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## From the Editor

Those of you who attended the AGM in October would have heard the entertaining and interesting presentation by Graham Collins. It caught my attention that he has his car tyres inflated with nitrogen and finds that it greatly reduces the need to top up air as the pressure tends to stay constant for long periods of time.

As most of us know, nitrogen accounts for slightly less than 80% of the air we breathe and the remaining 20% is mostly oxygen, with all the other gases just a 'rounding error' (though notably carbon dioxide in this group, at just 0.5%, plays a major role in global climate change). I thought I should research why changing just a small proportion of the air in one's tyres can improve performance so much.

The first website that Google brought up was of the country's largest gas producer, BOC (formerly called British Oxygen Company) which is now owned by Germany's Linde.

They highlight three reasons why it is beneficial to fill one's tyres with nitrogen rather than *just* 'air':

1. Nitrogen molecules are much larger than oxygen molecules and thus pass through tyre structures approximately three or four times slower. As Graham mentioned, this ensures that one's tyre pressure remains constant for longer;
2. Pure nitrogen has a more consistent rate of expansion and contraction compared to air. As tyres are heated up under use (which is why we are advised to always fill air in cold tyres), the pressure change and associated tyre wear, when using air is far more than when using nitrogen;



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3. Using pure nitrogen rather than air avoids water vapour in tyres. If one uses only air, the unknown water content makes the tyre pressure unpredictable and inconsistent, making it difficult to know how much grip a tyre has on the road.

A more credible view (than that of a supplier of nitrogen) is provided by the National Highway Traffic Safety Administration in the U.S. They compared tyres filled with air with those inflated with between 95 and 99 percent of nitrogen, for 90 days, in one of three laboratory tests: static inflation pressure loss; rolling resistance and a roadwheel durability test. The average 90-day pressure loss rate for tyres inflated with air was 2.13 percent/month, while the average for tyres inflated with nitrogen was 1.39 percent/month. Testing on a roadwheel

indicated similar differences between nitrogen and air permeation rates under dynamic, loaded test conditions. They also provide a caveat: "It should be noted that inflation with nitrogen merely slows the rate of diffusion of gas from the tire [sic] and is not a substitute for regularly maintaining tire pressure."

As I was suitably convinced, the next step was to find a supplier to fill my tyres with nitrogen. The first result from my internet search turned out to be BBC's Watchdog programme where, almost exactly three years ago, based on a whistle blower's complaint, they found that KwikFit was apparently charging customers for filling their tyres with nitrogen, either without the client knowing about the charge, or not actually using nitrogen, or both.



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While not the best of omens, KwikFit is by far the closest tyre supplier to me, so I called them to find out what the local branch would charge to fill my tyres with nitrogen. Clearly the Watchdog experience has had a lasting impact as they no longer offer the service.

The next closest place to me that does offer the service is ATS Euromaster. Their website says it costs £1.30 per tyre and their equipment deflates all four tyres simultaneously to remove the air and then inflates them with nitrogen, all in a matter of minutes. Sadly, their centres are either at Dartford or Croydon, each at least ten miles away from me – and since I still believe in inflating tyres while they are cold, despite knowing that Formula 1 cars have been users of nitrogen in tyres for many years now, I may have to give this a miss!

Graham's reminder of how we as ordinary car drivers have benefitted from innovations on the race track also made me think about Formula E and its likely impact on our driving in coming years.

If you have not heard of Formula E, it is the environmentally friendly version of Formula 1. Key differences with F1: all cars run on batteries (only charged using renewable energy!); each car uses only one set of (recyclable) tyres during a race; city streets with slight modifications are used in preference to bespoke race circuits, with spectators encouraged to use public transport to attend; and the race calendar is designed to optimise logistics of transporting equipment between cities across five continents.



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Since making its debut in 2014, the improvements in battery technology have meant that this year a car will be able to run on a single fully charged battery for the entire race. In previous years, as part of the race (perhaps analogous to a pit stop) the driver had to run and get into another car! I am sure that many electrical vehicle manufacturers are looking at all Formula E technology to see what they can adopt.

Another difference with F1 is that cars are largely identical, at least partially reminiscent of the Batmobile, with teams only permitted limited modifications. For instance, they cannot increase the top speed of 175 mph / 280 kmph, or the acceleration beyond 0-100 kmph in 2.8 seconds. The race is thus a purer test of driving skill rather than, as in F1, a combination of vehicle engineering and driver skill. Acknowledging the limited

attention span of its audience as well as the car battery, the race is restricted to 45 minutes plus one lap, and drivers are allowed to receive a 'fan boost' if selected by sufficient spectators.

Companies participating in the race include well-known names such as Audi, BMW, Jaguar, Nissan and, pictured below with their Formula E vehicle, Nio, the Chinese all-electric car manufacturer that won the Nürburgring lap record with their EP9 last year.



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A ringing endorsement of Formula E this year was provided by Felipe Massa, a participant representing Venturi, the electric land-speed record-breaking constructor. You might recall that everyone thought Massa had won the Formula 1 Championship in 2008 when he won the Brazilian Grand Prix. It was only when, less than a minute later, Luis Hamilton edged forward to overtake Timo Glock in the final lap, coming fifth rather than sixth, that we realised Hamilton was world champion.

After reading about Aston Martin's Valkyrie, likely to be the fastest car available on the road, I was disappointed not to see them in Formula E. Then I realised that their car, while it has extraordinary battery power from Rimac, the highly innovative Croatian

car manufacturer, is a petrol-battery hybrid so does not qualify.

The first race of the upcoming 2018-19 Formula E season on 15 December is in the Ad Diriyah in Saudi Arabia, followed by Marrakesh in Morocco on 12 January. This is followed by races every two or three weeks in Santiago, Mexico City, Hong Kong, Sanya in China, Rome, Paris, Monaco, Berlin, Bern and a grand finale in New York City.

Sadly London is not yet on the circuit – please write to the Mayor if you would like to see it here in person.

Safe driving and a Happy Christmas,

*Ravi Savur.*



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## From the Chairman

A big thank you to all the Committee for a big push on a superb selection of events that take us well into Spring 2019.

Amongst the very interesting upcoming presentations is one on the Dover Transport Museum by Brian Flood, a complete explanation of how the M20 is being made into a 'Smart' Motorway and what the implications are for us and, for all of us keen on the latest technology, a presentation on Hybrid and Electric vehicles by Nissan.

Although our Kent group did not have the pleasure of meeting RoADAR Regional Co-ordinator Steve Parker, his newsletters were informative and useful. Unfortunately Steve has taken the decision to stand down for personal reasons and has been replaced

by Simon Burgin – more details on page 11. On behalf of the Kent group of RoSPA Advanced Drivers and Riders, we would like to wish them both all the best for the future.

Also, as Chairman of the group, I would like to say a big thank you to the Committee for their continued hard work over the past year, thank you to all Tutors, Members and Associates, whether recent or long-timers, for your continued support of the group.

Wish you all a happy and safe Christmas

*Dave Harris*



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## From the Training Team

### Associates

We have had a relatively small number of new Associates joining the Group this year, with seven awaiting induction. However, this is not necessarily a true reflection as there are some Associates from whom it is proving difficult to gain commitment. No associates are waiting to be assigned.

Induction Seminars continue to be held bi-monthly on a Sunday in the village hall at Pratts Bottom. These are very well received.

### Tutors

We have fifteen Approved Tutors and three Advanced Tutors. There is no Tutor training at the present time though Tutors are re-assessed as part of the 3-yearly review.

We currently have three members of the Training Team studying to take the Advanced Tutors Test.

### Results

Advanced Test results for Associates: 9 Gold, 5 Silver, 0 Bronze, 1 Unsuccessful.

It is not clear whether all Associates have informed their Tutors that they have taken the test, so this may not be a complete reflection of the results.

Once again, we have concerns about different approaches to some aspects of the Advanced Test by some examiners. This can make it difficult to fully prepare Associates and Members for the test or re-test. This is somewhat compounded by HQ sending some Associates/Members for testing in Surrey where the requirements are not fully known.

Generally, the team does not receive feedback about a Member's re-test. One



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Member failed the re-test last year and the main contributing factor was that a pre-test assessment was not sought or taken. It is not a given that an Examiner will pass a candidate, so we cannot stress highly enough how vital it is to have an assessment drive before a re-test.

### **Volunteering as a Tutor**

If any Member with a Gold or Silver wishes to volunteer to be a Tutor, they would be most welcome to undergo training. Current Tutor shortages are in Canterbury East and Sheppey; some areas such as Ashford, Medway and SE London could also do with more.

### **Thank you**

We thank all the Tutors for their effort and hard work that goes into the training of our Associate / Members pre-test assessments. High pass grades continue to be achieved and this clearly demonstrates their commitment,

knowledge and skills which go into coaching advanced driving to RoSPA standards.

Wish you all a happy Christmas and New Year,

*Ray Davies*



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## From Headquarters

### Time to debate the clock change and save lives

The time has come to debate whether the UK should put an end to the current daylight savings system and do what's best for the country, according to HQ.

As the House of Lords prepares to discuss the European Commission's proposal to end seasonal clock changes – essentially meaning the UK could be on British Summer Time year-round – RoSPA is calling on the UK Government to seriously consider whether the current clock change system is still beneficial, or even necessary.

***“We know that the darker evenings which suddenly occur in the autumn kill people”***

Errol Taylor, RoSPA Chief Executive

Each year, when the clocks go back in the autumn, there is a marked spike in the number of vulnerable road users killed and seriously injured. In 2017, pedestrian deaths rose from 37 in September to 46 in October, 63 in November and 50 in December. The casualty rate for all road users increased from 520 per billion vehicle miles in October, to 580 per billion vehicle miles in November.

Until recently, RoSPA has been seeking a trial of Single/Double Summer Time (SDST) ([www.rospa.com/campaigns-fundraising/current/lighter-evenings/](http://www.rospa.com/campaigns-fundraising/current/lighter-evenings/)) which would see the clock change retained but put the country an extra hour ahead, creating



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extra daylight in the evenings when the number of casualties is highest.

Errol Taylor, RoSPA's chief executive, is urging the Government to take this fresh opportunity to debate the wider merits and implications of ending the current daylight savings system.

He said: "A move to British Summer Time (GMT+1) all year round, which is one of the options to be considered, could save many lives by providing an extra hour of daylight throughout the autumn and winter. This new European Commission proposal has once again brought to the fore the debate around daylight savings, and it will always reoccur until something is done about this serious issue – we know that the darker evenings which suddenly occur in the autumn kill people – so let's take this chance to do

something about this once and for all. It would be a quick and easy win for the Government, and if just one life is saved, it would be worth it."

### **Older Driver Assessments**

After the success of 100 Year Old Driving School, there has been a strong interest in following older drivers and their stories. A production company has been in touch with us as they are currently casting for the second series of the BBC 1 show 'One Day That Changed My Life,' which follows individuals as they receive life-changing results.

They contacted us to see if any older drivers wish to or are due to be carrying out an assessment in the next couple of months and if they may be interested in taking part in the show. It would entail a cameraman sitting in on the assessment, and seeing the feedback from the assessor. They may also carry out



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interviews with the individual to gain an understanding of their background and why it is they taking part in a RoSPA assessment.

In the last series they featured many amazing individuals who were going through very different events in their life, and their aim is to include a real mixture of stories within the series.

If you are aware of any individual, family, friends who may be interested in taking part, you can get in touch with RoSPA's media and PR officer, Nicole Nayyar: [nnayyar@rospa.com](mailto:nnayyar@rospa.com).

### **New Regional Coordinator**

HQ has appointed a new Regional Coordinator for our group: Simon Burgin.

Simon is a well-known figure within RoSPA Advanced Drivers and Riders as an examiner in and around the Cambridge area for the

past 9 years. He is a serving traffic officer specialising in the field of Forensic Collision investigation and is a trained Family liaison officer, working closely with a local charity, The Road Victims Trust, who provide support to those who are left behind after fatal collisions.

Simon is incredibly passionate about road safety, and enjoys sharing his knowledge and experience, as well as learning from others in the wider driving and riding community.

Simon will be commencing his role officially on 1st December, 2018 and is contactable on [sburgin@rospa.com](mailto:sburgin@rospa.com).

### **RoSPA Car Cost Calculator**

You may be aware that earlier this year RoSPA designed a cost calculator to allow drivers to estimate how much it costs to run their car and how much we would need to



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spend on public transport if we decided to no longer use our vehicle.

The road safety team at RoSPA are currently conducting a survey to evaluate the use of the cost calculator, <http://www.olderdrivers.org.uk/retire-from-driving/Cost-Calculator>, and identify any ways in which it can be improved.

To help in the research we would be very grateful for your comments and responses to help determine how to make improvements to the cost calculator. The questionnaire should take around 5-10 minutes to complete. All responses are anonymous.

If you would like to take part in the survey, and share with groups members you can access it at: <https://www.snapsurveys.com/wh/s.asp?k=154142242382>. If you have any questions regarding the survey, please email [needham@rospa.com](mailto:needham@rospa.com).

## RoSPA Advanced Drivers and Riders 2018 Yearly Subscription Prices

Car £40

Bike £40

Dual Membership £40

Emergency Services £38

### Initial Test Fees

Car, 26 years and over £67

Car, 25 years and under £62

Bike, 26 years and over £73

Bike, 25 years and under £68

LGV and PCV £70

### Interim Tests

Car £51

Bike £56

Experienced Driver Assessment £55

### Advanced Tutor Test

Car £50

Bike £65



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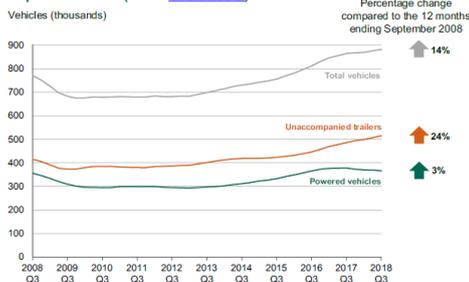
From the Press & Internet

## From the Government

### Goods traffic travelling to Ireland

Having seen the Brexit agreement proposed, I thought it would be useful to see the volume of traffic travelling to the island of Ireland, i.e., Republic of Ireland and Northern Ireland combined.

Chart 4: Road goods vehicles travelling from Great Britain to the island of Ireland, rolling 12 month totals, September 2008 to September 2018 (Table [RORO1001](#))



Interestingly, it is roughly a quarter of all goods traffic travelling from Great Britain to Europe. Full details, including the country of

registration of the vehicles, are available [here](#).

### Road Traffic Casualties to June 2018

There were 1,770 road deaths in the year ending June 2018, slightly higher than the previous year, but a similar level to that seen since 2012.

Road deaths: GB, rolling years ending June, 2008-2018



There were 26,610 people killed or seriously injured (KSI) reported to the police in the year ending June 2018. This compares to 26,664 in the year ending June 2017.



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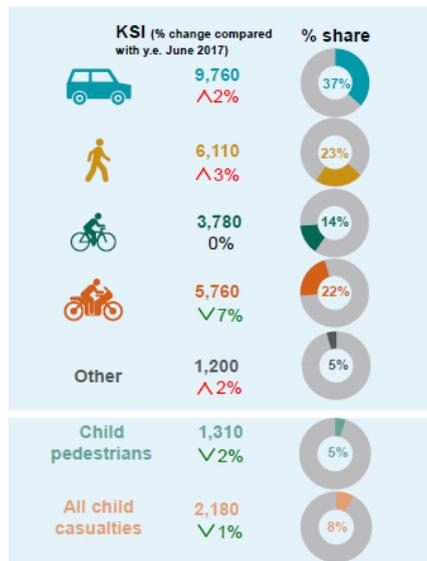
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By road user type, the number killed or seriously injured, is as follows:



There were 165,100 casualties of all severities in the year ending June 2018, down by 6% from the previous year.

The overall casualty rate per vehicle mile decreased by 7% over the same period.

*Note: Comparison of road accident reports with death registrations shows that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of **non-fatal** casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than suggested by police accident data. .*

*The data used as the basis for these statistics are therefore not a complete record of all personal injury road accidents, and this should be kept in mind when using and analysing the figures.*



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### Proportion of Vehicles Exceeding the Speed Limit

While at least one London borough proudly promotes itself as having a 20 mph speed limit everywhere, the sad statistic is that the average speed of vehicles only went down by 1 mph when this lower limit was introduced.

And this is a country-wide problem as a significant majority of us do not comply with the speed limit on 20 mph roads. As you can see in the table below which shows the proportion of drivers (by vehicle type) exceeding the speed limit, more than 5 out

every 6 car drivers, motorcyclists and light goods vehicle drivers do not observe the limit.

Conversely, on 60 mph roads, cars tend to observe the speed limit much more than any other type of vehicle.

If you have recently been on your Advanced Test and were surprised why such a large part of it was on 60 mph roads, it is probably because they are the most difficult ones on which to safely drive at close to the limit. And not enough people have adequate practice on them!

Road Type	 Cars	 LCVs	 Articulated HGVs	 Rigid HGVs	 Short Buses	 Long Buses	 Motorcycles
Motorways	48%	49%	1%	..	..	..	56%
National Speed Limit Single Carriageways	9%	..	20%	37%	35%	30%	26%
30mph Roads	52%	55%	42%	50%	35%	28%	54%
20mph Roads	86%	84%	..	75%	53%	77%	85%

.. Data is not available



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## Lower Thames Crossing

The Lower Thames Crossing is a proposed new motorway connecting Kent, Thurrock and Essex through a tunnel beneath the River Thames. It will provide desperately needed new road capacity across the river east of London.

On the south side of the Thames, the new road will link the tunnel to the A2 and M2 in Kent. On the north side, it will link to the A13 and junction 29 of the M25 in the London Borough of Havering.

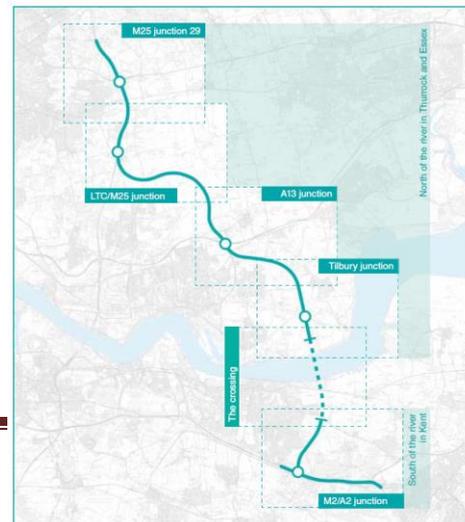
It is the largest single road investment project in the UK since the M25 was completed more than 30 years ago. The crossing under the Thames will be the longest road tunnel in the country. At 16 metres in diameter, it will be one of the largest bored tunnels in the world.

The Lower Thames Crossing will have:

- three lanes in both directions with a maximum speed limit of 70mph

- improvements to the M25, A2 and A13, where the Lower Thames Crossing connects to these roads
- two 2.5 mile (4km) tunnels, one for southbound traffic, one for northbound traffic crossing beneath the river
- a free-flow charging system, where drivers do not need to stop but pay remotely, similar to that at the Dartford Crossing

The government has proposed changing the route in its original plan as below:



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### M2/A2 junction

The A2 will continue with four lanes in both directions with hard shoulders throughout. The M2 will be widened from three lanes to four in both directions through junction 1.

Two one-way link roads will be provided north and south of the A2, connecting to the existing A289 and the old A2 at the eastern end. Neither of these link roads will connect to the A2 at M2 junction 1, with these connections being made at the site of the new LTC junction instead.

The A2 will be kept at its existing height and the link roads will be at approximately the same height.

We will need to rebuild a section of the M2/A2 immediately to the west of the new junction and for approximately 2 miles (3.5km) to the east, including junction 1 of the M2.

The route will pass under Thong Lane and approach a new junction with the A2, situated at the eastern edge of Gravesend. The road will be in a cutting approaching the tunnel.

The map on the next page shows some details of the proposals for the section south of the river in Kent.

Do you have any comments on this proposal? If so, please respond to the consultation available [here](#)



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## From the Press & Internet

### What is a Relay Attack or Relay Theft?

If you have a keyless fob for your car, you may have read in the press about the possibility of having your car stolen when a criminal boosts the signal from your fob and relays it to an accomplice who is sufficiently near your car to be able to unlock and drive it away. To minimise this risk, Thatcham, the insurance supported car safety organisation, has some advice here: <https://www.thatcham.org/relay-attack/>.

### M20 junctions 3 to 5: Smart Motorway

As most of us travel on this route, we know that Highways England is upgrading a 6.5 mile (10.5km) stretch of the M20 between Junction 3 at West Malling and Junction 5 at Aylesford by making it an All-Lane Running (ALR) "smart motorway." Regular updates on the progress of work are available [here](#). In addition, we expect some of the motorway team to present

details and be available for questions at our March event. As usual, you will receive a reminder a little ahead of time.

### Driving on a Smart Motorway?

We all know about the Red X. But there is more: the official advice on how to drive on a Smart Motorway is [here](#)

### National Tyre Safety Month

Tune into Tyre Safety by following this link; <https://www.tyresafe.org/campaigns/tyre-safety-month-2018/>

### Are 20 mph Speed Limits Effective?

In July 2014, Atkins, AECOM and Professor Mike Maher of University College London, were commissioned by the Department for Transport to *evaluate the effectiveness* of 20mph (signed only) speed limits, based on twelve case study schemes in England and various comparator areas with a 30mph limit in place.



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The purpose of the research was to:

- examine the perceptions and attitudes of different user groups towards 20mph speed limits;
- strengthen the evidence base regarding the effectiveness of 20mph limits;
- inform future policy development on 20mph speeds and limits at a national and local level;
- identify lessons learned regarding the implementation and monitoring of 20mph signed only speed limits,

to guide local authorities considering introducing 20mph limits.

The study comprises a process evaluation which looks at why and how case study schemes were delivered, and an impact evaluation which examines the effectiveness of schemes in delivering intended outcomes.

The conclusions:

- ***There is not enough evidence to conclude that there has been a significant change in collisions and casualties following the introduction of 20mph limits in residential areas.***
- 20mph limits are supported by the majority of residents and drivers
- there has been a small reduction in average (median) speed – less than 1mph
- vehicles travelling at higher speeds before the introduction of the 20mph limit have reduced their speed more than those already travelling at lower speeds.

For more details, see the full report [here](#).

