

CHAIRMAN'S Intro

Hi I hope you all enjoyed the summer out and about ,driving, and enjoying some really rather nice weather.

Beware now those Autumn leaves are falling, and making things slippery in places, as we head for what the forecasters say could be a harsh winter.

I'm really busy at the moment so thought I'd include an article that I found quite interesting, on the Daily Mirror website.

Ever driven in Flipflops ? Care-free drivers are risking up to £114 million in rejected car insurance claims every single year thanks to seemingly innocent slip-ups such as forgetting to renew their road tax and even wearing the wrong footwear.

That's according to new research by Uswitch, which revealed that two thirds of drivers are putting their future payouts at risk by making simple - and frivolous - mistakes that could void their policy out entirely.

In a list of the most common misdemeanors made by motorists, the comparison website revealed wearing heels or flip flops as the easiest way to get your insurance written off.

The survey of 1,593 consumers found the most forgetful drivers are dotted around Birmingham, where one in three people on the road routinely forget to lock their cars.

In Wales, 26% of drivers also frequently forget to renew their

MOTs on time.

Simple errors, which also involve forgetting to strap in your pet, could mean that British drivers lose out on £114million each year in unpaid claims based on an average claim amount of £2,671, according to Association of British Insurers' research.

A quarter of drivers admitted they did not realise these small errors could result in car insurance providers not paying out, with an additional third of drivers admitting they simply forget that such behaviours might impact on an insurance claim.

Simple mistakes that can void your insurance

- Wearing high heels or flip flops 25%
- Leaving car unlocked 24%
- Putting off car maintenance 21%
- Forgetting to renew MOT* 21%
- Letting pet(s) roam free 15%
- Loaning your car 14%
- Not changing details after changing jobs. 9%
- Attached fluffy dice etc to rear-view mirror. 9%
- Forgetting to renew tax 9%
- Underestimating your mileage 8%

The latest data from the ABI shows that over 43,000 car insurance claims are rejected a year. (Cont. Page 4)

CONTENTS

Chairman's Intro	Page 1
Editorial	Page 1
RoSPA Letter	Page 2
David Raine New President	Page 3
Daylight Saving Time Campaign	Page 3
Every Cloud has A Silver Lining	Page 4
Drivers Warned to Look Out for DEER	Page 4
Smart Motorways	Page 5
Programme for Future Meetings	Page 6

Editorial

I was travelling along a motorway slip road. A few cars back was a BMW Estate Police traffic car with a single occupant. The slip road became two lanes. The right hand lane led quickly to the motorway, the left hand one ran alongside the motorway for a distance before merging. I took the right hand lane. Without warning, the police car swerved around some cars in the near side lane and accelerated up the slip road past me on the near side. It proceeded to cross the white lines , slip between two large lorries and accelerate away in the outside lane of the motorway at well over the speed limit. Now my car will do 0-60 in 7.5 seconds, and I was left standing. Was this the standard of driving I expected from a Police pursuit driver ? Would I want to be assessed by that Police driver?

Dear Chairman and Secretary,

Over the last few months, we have been working to update RoSPA's vision and mission statements. From today, we will be replacing our previous and beautifully crafted vision (to save lives and reduce injuries) and mission (to lead the way in accident prevention) statements because they are respectively, too generic, vague and incorrect.

Led by Marketing and our Communications Team, this piece of work has built on last year's successful brand re-design. Many RoSPA colleagues (and some RoSPA trustees) have been involved in developing fresh statements that try to capture the inclusive and proportionate nature of our work to reduce accident rates.

Vision statements can be truly inspirational whilst also capturing the essence of what an organisation does and where it is going....for example:

Mondelez (owner of Cadbury): "Everyday delicious"

IKEA: "To create a better everyday life for the many people

Oxfam: "A just world without poverty"

Google: "To provide access to the world's information in one click"

Each of these vision statements concentrates on the unique output from the organisation. They inform the organisations' mission statements and can be easily translated into strategic objectives which in turn, can be cascaded throughout the organisation in the form of personal objectives. I believe that we, at RoSPA, have now created a great new pair of vision and mission statements (see below):

Vision: **Life, free from serious accidental injury**

Rationale: This vision includes a very ambitious goal and while reflecting RoSPA's core values, (R) Respect – for life and each other, (O) Open and Independent, (S) Staff Empowerment, (P) Prevention in Proportion and (A) Able & Ambitious. We respect 'Life' and all that this word implies including a sense of freedom to enjoy personal choices, health, happiness, wellbeing, relationships and a huge variety of life-affirming activities. 'Free' is ambitious because it suggests being liberated from a burden which afflicts too many people. 'Serious accidental injury' describes the burden we are addressing. Our job is accident prevention. We need the word 'Injury' to avoid any possible association of the word 'accident' with family planning! While most of our work concentrates on preventing physical injuries, 'Accidental injury' remains broad enough to relate to psychological, stress-related trauma. 'Serious' is an important qualifier which links back to our value of proportionality. We empower ourselves to openly concentrate on the most severe life-ending and life-changing end of the spectrum of accidental injury.

Mission: **Exchanging life-enhancing skills & knowledge to reduce serious accidental injuries**

Rationale: This mission explains how we are working towards our vision. We need to earn our living by selling expertise in a competitive environment. 'Exchanging' retains much of the sense of sharing but implies that expertise can be provided for free or for a fee. It also suggests that RoSPA is by no means alone and collaborates with large numbers of expert stakeholders ranging from individual RoSPA Archangels to award-winning multinational corporations. 'Life-enhancing' helps position ourselves as a very positive influence on the lives of all the people we reach. We are enablers rather limiters. We enable anything from healthy ageing (e.g. safety of older workers, experienced driver assessment and falls prevention) to adventurous activities (e.g. independent travel to secondary school, cycling, trampolining and motorcycling). However, we reserve the right to limit the potential for harm by calling for protective legislation / regulation (e.g. lighter later, thermostatic mixing valves and car seat belts) to help protect people without them being aware of the hidden hand of safety. We trade in 'Skills & Knowledge', delivered as a range of intangible services which including lobbying, campaigning, researching, educating, training, qualifying, building a membership community, providing awards and celebrations. Our daily job is to 'Reduce' the burden of accidental injuries, fully aware that the law of diminishing returns makes our vision extremely hard to deliver. On the journey towards our vision, we can claim success when we either reduce the number of injuries or the rate of injuries, where, for example, there is a shrinking proportion of injuries among a rising number of participants. 'Serious accidental injuries' again shows our focus on preventing fatal and life-changing accidents.

Kind regards

Errol Taylor

Chief Executive

David Raine has recently accepted the position of President of Sussex RoSPA after many years being involved with RoSPA. David has penned the following Biography for those who do not know him.

For those of you who do not know me (and as a reminder to those who do) here is a snapshot of my history and motoring background.

I was born in Bishop Auckland in County Durham and brought up in the mining village of Willington near Durham City where my parents ran the village Post Office.

On leaving Durham School I joined the Metropolitan Police as a cadet and became a constable on my nineteenth birthday. I was posted to Limehouse in the East End of London in the 'days of the Krays' when London Transport was still running trolleybuses and the London Docks were thriving. It was not long before I had to deal with my first fatal road traffic accident, and I realised just how danger was ever present on our roads, and how lives could be lost or changed forever in a split second.

I realised then that I wanted to become a traffic officer and play my part in making the roads safer. All my training was done at Hendon Driving School and consisted of many courses in driving, motor-cycling, traffic law, vehicle examination and accident investigation.

I left the police in 1990 with the coveted Class One car driving qualification, a motor-cycle licence, an HGV (Class one) licence and a fork lift truck licence.

I moved to Seaford and started a new career as a driving instructor with BSM. It was not long however before I left BSM and found myself back in the police, this time as a staff driver for Sussex police senior officers, which I did until 2001.

Throughout this time I continued to run my own driving school as my duties allowed and obtained a

PCV Class one courtesy of Hills of Plumpton.

On my 'second retirement' I found myself busier than ever providing company driver training to several well-known companies throughout the country and I became much more involved with East Sussex County Council Driver Training Schemes which included Minibus Training for the schools, Driver Improvement and Speed Awareness Courses.

I finally surrendered my ADI licence last year and retired for the third time.

My involvement with advanced driving started in 1963 when I passed the IAM test in a Morris Minor. It was much later when I became involved with RoSPA and I am very pleased to have been one of the founder members of this group. We have come a long way since those early days and, although the group is numerically much smaller now than it was in the last millenium, we need to remember that we started off as a car and motor-cycle group. Whilst fatalities on our roads are far less than in the 60's, there are still far too many.

It is because of groups like ours that drivers can come to us and improve their skills and help to set a good example to other road users.

To our observers keep up the good work and to those of you who have not yet taken on this role please consider doing so as it is a very rewarding task. I hope to be your President for a few more years yet and be assured I will be working alongside you all and not just taking a back seat.

David Raine,
President

Latest pedestrian casualty statistics prove it's time for a change

More children are being hurt on Britain's roads during the evening school run than at any other time of day – proving that it's time the daylight savings system is changed.

The latest [statistics from the Department for Transport](#) show that of the 15,976 children hurt on Britain's roads in 2016, nearly a quarter (22 per cent) were hurt during the hours of 3-5pm, while more than 1 in 3 of all pedestrian casualties happened between those times. This is in comparison to 14 per cent of children being injured during the morning school run, between the hours of 7-9am. In fact, in every year since 2006 the majority of road casualties have occurred between the hours of 4-6pm; each year, the number of people killed and seriously injured on the country's roads spikes immediately after the autumn clock change, due to the suddenly-darker evenings. In 2016, pedestrian injuries for all age groups were at their highest in November.

Casualty figures tend to remain high during winter and only improve in March, when the clocks go forwards again. But there is a simple action that the Government can take to help address these shocking figures.

By altering the current daylight savings system to Single/Double British Summertime (moving the clocks forward by an hour year-round), we would provide children – and other pedestrians and vulnerable (Cont. on Page 5)

Every cloud has a silver lining!

Due to unforeseen circumstances, the anticipated lack of attendance by members meant we had to cancel our speaker for the group's planned evening meeting on 28th September (Time for Tea – tea tasting experience).

Unfortunately, the committee members were elsewhere engaged for one reason or another so we knew we'd be thin on the ground and, to make matters worse, the internet failed me at the crucial moment when I was trying to email all members and associates to alert them.

My sincere apologies for the email finally arriving after the

event!

So I turned up at St John Ambulance, Hollingbury just in case anyone did come expecting their 'cuppa' and at least I could then explain what had happened.

As it was, two members and a newcomer arrived and opted for a second-class 'cuppa' and a chat, which proved both interesting and beneficial as one of our tutors, Paul Purdy, shared his wisdoms about driving and the advanced driver's test. Thank you so much Paul. We'll have to book you again.

Kathy Blythe

CHAIRMAN'S Intro Cont.

Rod Jones, insurance expert at Uswitch.com, said: "We know the British public are increasingly time poor, so it's unsurprising that motorists can be forgetful when it comes to locking up their cars or renewing their car MOT and taxes on time."

"With claims now running into the thousands of pounds, people can't afford to make a careless mistake that could invalidate their cover and leave them out of pocket."

"It is therefore really important that drivers note down their key renewal dates, and avoid making the easy to forget mistakes to ensure they are covered by should they ever need to make a claim."

Peter Hodd Chairman

Drivers warned to look out for deer during autumn

12/10/2017 in [Fleet Industry News](#)

Highways England and The Deer Initiative have joined forces to warn motorists about the heightened risk of hitting a deer during the autumn. Across the UK it is estimated that there could be up to 74,000 deer-related motor vehicle accidents this year alone, resulting in 400 to 700 human injuries and 20 deaths. October through to December is considered a high-risk period as deer will be on the move for the autumn mating season, also known as the rut. The highest risk of a deer-vehicle collision is between sunset and midnight, and the hours shortly before and after sunrise.

Senior principle environmental advisor at Highways England, Tony Sangwine, said: "Safety is our top priority, which is why we care about people's journeys.

"We are working with The Deer Initiative to warn motorists about the risks caused by deer, when they suddenly appear on the road, particularly at both dawn and dusk.

"With most deer movement coinciding with key commuting hours, we are urging drivers to be more aware during this time of year so that they can complete their journeys safely and without incident."

With some two million deer living wild in the UK, newly qualified and city drivers are asked to take extra precaution when venturing onto unfamiliar roads, especially those in more rural areas.

Highways England's advice on staying safe is:

When you see deer warning signs or are travelling through a heavily wooded or forested stretch of road, check your

speed and stay alert.

If your headlights are on, use full-beams when you can; but dip them if you see deer, as they may 'freeze'.

More deer may follow the first one you see.

Be prepared to stop. Try not to suddenly swerve to avoid a deer. Hitting oncoming traffic or another obstacle could be even worse.

If you have to stop, use your hazard warning lights.

Do not approach an injured deer – it could be dangerous. Deer Aware will be running a safety campaign on social media for drivers throughout October and into November.

Visit www.deeraware.com for hotspot notifications during this period.

[Fleet News](#)

SMART MOTORWAYS

In recent years there have been huge changes in the motorways of Britain. Once you could rely on two or three lanes and a hard shoulder. Now there are more and more electronic signs, road markings and rules. There are also more lanes, some of which change their purpose from hard shoulder to running lane according to the current electronic displays. Speed limits vary and are



displayed on overhead gantries, and these speed limits are policed by speed cameras. All these schemes fall under the general title of SMART MOTORWAYS.

Basically there are three types:

1. Dynamic Hard Shoulder Running
2. All Lane Running
3. Controlled Motorways

When you are driving on a “Dynamic Hard Shoulder Running Motorway”, you will see that the signs tell you the Hard Shoulder becomes a running lane at busy periods and reverts to being a Hard Shoulder when the road is less busy. Emergency Refuges have been constructed at approximately 500 metre intervals for you to use to stop in an emergency. (see Photo) When driving on an “All Lane Running Motorway”, the Hard Shoulder has been completely removed and replaced by an additional carriageway. Emergency refuges have been

constructed every 2.5 KM, where you can pull off in an emergency.

“Controlled Motorways”, are very similar to the old type of motorway, but now the traffic is monitored and speeds are controlled using electronic signs for each individual lane. Using these signs, a lane can be opened or closed depending on whether the lane is obstructed by say a broken down vehicle.

When indicated speeds are increased trigger speeds for cameras are increased immediately. When indicated speeds are reduced, there is a period of grace before the trigger speeds are also reduced to avoid the need to brake

sharply. Having said all that, these variable speeds are mandatory and you should be wary of these cameras that police them, as it has recently been reported that there has been a massive increase in speeding fines where these systems have been introduced. Highways England have published four steps if you breakdown on a Smart Motorway:

1. Use an emergency refuge and the Orange Emergency Telephone.
2. Leave the vehicle and stand behind the barriers. If you can get going again get Highways England to assist you in rejoining the carriageway.
3. If you cannot get to an emergency refuge move to the Hard Shoulder or nearside boundary.
4. Switch on hazard warning lights.

Latest pedestrian casualty statistics (Cont. from page 3)

road users such as cyclists – extra daylight in the afternoons to make it home safely.

While this might increase the risk to vulnerable road users during darker mornings, the reduced risk in the evening would lead to a significant net reduction in overall deaths and injuries.

Errol Taylor, RoSPA chief executive, said: “Too many children and other road users are being killed and seriously injured on Britain’s roads because the autumn clock change suddenly plunges their evening journey into darkness, at the same time as other risk factors such as lower levels of alertness for motorists, and children’s tendency to take an indirect route home from school.

“The current daylight savings system is archaic, developed at a time when working practices and technology – not least automated vehicles – were a million miles from what we have today. We’d like to see the Government assess the potential benefits of the change, which could take the form of a short trial.

“Not only would a change save lives and reduce injuries, but it would also have a host of other benefits in terms of the environment, health, tourism, crime and social isolation.”

For more on RoSPA’s campaign and the additional benefits of SDST, see www.rospa.com/rospaweb/docs/advice-services/road-safety/british-summertime-factsheet.pdf

We want to know what you think. Please take two minutes to answer our survey at www.surveymonkey.co.uk/r/PZSCMMV

Programme for Meetings 2017/18

Date	Speaker	Confirmed/TBC
30 November 2017	Night Driving Ed Feldmanis	Confirmed
25 January 2018	The Advanced Driving Test Dave Taylor	Confirmed
29 March 2018	Quiz Night with our new President, Dave Raine	Confirmed
31 May 2018	AGM + Presentation	TBC
26 July 2018		TBC
27 September 2018	Children's Road Safety Keith Baldock Brighton and Hove City Council Road Safety Officer	Confirmed
29 November 2018		TBC

Group Secretary's notes:

All meetings are held at:

St John Ambulance, 16 Crowhurst Road, Hollingbury, Brighton, BN1 8AP

Start time: 7.30 for 8pm

To ensure you are kept informed of news and extra activities arranged for the group, please could all members and associate members let us know of any changes to your contact details so that we can update the group's database.

Kathy Blythe: kathy.blythe@btinternet.com

Sussex RoSPA

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