

From the Chair – Lee Davies

Social | Next month we are honoured our Social Evening guest speaker will be the North West Traffic Commissioner, Beverley Bell. See page 7 for full details but meanwhile please put the date in your diary now – Tuesday 10 July – for what promises to be both an interesting and entertaining evening.

Highway Code 2007 | Many of you will be aware that the 2007 edition of the Highway Code was due to be published this month. However, this has been further delayed because of numerous objections being raised by various cycling groups. The significant concern is that the proposed changes will force cyclists to use sometime inadequate cycle facilities and that the proposal to require cyclists to ride on the left-hand lane on roundabouts will place cyclists in greater danger. Cyclists who fail to use lanes provided for them could face prosecution as a result of changes to the Highway Code.

The wording of the relevant passage has been the subject of intense debate over the past few months. According to the present version of the Highway Code, cycle routes should be used 'when practicable'. A revised version said they should be used 'where they are provided'. Then, in a concession to cyclists, the latest version was changed to instruct them to use lanes 'wherever possible'. Although the changes in wording appear subtle, their legal impact could be considerable.

Further debate is likely to see the publication date delayed until October 2007.

Drink Drivers on Increase | Police figures have revealed that more young people are drinking and driving. Almost a quarter of all offenders and casualties across England and Wales were aged between 17 and 24, Scotland Yard recently reported. Police are concerned about the trend as about a quarter of all arrests are young people in this age group, which is obviously very worrying. They're the majority of the casualties - they're the majority of the offenders.

The numbers of people being killed in a drink-related collision have increased dramatically. Drink-

drive figures in England and Wales are at a ten-year high.

Robert Peel Motorcycle Event | This is a motorcycling event in three parts: An obstacle course, Highway Code quiz and a marshalled road route into the country on challenging West Pennine roads.

The event is to be held on Sunday 1 July 2007 starting at a new venue in Tottington, Bury. To give everyone a fair chance of winning an award competitors will be entered into one of the following rider categories plus "the team class" - two chances to win! The organisers have had a close look at how they organise the event and have made some changes to cut down on queues and make the road route easy to follow. The main trophy categories will continue to be Learner/Novice, General Rider and Expert.

There will be on offer many valuable prizes as well as the usual trophies and shields including several special awards such as the best woman motorcyclist and best sidecar entrant.

There has in the past been a team from motorcycle section of Manchester RoADAR Group so I hope this will continue this year!

For more information visit www.robertpeel.org.uk and to download a booking form visit www.bury.gov.uk/bury/roadsafey and follow the links to 'motorcycles'.

IN THIS ISSUE

From the Chair	Page 1
This, That and T'other	Page 2
Crazy Road Signs	Page 3
Bipeds and Bicycles	Page 4
Intelligent Amber Arrows	Page 4
In Insight into the RoSPA Test	Page 5
Picking Daisies Saves Lives	Page 6
Tony's Quiz	Page 7
Social Events	Page 7
Contacts	Page 8

This, That and T'other – John Holland

How Ceeley..... | SatNav is an aid to driving, and as such should be treated merely as a tool. Not so for one young Welsh lady who put so much trust and faith in the equipment, that she opened a gate and then found herself on a railway with a train thundering towards her – because her satnav told her to do so. “I put my complete trust in the satnav and it led me into the path of a speeding train”, she complained. Furthermore, she said, “The crossing wasn't shown on the satnav, there were no signs at all and it wasn't lit up to warn of an oncoming train.”

“I'll never use a satnav again. You rely on them and if it all goes wrong, you're horribly stuck. People should be more careful with them - you never know where they might lead you”, said 20 year old student Paula Ceeley.

Game On for Examiner Roger | Roger Taylor and his wife Karen displayed excellent teamwork to grab a money prize on an afternoon TV show. “For the Rest of Your Life”, like most of these shows is complicated to explain, but briefly contestants have to light up a sequence of white lights to progress towards the top prize in increments of £480; a series of red lights puts them out of the game. Although the couple didn't achieve the top prize they did take away £8,160, which Roger and Karen aim to put towards a prolonged holiday in New Zealand, “doing a Billy Connolly,” said Roger, referring to the comedian's motorcycle tour of the two islands.

Tougher Fines in India – and no wonder! | The Indian government has introduced a new bill proposing a massive increase in fines for traffic offences. Not before time, in this country, where more than 90,000 people are victims of the roads each year, which is almost 8 percent of the world total fatalities.

Using the roads in India is always a hazardous prospect for all, whether in a vehicle, on two wheels, using a rickshaw or as pedestrians. The improvement in India's economy is adding to the problem too, for this means an increase in new cars on the road. If the proposals go through this will mean a fine of between \$10 and \$25 for speeding, whilst drunken driving could attract a penalty of \$50 and six months in prison.

Although a similar scheme has proved successful in Delhi, the country's capital, where discipline has shown a noticeable improvement, there is a fear that going national will lead to corruption, with police demanding bribes from offenders.

First-ever UN Global Road Safety Week | The current Make Roads Safe campaign says that globally, road crashes are the leading cause of death for young people between the ages of 10 and 25, with over 1,000 young people being killed EVERY DAY, according to the World Health Organization.

Launching the campaign, former Formula 1 driver Michael Schumacher back the call for a UN Conference on global road safety. He said, “A thousand young people under the age of 25 die every day on the roads. Road crashes kill on the scale of Malaria or Tuberculosis, yet the

international community has not woken up to this horrific waste of life. That is why I strongly support the Make Roads Safe campaign and the proposal that the United Nations organise a first ever UN ministerial conference to tackle this preventable loss of life”.

Also backing the campaign, and possibly even more significantly in view of his current success, is British F1 racing driver Lewis Hamilton who is in the age group most at risk.

RoSPA Simulator shows Dangers of Speed, Drink and Phones | By logging on to www.stoppingdistances.org.uk motorists can see how long it takes to stop when a child dashes out from behind a van to retrieve a ball bouncing in the road.

A new online simulator to prove to drivers the dangers of being behind the wheel when travelling too fast, after drinking or when using a mobile phone has been launched by RoSPA.

It shows how speed, weather and impairments such as drink and using a mobile phone, can dramatically affect stopping distances, which can lead to crashes, injuries and deaths.

Lock 'em up! | There has been an increase in thefts from cars together with a 23 percent increase in the number of smashed side car windows.

This is according to research carried out by RAC Auto Windscreens in a report which goes on to claim that a car theft takes place every 22 seconds. Despite this, more than 40 percent of motorists regularly leave valuables on show when leaving their vehicles unattended.

A further 25 percent admit to leaving gadgets on show for more than ten minutes when their vehicles are unoccupied. This includes items such as laptops and satnavs. How many cars have secure safes built in, I wonder? I ask this because the researchers appear puzzled that ‘only 3 percent’ of drivers use this facility. The report does go on to say, more realistically, that only 13 percent bother to hide possessions from view, by putting them in the boot.

The startling thing from the report, for me at any rate, is that 84 percent of motorists would not be covered by their insurance policy if they declared themselves to have been struck by a ‘smash and grab’ thief. I wonder what the total value of goods in your car actually is? Back to this research item, and they say that 10 percent of all cars have contents worth more than £1,000, when you add iPods, mobile phones and portable DVDs to those other high-value items.

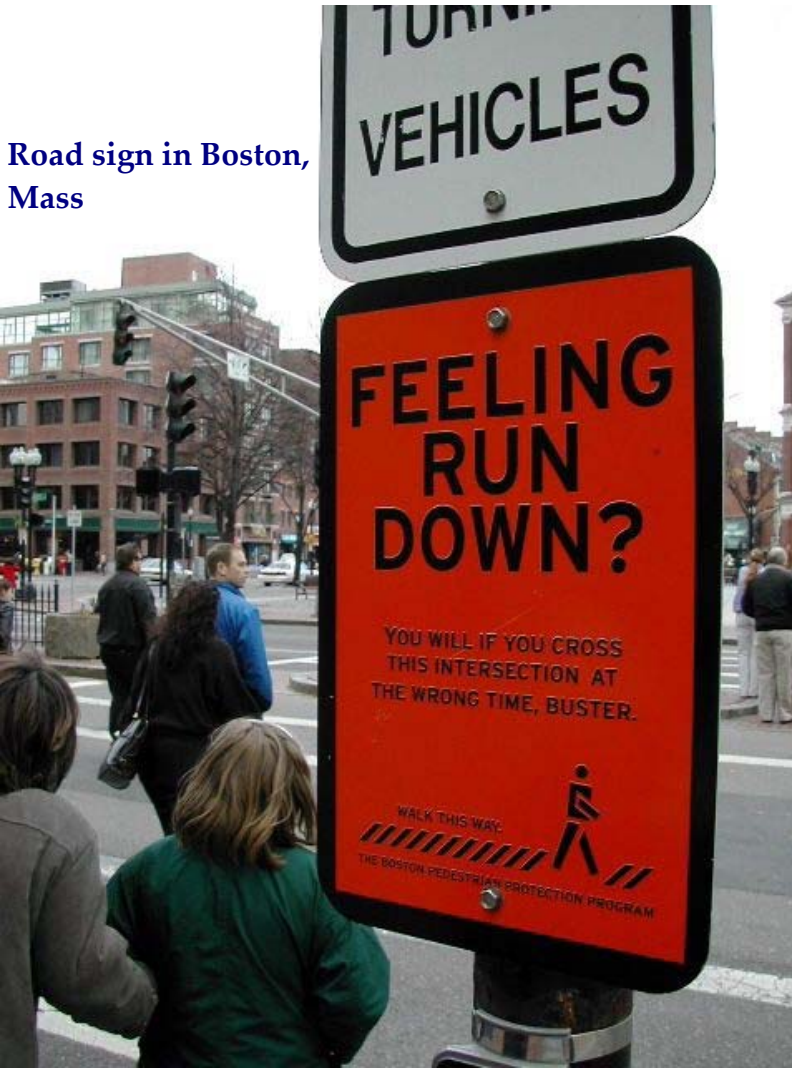
Speaking for the RAC, Adam Cracknell said, “Today's motor vehicles are packed with the latest technology and gadgets, making them a target for theft. We are urging all drivers to take better care of their valuables by putting them in an in-car safe or locking them in the boot.

“Motorists also stand to miss out on being able to make an insurance claim if they have not secured their valuables.”

Keep Space!

Crazy Road Signs — Martin Robinson Provides the Photos

Road sign in Boston, Mass



Road Works at Lake Chelan, Washington State



Find this one in the Highway Code or Know your Traffic Signs!



Information Overload:
How should these signs be read?



If you spot incorrect or amusing road signs or markings, send them in to us. We'll publish all those we can cram onto one page.

Bipeds and Bicycles — Alan Yates

These boots... | Having tapped in to the Department for Transport web site recently, the following headline caught my eye: “Primary schools in North West to get walking shoes for summer”. Oh my God, not more of the little horrors in the hills with me when I’m out walking, I thought. But on further investigation it turned out to be a scheme to encourage primary school children to take part in the “Travelling to School” project, which aims to reduce school car run journeys to and from schools.

450 schools across the region are being funded to the tune of about £375,000 to get more pupils walking to and from their schools; that way the kids become more healthy, it reduces congestion, and of course will help the environment lobby. It is hoped that more schools will organise “Walking Buses” whereby children join the walk from start points towards the school. Nationally over 3,000 primary schools will get these walking to school grants.

Schools Minister Andrew Adonis said, “We are taking action to encourage local councils to put tackling the school run congestion at the heart of their transport policies. The environment will also benefit from investment, rising to £50 million per annum, to expand free bus travel for low income families, extending their choice of school.”

It appears that there are around 700 walking buses already in place, and to be honest I have not seen a single one so far in my area. There are lots of dragon / dinosaur coloured footprints on the pavements in place, but who follows them is anyone’s guess. There are lots of primary school children in my area but they all seem to walk to school the shortest possible way.

Some of the schools listed are as follows:

Manchester: 43 schools - grant £32,500

Stockport: 19 schools - grant £14,500

Tameside: 11 schools - grant £10,000

Full details of the above can be seen at:

www.dft.gov.uk/pgr/sustainable/schooltravel/grant sforwalkingbuses/successfulschools

‘Ello, ‘Ello | Another item to catch my eye was a reference to France taking a stance on cyclists who ride on pavements and jump red lights. Some of the comments almost beggar belief: “I can’t be bothered to wait at traffic lights”, said one lady. Now I wouldn’t dream of taking a chance on going against a red light especially on a bike.

There was also a comment from a government official that even the police on bikes would be targeted. Now there’s a thought; French police targeting French police. Still, it takes all sorts.

Intelligent Amber Arrows at UK Traffic Signals — Lee Davies

Mott MacDonald has completed a study into the use intelligent amber arrows at complex traffic signal junctions where some drivers start moving when a different traffic stream is signalled.

Earlier trials using a fixed amber arrow resulted in an increase in drivers over-running the closing fixed amber/red signal at the end of the green signal sequence. It was surmised that drivers could not see the fixed amber arrow as clearly as a normal amber roundel, the standard signal, or did not recognise it as a signal to stop.

Developed by Microsense Systems to overcome this problem, the intelligent amber arrow opens up as a fixed amber arrow at the start of the signal sequence and closes as a normal amber roundel at the end of the green phase.

As part of the study, Mott MacDonald carried out video surveys at four signal junctions before and after the intelligent amber arrows were installed. The result of the surveys showed that there was no evidence that either fixed or intelligent amber arrows have a detrimental affect on safety at a junction.

However evidence did show that during the opening amber period, amber arrows can overcome the confusion where double headed signals are used to control different movements separately at a stop line and, where speeds are higher, that the number of violations during the closing amber period are reduced. The intelligent amber arrows also appeared to reduce the number of violations during the closing red period at all of the sites surveyed.

The study was coordinated by John Gillam of Leicester City Council and funded by the UK **Highways Agency** and a several UK city councils and was carried out in collaboration with the Department for Transport (DfT).

The Department of Transport has agreed to the use of intelligent amber arrows at a greater number of traffic signal junctions within the UK in order to gain a better understanding of the benefits and develop advice on their use.

Malcolm Williams Gives his Insight Into the RoSPA Test

The Training | I had been looking forward to the course for some 12 months so perhaps I had built up a picture of what I was about to enjoy. Plus the fact that I had previously had a 'taster' session with John in January 2006. Also when I used to work for a living I organised a one-day Safe Driving course for my staff conducted by RoSPA. But did the anticipation live up to reality?

I often said, "I didn't know what I didn't know". Well I do now! Like most people I thought that I was an OK driver, not bad but not good. I didn't realise that I had so far to go to be a good driver and how much concentration it would require. My knowledge of the Highway Code had mainly evaporated since my initial driving test so many years ago. The introduction of the System of Car Control was totally new yet now seems like commonsense.

I really enjoyed the Sunday morning practical sessions and will quite miss them. I found all the Observers very positive in their many different ways. I was only disappointed that I never managed to experience the full complement of Observers. Honestly, I wasn't that bad. Each had their own style, yet they were consistent in the 'message' they were trying to instil. Any criticism – and there was plenty – was freely given and I hope taken. When I arrived home, my head buzzing with all the new information, my long-suffering wife had to relive it again – criticism 'n' all. The only suggestion I would make is that perhaps, if possible, one of the sessions could be held during the hours of darkness. I realise that this would be an imposition on the Observers who already readily give up their time and often have a distance to travel.

I really enjoyed the skidpan session at Stone and feel that I appreciate what the causes and remedies are. Whether I will remember if the occasion arises is another matter. The ladies appeared to react the best and were more lightfooted. I would really recommend that all Associates take the opportunity to do the course when it is available. I hope to repeat the course sometime in the future.

So, am I a safer and better driver? I would like to think so. I certainly think more about my driving and plan my drive better. My biggest critic, my wife, has certainly noticed a difference. She had the opportunity of following me yesterday as we were returning a hire car and noticed how I moved about the road on bends. Evidently I also keep talking about my driving as I go along – never did have a

problem with the commentary part. Her only criticism is that she feels that I drive too fast on minor roads. Most people will be surprised to hear that knowing that 'pressing on' was one area that I had difficulty with and so it proved to be in my Test. But more of that later.

I would like to thank everyone for giving up their time making me and the other Associates so welcome and also for passing on their expertise thus making my course such a rewarding experience.

The Test | **Ah, the Test.** The thing we Associates fear most. Yet it wasn't as bad as I thought – just different.

My Examiner was Roger Taylor. He put me at my ease and pointed out that most a very small number of exceptional drivers achieved the Gold standard, a small number of drivers got Bronze but the majority of drivers who passed got Silver. So it was up to me to convince him that I could drive safely, smoothly and to the System. He said that he would mainly comment on direction but if he made any other comment it wouldn't necessary be a criticism.

With that, we set off in the opposite direction to which I thought we would take (and which I had practised). All seemed to go OK. I even managed to overtake vehicles on two occasions on National Speed Limit roads so I thought I was 'making progress' until he said on one occasion "what was I hanging about for – chase those two cars in front". I hadn't seen the point of catching them up, as there was no possibility of passing them on the narrow lanes. It seems that you have to drive to the limit irrespective. Of course I then thought definitely 'Goodbye Gold'. So it turned out.

At the end of the Test Roger had quite a few 'points' to raise. Some of which I didn't wholly agree with and much is my wont, I debated them with him. After all this I was surprised that he said I had passed and he was awarding me Silver. John Holland's prediction was correct. I had hoped to get Gold but in the circumstances perhaps I should be happy with Silver. He did tell me that I would need to retest in three years and I will be aiming to improve and will start to practice now. My advice to any Associates that are taking the Test would be to follow the advice and guidance we are given to the letter and don't worry if the Examiner makes a comment. Stick with your plan and the best of luck.

Picking Daisies Saves Lives ... Again! — Terry Dodd

Shortly after buying and viewing the DVD "Police Advanced Riding Techniques" a motorcyclist and his pillion passenger escaped being killed by following just one of the simple techniques he had seen and heard on the DVD.

Not long after receiving the DVD "Police Advanced Riding Techniques" in the post, Stuart Jones of Aberdeen was out for a ride with his partner on the pillion. As he topped the last blind summit of the roller-coaster section of Glenshee in Scotland he was suddenly confronted by a Range Rover overtaking straight towards him on his side of the road.

"It was closer than it sounds" Stuart wrote, "but at the same time, due to your "Picking Daisies" commentary, I was far enough into the side of the road never to be in trouble. So I want to thank you for your DVD and for me being able to grow a little older and still enjoy life".

In the DVD, Mike Waite, an ex police motorcycle instructor, demonstrates all the principal techniques including "Picking Daisies" a feature in which he suggests the rider should consider tucking into the near side of the road when approaching a blind summit. Mike's commentary explains on the DVD

"anticipate a vehicle, out of your sight, overtaking towards you on your side of the road". Scary!

The fortunate motorcyclist had bought the DVD from Terry Dodd's advanced riding web site (www.advancedride.swiftlysorted.co.uk). Terry, based at Nantwich in Cheshire, is a fully qualified advanced riding instructor and was specially trained by Mike Waite to take over providing police advanced riding techniques courses for civilians when Mike retired.

This is the fifth rider who has been in touch stating that this feature had saved their lives. Not bad for a £14.99 DVD.

Contacts for more information:

Terry Dodd. Phone: 01270 624 393

Email: terry@swiftlysorted.co.uk

Web site: www.advancedride.swiftlysorted.co.uk

Stuart Jones. Email: Stuart4301@aol.com

Web site: www.swiftlysorted.co.uk

Mike Waite web site: www.mikewaite.co.uk



Terry Dodd shows off the life-saving DVD

New Associates on May Course

The Group welcomes the following May course Associates:

Salih Ali-Messmarri — Chester
Samantha Exton – Winsford
Ian Fletcher – Manchester
Judi Friend – Glossop
Christopher Gandy – Romiley
Lynn Haslam – Manchester
Tarek Kashab – Middlewich
Mike McBride – Winsford
Rose McDwyer – Manchester
Kris Newton – Manchester



Some of the May course Associates being briefed by Mike Singleton

Recent Test Successes

Congratulations to **Chris Eaton** on obtaining Gold, **Malcolm Williams**, who gained Silver and **Bob McGrouther**, who also achieved a Silver.

Tony's Quiz – Tony Richardson

Tony's Quiz, June 2007

1. What should you do if a driver is overtaking you?
2. What is the difference between yellow lines:
(a) along the edge of the gutter?
(b) those across the kerb?
3. What is acceleration sense?
4. What is the minimum tread depth required on all the tyres fitted to a car, light van or light trailer?
5. What is the national speed limit on a dual-carriageway?
3. Q What is the ideal position in which to stop behind another vehicle when in a traffic queue?
A Leave yourself sufficient room to pull out and pass the vehicle in front if necessary. A good rule of thumb for judging this distance is to stop so that you can see the rear tyres of the vehicle in front.
4. Q A pelican crossing shows the flashing green man signal - what signal do drivers see?
A Flashing amber.
5. Q Give three advantages of keeping your distance from the vehicle in front in moving traffic
A (a) You can extend your braking distance so that the driver behind has more time to react.
(b) You can see when it is safe to move up into the overtaking position
(c) You can stop your vehicle safely if the driver in front brakes firmly without warning.

Answers to Tony's Quiz, May 2007

1. Q When are you permitted to cross or straddle a double white line?
A You may cross the line if necessary to pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10mph or less.
2. Q On a dual-carriageway or motorway where would you see amber reflective road studs?
A Amber studs mark the central reservation of a dual carriageway or motorway.

Social Calendar 2007

Forthcoming Manchester Group Evening Social Events, 2007

Unless stated otherwise, social events will be held quarterly at **Woodley Civic Hall**, Hyde Road, Woodley, Stockport, SK6 1QG. The meetings will be held on the dates shown, starting at 8pm and finishing around 9.30pm. The Committee welcome Group members, Associates and their friends to come along in support of these social events.

Tuesday 10th July 2007. Our Guest Speaker on 10th July will be **Beverley Bell**, the North West Area Traffic Commissioner, who will give a light-hearted overview of her work. Beverley is a hard hitting, no-nonsense official, and will probably be better known for 'grounding' two local bus companies because of the lack of professionalism of their drivers.

As the only female Traffic Commissioner in the UK, Beverly will explain her daily dealings within the male orientated LGV and PSV transport industry, with some serious and humorous tales of her experiences.

Tuesday 9th October 2007. We are delighted to be able to report that Bentley Motors are taking an active interest in the Manchester Group. The Group has already trained some of their employees up to test standard, and now Steve Moore, Head of Driver Training for the prestigious Cheshire company has offered to provide Speakers for us.

The first one of these will be on the 9th October when he and Tim Oakes, the Chief Instructor will talk us through the mysteries of ESP.

FIFTY - FIFTY DRAW, May 2007

First: Number 41, Simon Smart - drawn by Rose McDwyer.
Second: Number 6, Neil Ashton - drawn by Judi Friend.



HONOURS AND COMMITTEE

GROUP PRESIDENT

John Holland MBE, 82 Strines Road, Marple, Stockport, Cheshire, SK6 7DM

Tel: 0161 449 7757

HONORARY MEMBERS

Syd Hinks (1975); **Peter Croft** (1991 - 2006); **Phil Harrison** (1991); **Neil Ashton** (1995);
Margaret Dyson (2004); **Jean Farmer** (2006)

CHAIRMAN

Lee Davies, 13 Lime Avenue, Whitefield, Manchester, M45 7FW

Tel: 07966 101441

Email: chairman@safedriversandrider.com

VICE-CHAIRMAN

Alan Yates, 20 Clarendon Road, Denton, Manchester, M34 7RY

Tel: 0161 336 4747

Email: nalas01@tiscali.co.uk

SECRETARY

Vicky Brown, 3rd Floor, Citrus House, 40 - 46 Dale Street, Liverpool, L2 5SF

Tel: 07709 172119

Email: drivingsecretary@hotmail.co.uk

TREASURER

Simon Smart, 2 Grebe Close, Knutsford, Cheshire, WA16 8HW

Tel: 01565 654267

Email: treasurer@safedriversandrider.com

OBSERVER TRAINERS

Cars: Mike Singleton

Tel: 0845 458 2609

Email: observertraining@mikesingleton.plus.com

Motorcycles: Terry Dodd

Tel: 01270 624393

Email: td.rosipa@swiftlysorted.co.uk

ASSOCIATE ORGANISERS

Cars: Sheila Entwistle and Mike Singleton.

Motorcycles: Terry Dodd

MEMBERSHIP SECRETARY

John Holland MBE

Email: john@strines82.freerve.co.uk

SOCIAL EVENTS SECRETARY

Hugh Mcadam, 103a Houghton Green Road, Denton, Manchester, M34 7GR

Tel: 0161 335 0615

NEWSLETTER EDITOR

Vacant

DISTRIBUTION

Jean Farmer, 19 Milton Close, Hawk Green, Marple, Stockport, SK6 7JT

Tel: 0161 449 8453

John Fraser

David Timmins

Contributions to **MAINBEAM** are welcome and should be sent to Simon Smart.

The views and opinions expressed in this Newsletter are those of the individual contributors and do not necessarily express the views or policies of RoSPA, RoSPA Advanced Drivers and Riders or **MANCHESTER GROUP**.