involved can be found at <https://projectEdward.org/>

(From Graham Feest Road Safety Consultancy Newsletter)

## **DVLA Announce Proposed legal change to support medical licensing applications**

Measures have been brought forward to change the law to allow more healthcare professionals like specialist nurses to complete DVLA medical questionnaires. This will help speed up the return of medical information needed to make a licensing decision following the pandemic and industrial action.

By law, all drivers must meet the medical standards for fitness to drive and each year DVLA makes over 500,000 medical licensing decisions. To help make these decisions, DVLA often requires questionnaires to be completed by a driver's doctor or consultant.

Currently, the Road Traffic Act 1988 only enables registered medical practitioners (doctors who are registered with the General Medical Council) to complete DVLA medical questionnaires.

This has contributed to delays to medical applications throughout COVID-19, particularly as DVLA medical checks were understandably deprioritised at times during the pandemic and in December 2021/January 2022 where NHS resources were needed to support the booster vaccination programme.

This proposed change in the law will enable more people – who must be registered with certain professional bodies – to join the list of those able to complete medical questionnaires required as part of the medical licensing process. These changes will not apply to the D4 medical examination process for vocational licence applicants.

DVLA Chief Executive Julie Lennard said:

We were pleased to see that the consultation responses supported the idea of increasing the range of medical professionals who are able to complete DVLA medical questionnaires. This is in line with the way GP practices and hospital teams increasingly work and will improve the process for those notifying DVLA of a medical condition. This will also ease the pressure on hard-working doctors by widening the number of medical experts who can provide the necessary information.

Today's announcement follows a public consultation launched on 8 November 2021, the response to which has been published today. The consultation received over 400 responses, including from the general public and medical professionals, with 82% of respondents strongly agreeing or agreeing with the proposals.

The proposed law change will mean that any healthcare professional registered with the following Councils will be legally authorised to complete DVLA's medical questionnaires:

The General Chiropractic Council

The General Medical Council

The General Optical Council

The General Osteopathic Council

The Nursing and Midwifery Council

The Health and Care Professions Council

Reasons expressed for supporting the change included the provision of more flexibility and that it may result in quicker licensing decisions by DVLA.

Transport Minister Baroness Vere said:

Changing this law makes sense. Doing so will safely improve the application process for hundreds of thousands of motorists across the country, whilst easing the pressure on our doctors and consultants. It's great to see these important proposals progress into law.

DVLA handles millions of transactions every year and there are no delays with online services, which have been working as normal throughout the pandemic. Customers are encouraged to use these services where possible.

The vast majority of transactions are back to normal processing times. There are also no delays to HGV applications, with straight forward applications being processed within around five working days.

## **DVLA Business Plan 2022 - 2023**

The DVLA have issued a new business plan, anyone wishing to see the whole 29 pages should follow this link

<https://www.gov.uk/government/publications/dvla-business-plan-2022-to-2023>

## EXPANDING THE ULTRA LOW EMISSION ZONE

The consultation on plans to expand the Capital's Ultra Low Emission Zone (ULEZ) has been launched.

With an expectation that it will come into effect on 29th August 2023. The proposal is that the extension to the existing zone cover most of Greater London.

The ULEZ would be operational 24 hours a day, seven days a week, 364 days a year (excluding Christmas Day). There would be a daily charge of £12.50 for non-compliant vehicles.

It is estimated that the number of cars not meeting the tough ULEZ standards each day in outer London would fall from 160,000 to 46,000 and the number of vans from 42,000 to 26,000.

The current ULEZ came into force in central London in April 2019, and lines up with the existing Congestion Charging Zone (CCZ).

You can find details about the consultation at <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone> which closes on 29th July 2021

(From Graham Feest Road Safety Consultancy Newsletter)

**Letters to the Editor** There have been no letters to the editor since the last newsletter. Your letters are always welcome.



(For any Liverpoolian members, please substitute any other large English city for Liverpool)

Police in Liverpool pulled over a local lad and were amazed to find the car taxed M.O.T. tested and insured. It wasn't stolen and there were no stolen goods or drugs found. The driver was sober AND He had a full licence and no points. A police spokesman said, "We had no option but to fine him for wasting police time."

Did you hear about the guy who bought an electric car and got in a crash just after he left the dealership? He turned over a new Leaf.

**BREAKING NEWS:** Apple and Kia Motors have joined forces to produce a kit set for an electric car in Sweden. They are calling it the iKia

# CENTRAL SOUTHERN ADVANCED MOTORISTS

## USEFUL RESOURCES AS HYPERLINKS (Click or tap on the darker blue text)

[CSAM website Homepage](#)

[CSAM Newsletter page](#)

[IAM website homepage](#)

Driver & Vehicle Standards Agency, sign up for [Highway Code email alerts](#)

[Operation Crackdown](#), operated by **Sussex Police**, or [Hants SNAP](#) operated by **Hampshire Police** where drivers can report illegal/unsafe driving. For Nation Wide reporting by submitting dashcam footage website use the portal of dashcam maker [Nextbase](#) your camera does not have to be a Nextbase to be able to use this portal.

[Online Highway Code](#)

(There are some other interesting links here, too)

[Online pdf of Highway Code to download](#)

Searching depends on the device and the pdf reader in use

Hard copies of the [Highway Code](#) may be purchased here but this is printed on dead trees and has no search facility

For anyone who may be interested in [becoming an Observer](#)

If you are interested in taking a current version of a [Theory Test](#)

Suggested Advanced Driving videos, anything by [Reg Local](#) or [Chris Gilbert](#) on YouTube, both have worked as advanced police driving instructors.

### PLEASE NOTE

The deadline for contributions to the next Newsletter is 31<sup>st</sup> of May 2022

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