

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern

NEWSLETTER WINTER 2017

iam
RoadSmart

Official Provider

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From the Editor

For the fast approaching season of goodwill I bring you good news, the usual interesting reports and articles and a light dusting of humour. (Let's hope we won't get too much of any other sort of dusting this winter!)



Many thanks, as always, to the contributors to our Newsletter. In particular, I'm delighted that Sheila Girling has provided another excellent article, this time on the all important subject of cyclists' safety - something never out of the news for long for all the wrong reasons. Oliver's development ('From Reflector') of his two earlier articles on the Highway Code - this time one about hazards met on the road - deserves more than one reading. You will see that he has invited Members to send their own contributions in response to his thoughts and observations. If you would like to join in the 'conversation' and submit something for inclusion, you know where to send it - newsletter.csamcar@iamgroups.org.uk!

Have a good winter.

Best wishes;

Tina

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The Treasurer asks Members and Friends of CSAM who are able to Gift Aid their subscriptions or donations kindly to return the form, if they have not already done so, in order to enable the Group to claim back from HMRC 25p on every £1 paid.

If you are unsure whether you are eligible to help in this way, or would like a copy of the form, please get in touch with Duncan on 07920 534475 or email

treasurer.csamcar@iamgroups.org.uk

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 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 Diary

Sun 12 Nov
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs with one of our highly qualified Observers for Associates and members of the public. Full Members are also encouraged to book a refresher drive. Contact [Glenda Biggs](#) or [Phil Coleman](#).

Tues 14 Nov
7.45 for 8.00 pm
[PCC](#), Pagham

A visit by **Stuart Haythorn, Area Service Delivery Manager**. Stuart will talk about his rôle and the greater picture of IAM RoadSmart.

Thur 16 Nov
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.

Tues 21 Nov
7.30 for 7.45 pm
[MH](#), Burgess Hill

A talk by **Michelle Fleming, CEO of Headway, East Sussex**. Headway is a charity promoting understanding of all aspects of brain injury, providing information, support and services to patients, their families and carers. It is a sobering fact that many brain injuries are the result of road traffic accidents.

Tues 5 Dec
7.30 for 7.45 pm
[MH](#), Burgess Hill

Electric Cars - a presentation by **Chris Skerry**: your chance to glimpse into the future - and see how we'll get there! (If you can't get to Burgess Hill on this evening don't worry - Chris has kindly agreed to repeat his talk in Pagham on 13 February)

Sun 10 Dec
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 12 November or [website](#) for details.

Tues 9 Jan
7.45 for 8.00 pm
[PCC](#), Pagham

CSAM Quiz Night. Bernard has 'offered' to provide another work-out for our grey matter - and it's always an enjoyable social occasion, too. This time the quiz will be on '[Roadcraft](#)'. You are forewarned - get reading!!

Thur 18 Jan
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome.

For further details of venues please see the bottom of page 5

Tues 13 Feb
7.45 for 8.00 pm
[PCC](#), Pagham

Electric Cars - a presentation by **Chris Skerry**: your chance to glimpse into the future - and see how we'll get there!

Tues 20 Feb
7.30 for 7.45 pm
[MH](#), Burgess Hill

Katy Bourne, Sussex Police and Crime Commissioner. The Eastern Forum are delighted that Ms Bourne has accepted their invitation to come and speak. She is an engaging and enthusiastic speaker and this promises to be a very interesting event.

Sun 11 Mar
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 12 November or [website](#) for details.

Tues 13 Mar
7.45 for 8.00 pm
[PCC](#), Pagham

"Trust me - I'm an Engineer" - a talk by Douglas Wragg. A repeat of the enjoyable January 2017 Eastern Forum event. Douglas has spent a lifetime doing forensic examinations of the results of others' mishaps on the road for the purposes of insurance claims, giving evidence in court cases, etc. Come along and learn how it's done.

Thur 15 Mar
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome

Sun 8 Apr
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 12 November or [website](#) for details.

Thur 10 April
7.45 for 8.00 pm
[PCC](#), Pagham

"From Dream to Steam" - a talk by Mike Curtis. Members who attended Mike's excellent talk last March about life on a submarine will know that this is an evening not to be missed!

Sun 13 May
9.30 am - noon
[NCP](#), Chichester

Free Observed Runs - see 12 November or [website](#) for details.

Thur 17 May
7.00 pm
[BC](#), Billingshurst

CSAM Committee Meeting - all are welcome

Tue 9 Oct
7.00 pm
[BC](#), Billingshurst

EARLY NOTICE OF THE CSAM 2018 AGM, which all Members are encouraged to attend. Please put the date in your new diary now!

CP: Car Park
BC: [Billingshurst Centre](#), Roman Way, Billingshurst, RH14 9EW
MH: [HAMSVA Offices](#), Martlet Heights, 4th floor, 49 The Martlets, Burgess Hill, RH15 9NP (opposite Iceland food store)
NCP: [Northgate Car Park](#), Chichester (exit from eastern side of large roundabout)
PCC: [Pagham Church Centre](#), Nyetimber Lane, Pagham, PO21 3JT

From the Chairman



Well, a new era has begun! At the AGM we thanked two of CSAM's leading lights, Dennis Clement and Gary Smith. It was my pleasure to thank them for all their hard work in bringing CSAM to where it is now. We gave them each two whisky glasses, one of which was engraved as a lasting memento. Dennis was invited to become CSAM President, which I am pleased to say he accepted. They did not set up CSAM on their own, but have been most prominent and leave big shoes to fill. I am delighted that Phil Coleman has taken over from Gary; he is a worthy successor. I have Dennis's example to follow, which does seem a little daunting. I also welcome Tom Stringer to the Vice Chairman's job and look forward to working with him. Finally, I would like to thank both Dennis and Gary for their help to me. I am sure that, with the team we now have, together we can develop CSAM on the solid foundations that have been laid.

We have an excellent Observer training structure, to which we welcome Kay Barfoot, Vince Clarkson, Kevin Hopkins to join Alan Burt as Observer Trainers. We have Forums planning events for us. We have consulted you about what you would like as far as Events are concerned and will bear in mind your replies as we plan future programmes. I am hopeful we can do more as a Group.

One area we need to develop is promotion. We have a steady flow of new Associates but we must not be complacent. We need to find places across the Group where we can attend and talk to people about safer driving and developing their driving to advanced level. We have two new gazebos and the Mobile Display Unit, which makes us well equipped to attend more events. This will, of course, as well as us finding suitable events to attend, mean the willingness of members to staff these events. I have asked Tom Stringer, my Vice Chairman, to head this up, so if you have any suggestions of events to attend please let Tom know: his email address is vicechair.csamcar@iamgroups.org.uk. Likewise, if you are prepared to help in staffing our stall again, please let Tom know.

A Group area in which it would be particularly good to grow is Brighton. It is the largest urban area in the Group but we have yet to make inroads with either Associates or Observers.

We still have our offers open of a discount of £49 for those becoming Associates before they are thirty and the £10 voucher to Members or Associates recruiting new Associates. It is therefore a good time to sign up if you are a young person, and for seeking new Associates. This said, and with Christmas fast approaching, it may be a good time to buy an Advanced Driving Course for someone else. However, if you do this, please make as sure as you can that the person you buy it for is prepared to follow through. We have found that one of the biggest areas of dropout is where courses have been bought for other people. This should not stop us buying for others, but it is important that they are given as much encouragement as possible to complete the course once the present has been given. These promotions will be reassessed by the Committee in March 2018 but I am hopeful they will continue or be replaced with equally good offers.



/continued ...

In conclusion, I would like say that I feel honoured to find myself as your Chairman. I look forward to working with all the Officers in the Group and meeting as many of the Members and Associates as I can. The final word of thanks must go to our Observers (in this IAM Roadsmart Year of the Observer). You are the ones who turn Drivers into Advanced Drivers. I thank you for your dedication and service. We have had an exceptional start to the New Year (from 1st September): seven tests have been taken and of those six have achieved F1RSTs. Well done to all.

May I wish you a peaceful Christmas and a very happy New Year.

Tony Higgs
Chairman

Members are reminded that they are very welcome to attend meetings of the Eastern and/or Western Forums. For details of meeting dates, etc, please contact:

EASTERN FORUM

Team Leader

JEAN CLARK

east.csamcar@iamgroups.org.uk

WESTERN FORUM

Team Leader

BERNARD TIMBERS

west.csamcar@iamgroups.org.uk

01243 527562

DATA PROTECTION ACT

Members are reminded that Group records are held on computer. Anyone who objects to their details being held in this way may request that they be held instead on a manual system by writing to the [Group Secretary](#).

The Oldest Computer

The oldest computer can be traced back to Adam and Eve. Not surprisingly, it was an Apple. But it had an extremely limited memory: just one byte and everything crashed.





Two successful Advanced Driving Test candidates receiving their certificates from Dennis Clement: Olivia Pembrey (who passed with a FIRST) and Peter Hynes

Anyone for Tee?

Golfer: Please stop checking your watch all the time. It's too much of a distraction.

Caddy: It's not a watch - it's a compass.

CSAM is still seeking a

Publicity Officer

Central Southern Advanced Motorists is looking for someone to promote the activities of the Group to the General Public. If you would like to help us to attract new people who are interested in improving their driving skills, please get in touch with the Chairman, Tony Higgs, on chair.csamcar@iamgroups.org.uk



That's great, Malk - but where can we get hold of them ...?

Chief Observer's Corner



This is my first submission to the Newsletter as Chief Observer.

Gary Smith is a hard act to follow but I will do my best. I hope everyone from CSAM will wish Gary well for the future; he isn't retiring just yet and I know I can rely on his help and advice until I establish myself.

They say that we all like talking about ourselves but I thought you might like me to tell you a little about myself so you know what sort of Chief Observer you are getting. I'm 64, I retired just over two years ago, I am a qualified engineer, I worked for IBM at Havant for nearly 20 years where I used to co-ordinate the production of precision components for hard disc drives. I then moved on to Ericsson where I worked as a Sourcing Manager (fancy title for buyer) for almost 20 years. I have been Observing for 19 years and passed my advanced test 20 years ago; most of my time has been with Portsmouth Advanced Motorists. I moved over to CSAM three years ago, as I felt that CSAM would provide me with more of a challenge; it looks as if I got my wish.

I like to think that I am reasonably well equipped for the rôle of Chief Observer: my organisational skills aren't bad and apart from my working life I used to play cricket for Emsworth CC where I held various rôles including Evening Captain, Fixture Secretary, Club Secretary and Chairman. I am also a keen pedal cyclist - 30 miles on a Sunday, the odd evening ride in the summer and in the past six or seven Paris to Hayling charity rides - 450 miles in a week.

On to business. We have a total of 33 active Observers, all but one have Associates assigned to them. We have 12 National Observers, 13 Local Observers and 8 Trainee Observers. We have an active Observer Training programme that should see the qualification of our 8 trainees over the next half year.

Over the last two years looking after Observer Training with Alan Burt we have helped six Trainee Observers to qualify as Local Observers, with four qualifying this summer.

When I checked this morning we had 19 Associates waiting to be assigned to Observers. We do need more Observers - especially in the Brighton area as many on the waiting list are from Brighton. If you have ever fancied becoming an Observer please call me and I'll talk you through the process. My first big event was the Observer Training Day on Saturday 4 November at Billingshurst. From the feedback after the event everyone seemed to enjoy the day.

25 Observers attended, including 4 from Worthing. Two Examiners (Tony Johnson and Colin Thaxter) supported the discussions and three driving sessions; we thank them for their support.

Stuart Haythorn, our Area Service Delivery Manager, came for the wrap up session and gave us a short chat.

Oliver Farley won the prize for trying to sign up the most new Associates for his efforts at the Horsham Piazza Italia event.

Sheila Girling won the prize of trying to sign up the most Trainee Observers.

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The day was split up into three discussion sessions and three driving sessions. Each lively discussion session started with a quiz (including prizes) and covered 'How we observe', 'Training' and 'What we know about CSAM'. We had some good instructive and educational points covered, with input from everyone including our four guests from Worthing. In teams of three, each Observer drove their two companions for a 45 minute route that they had previously devised. For at least one session for each team of three they were joined by one of our Examiners. We worked on checking seating position, 'spoken thought', rear observation and control of speed limits. We all practised filling in the new Run Sheets, getting used to the 1, 2, 3 scores and summary of the run.

Next Observer Training Days are planned for Saturday 14 April and Saturday 20 October 2018.

Phil Coleman
Chief Observer



A very good eggsample of a very bad day in one poor delivery driver's life

This is the official Newsletter of the Central Southern Group of Advanced Motorists

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Membership Mumblings!

As normal, the membership figures come first. Central Southern Advanced Motorists has 296 Full Members, 73 Associate Members and 1 'Friend' Member, giving a total current membership of 370. These figures are little changed since the last Newsletter but all the time people are both joining and allowing their membership to lapse.



I would like to welcome the following new Members to Central Southern Advanced Motorists: Guy Ekins, Matt Wells, Wendy McFadyen, Moira Copeman, Sharon Andrews, Gudmund Olafsson, Paul February, Claire Mowl-Seegobin, James Goodman, Frank Hurst, Sam Goddard, Rosalind Wilson, Gillian Lewis, Tim Langford and Oliver Benson, who have joined as Associate Members, and also John Rose who has joined as a Full Member since the last Newsletter's editorial deadline. I look forward to meeting you all at the various events the Group will be holding.

I have recently returned from an extended holiday following my retirement from work earlier in the year. Because of this I missed the AGM. I understand that I have been re-elected to the Committee in my absence and that I am now starting my 20th year as Membership Secretary, originally with the former Chichester Group and later with Central Southern Group; so now it is back to business as usual, chasing those Members who do not renew by direct debit and enrolling new Members to the group.

Whilst away I undertook taxi journeys in both Miami and New York. It was the New York taxi drivers that frightened me most, cutting into lanes of traffic where there was no gap and then lowering his window to argue with the driver he had cut in front of and then following that up by driving the wrong way down a one way street for about 150 meters before admitting his error and then executing a bad turn in the road in the face of oncoming traffic to get back to the junction he had just left. Luckily the oncoming traffic was light and they seemed not to be surprised that a taxi driver was driving like this in Brooklyn. I am glad to report that we made it to the docks to board Queen Mary 2 on time and without further misadventure, although I did not have enough time to spare to be able to remonstrate with him. I think that I prefer holidays where I hire a car and drive myself.

Finally, Members, or drivers wishing to become Members or requiring more information, can reach me by email at membership.csamcar@iamgroups.org.uk or by 'phone on 01329 483661.

Safe Motoring.

Andy Wilson
Membership Secretary

Holy Howlers



Ladies, don't forget the rummage sale. It's a perfect opportunity to get rid of those things not worth keeping around the house. Bring your husbands.

Remember in prayer the many who are sick of our community. Smile at someone who is hard to love. Say 'Hell' to someone who doesn't care much about you.

Associates' News

Advanced Driving Test results since the last Newsletter are as follows:

Associate	From	Observer	Examiner
* Steve Humphrey	Selsey	Gordon Egerton	Adrian Short
* Sue Tucker	Horsham	Derek Williams	James Sarson
* Debs Weynberg	Burgess Hill	Oliver Farley	Tony Richardson
* Noel Fitzgerald	Hove	Maurice Upton	Dave Taylor
* John Peskett	Chichester	Phil Coleman	Colin Thaxter
Berni Cashin	Horsham	Oliver Farley	James Sarson
* Michael Coombes	Horsham	Sheila Girling	James Sarson



* Passed with a F1RST

Six Associates have abandoned or lapsed their membership.

Red is one of my favourite colours so it pleases me to look at the file page of ADT passes for this new CSAM year to see that there is a lot of red writing. This denotes the F1RST passes, but all passes are pleasing. Well done to our latest successes. Many thanks to our Observers who continue to take Associates under their wing even though they have their own busy lives to lead.

Head Office have decided to send a pass certificate to our Associates and a copy to me. This is a new practice which is a pity. Originally Members would more often come to an event for presentation and photo for our Newsletter, but now they receive the certificates in the post they are not so keen to come along to meetings. I am building a pile of copy certificates which eventually I will have to destroy. This is a great pity.

At our AGM we said 'goodbye' to Dennis Clement as our Chairman and Gary Smith as our Chief Observer. Both of these guys have been a pleasure to work with. We now move forward under the leadership of Tony Higgs and Phil Coleman. I am sure they will rise to the challenge equally well, and I look forward to working with them both.

The training of Observers is ongoing and is continually improving communications, which makes my task a bit easier. It is always a pleasure to chat with our new Associates to find out what makes them tick in order to be able to place them with an appropriate Observer. This does not always work when an Associate is experiencing private issues which results in their having to abandon their course. The waiting list is looking healthier, but there are still problems in the Brighton area. We really do need more Observers in that neck of the woods, so if you can help us please call Phil Coleman and see how you can help - sooner rather than later.

With best wishes;

Glenda Biggs
Associate Liaison

Anyone for Tee?

Golfer: That can't be my ball, it's too old.

Caddy: It's been a long time since we teed off, sir.

OVERTAKING CYCLISTS SAFELY WITH A LITTLE HELP FROM DOWN UNDER

All motorists and cyclists want to arrive at their destination safely. According to the Department for Transport, in 2016, of the total 1792 fatalities on GB roads, 102 were cyclists. The data for 'near misses' of cyclists -or 'close passes', as the police describe it - isn't possible to record, but may also have quite a significant effect on overall road safety. A 'close pass' can cause a cyclist never to venture out again or head for the pavements or it can turn some into a more aggressive rider. So where should we look for guidance?



Rule 163 (The Highway Code): "give cyclists at least as much space as you would when overtaking a car"

Roadcraft: "allow the cyclist space to manoeuvre" and "cyclists, especially children, can be erratic, so allow them plenty of room"

THINK! (Department for Transport): "if there isn't sufficient space hold back"

These rules all seem quite woolly but help is at hand from the Southern Hemisphere: the Queensland Government doesn't fudge the issue and the law for motorists passing bicycle riders is:



A minimum of 1 metre when passing a bicycle rider in a 60km/h or less speed zone



A minimum of 1.5 metres where the speed limit is over 60km/h

Queensland also specify the measurement is 'the rightmost part of the bicycle, or the person on the bicycle to the leftmost part of the vehicle, or something sticking out from the vehicle, e.g. a side mirror'. And the minimum passing distance applies even if the bicycle rider is riding around an obstacle. Offenders face a substantial fine.



Our own West Midlands Police initiated operation 'close pass' last year where unmarked police cyclists were sent out to film and intercept offenders. They claim considerable success, not just in prosecutions, and a reduction in killed and seriously injured. A further gain, however, was in the form of roadside chats with the drivers they pulled over. The police showed drivers exactly what 1.5 metres looks like. Other police forces, including Sussex, have instigated or will be instigating 'close pass'.

In the meantime, if UK drivers could adopt the Queensland rules it may reduce collisions and injuries, and perhaps if the stipulated space was given more cyclists would arrive at their destination in a state of calm and the better driving will reduce the amount of cyclists who feel they need to ride aggressively.

Sheila Girling

Approved Driving Instructor (and erratic cyclist!)

Pictures reproduced with permission from the [West Midlands Police website](http://www.westmidlands.police.uk/)

BEYOND THE HIGHWAY CODE -

HAZARDS AND THEIR SOURCES



'Beyond The Highway Code' - we've mentioned this concept before and put simply it means applying experienced common sense to the dry and drab instructions in the Highway Code. The Code is full of rules, regulations and citations but rather devoid of real life, of street incidents and road moods, rage included.

Perhaps it might be of interest to take the little blue Highway Code book and upgrade it, chapter by chapter, paragraph by paragraph; and by 'upgrade', I mean add in all the interesting bits the compilers leave out. The rules tell us what's supposed to happen; our own experience tells what's quite likely to happen. The two rarely coincide.

As an introductory remark to this first section of what I hope will be a series of articles - some with readers' contributions - let me summarise ten minutes in Guildford High Street last Saturday afternoon. My associate was piloting his diesel Jaguar gingerly down the street, which was unfamiliar to him. I'd asked him to self-navigate round to the A281 to take us back to Horsham. As we descended the hilly street I rapidly realised how unfair that instruction was. Using only the road signs and the Highway Code it was a tense business making progress, even though progress meant no faster than five miles an hour when we occasionally moved. The street is broad, part one-way, part not; it is steep, and the bottom section is blocked to all but access traffic. There are traffic lights for junctions and traffic lights for pedestrians. There are barriers for pedestrians, and pedestrians who busily ignore them. The street swarms with people moving in multiple directions, and at the side of the road is a street market with stalls, vans, last-minute bargains and litter. Frankly, no study of the Highway Code could adequately prepare a driver for the turmoil of this street, and full concentration was required despite the crawling speed. One needed to be as much aware of what pedestrians were likely to do as to what the Code says they are supposed to do. And that applies to large pink buses too, and to bawling costermongers, dogs, bulging shopping bags and spilt waste bins rolling off the packed pavement. Fortunately, we negotiated it successfully, but not without alert reading by both of us of a fluid situation. In essence there was far too much vying for attention or threatening our advance to be able to concentrate properly on the navigation problem of finding the A 281. My associate made it, and both of us were rather relieved to glide away from the Golden Ford and its Saturday shambles.



Essentially, what we're doing is joined-up driving. We're looking for hazards and, just as importantly, the sources of hazards. It's not just what we see, it's what we expect we might see, it's what we expect others to do when they become aware of the hazard we've already spotted. It's hazard avoidance and anticipatory evasion.

So, let's start at the beginning. In June 1935, everyone had to pass a test, and - war time excepted - that has remained a requirement till today. The Highway Code is there to help, and we've all read it and probably re-read it, prompted by observing for iAMRoadSmart. In what follows, I've named the paragraphs by number taken from the sixteenth edition, dated 2015.

/continued ...

In the beginning there were Pedestrians. There are no general remarks about pedestrians, so far as the HC goes; pedestrians are just people walking. (Do you remember the American definition of a pedestrian as a man who won't listen to his wife's arguments for a second car?) Our first observations are how many are in view, what age, and what's the time of day. An orderly bus queue at six o'clock is a very different proposition to the over-spill from a busy pub at eleven. An elderly person on a zimmer frame is a different hazard to larking school children. Toddlers with balloons are suddenly more unpredictable than those docile pint-sized-persons holding a parental hand.

A quick survey by an alert driver asks: How many? Where? What age? What weather?

The less likely that other traffic is on their mind the more keenly they should be on yours.

Para 2 - No Pavement

When you see pedestrians on a road without a path, think of what approaching traffic will do, particularly those inattentive drivers who spot the pedestrians too late on their side. Leave extra room by getting tighter to your left margin to give room for the unwise overtake by oncoming vehicles.

Para 4 - Young Children

These are obviously a risk, and frequently the risk is heightened by where the children are going. Off to the park with the dog and the jamjar for sticklebacks presents a greater likelihood of inattention than a sedate Sunday family walk. Balloons, balls and fancy dress should prompt a quick glance to the opposite pavement for similar children who may run over to join them or all cross to the party house. Balloons tied outside the gate are an equal warning.

Para 6 - Motorways

We don't expect pedestrians on M-ways, but the Highway Code says nothing about dual carriageways, many of which do allow pedestrians to cross. These roads are far more dangerous than M-ways for many reasons, and extra caution is called for where people might cross. This is where we have to act for at least three parties: ourselves, the pedestrian and our fellow drivers, who may not appreciate the danger. The prime problem for the walker is the difficulty of accurately assessing the speed of approaching traffic when viewing it head-on. A simple mistake can be fatally compounded by there being two carriageways to cross, and hence the speed of two vehicles to guess at once. This really is one place where we never encourage a pedestrian to cross by any invitation from us. Always check mirrors again and be aware of how to escape the consequences of a foolishly misjudged crossing.

Para 8 - Pedestrian right of way crossing a junction

We know to give way ourselves to a pedestrian walking on the pavement and crossing our turning path, so be equally aware that a driver in front of you might stop in your path to allow a pedestrian to cross. In slow moving traffic a sudden halt for what appears at first to be no reason - the pedestrian is to one side, not in front - can easily cause a rear-end shunt. So spot the pedestrian, see the turn signal and expect to stop while giving the white van behind you time to do likewise.

Holy Howlers

*The preacher for next Sunday
may be found hanging in the vestry.*



/continued ...

Para 11 - One way streets

Pedestrians are much less likely to be aware of a one way street than drivers are, so we need to take that into account. In particular, where a street is one way and we're driving on the right and about to turn right into a side street, we're approaching a pedestrian walking in our direction who sees a clear street ahead of him. He may well not think of our approach behind him, so we will.

Para 13 - Routes shared with cyclists

Theoretically, these shared routes ought not have any impact on us motorists, yet there are good reasons for keeping an eye on them. The trouble with cyclists, as we all know who've shared a London pavement with them recently, is that they are silent, relatively quick and too often aggressive. They weave in and out of every obstacle - and anything qualifies as an avoidable obstacle for some cyclists - and will lunge into the road, cross against red lights or mount pavements as opportunity arises. On the shared routes in Rule 13, the real danger is that fellow users, pedestrians, may not hear or see them, and an unexpected move may prompt the cyclist to swerve onto the roadway to avoid a collision. That just might be into our path. So watch for sudden changes of direction by bandit cyclists.

Para 14 - Parked vehicles

This bland rule tells us to take extra care if crossing between parked vehicles. Experienced drivers are all too well aware that it goes a lot further than that. It's crucial to be vividly conscious of where the vehicles are parked. The red post office van is as notorious for a sudden stop and a door flung open as most of them are for muddy bodywork and hoarse over-worked diesels. It's the pedestrians who are engrossed in something else which are the potential hazard. Dashing from the counter with the warm pizza and heading home to a hungry family probably means that we, as fellow road users, are nowhere near being on their minds. Take-aways are not alone; there's the chemist where the elderly pick up prescriptions, or forget them, and turn back in mid-stride to collect them; there's the confectioner attracting sweetie-minded children; there's the dry cleaner and the customer with billowing plastic wrapping on the clothing; and there's the betting shop with disgruntled punters.

Here, too, is where weather matters a lot. Rain plus umbrellas make for distracted pedestrians, as do icy pavements. Warm days and ice cream are a well-known challenge, as is slanting sun on summer evenings. Dull autumn days pose their own bothers. There is less contrast in weak light, and at a row of shops this is where we might need more help - neon signs distract from multiple movements on and off the pavements, and we've got to be prudent accordingly.

Motorists themselves can be a prime bother in rows of parked cars. There's usually one vehicle with the hazard lights left on, which Rule 116 reminds us must not be done as an excuse for dangerous or illegal parking. Even if legally parked, hazard lights in a row of parked vehicles mean that only half of them can be seen, so there's no way of knowing whether just a hazard is intended or the vehicle is indicating to pull out. Don't do it yourself. Beware of others who do.

Para 18-30 - Pedestrian crossings

We are all familiar with the different crossings as motorists, though not every pedestrian is as knowledgeable. This is where our difficulties can arise. The pedestrian does something which he thinks reasonable - crosses using a gap in the traffic - but we are following the guidance of traffic lights and can too easily charge down on the wayward walker. In sum, pedestrians either:

/continued ...

- ▶ Cross too early, through aggression or mistake
- ▶ Cross too late, following those already well over
- ▶ Cross diagonally to short cut the crossing, either to catch a changing light or just for convenience
- ▶ Or, get stranded half way because they didn't understand the sequence

The stranded crosser is more likely on a puffin crossing, because they don't know about cohort crossing. This system is ingenious and simple. Sensors detect the presence of pedestrians waiting to cross, and when the lights change they stay red for vehicles until the sensor on the opposite side detects the completed crossing. Thus the red light can show for as long as it takes for a group to cross, fast or slow. If someone crosses without waiting for the initial signal then the sensors don't know he's there and he can be stranded on the central island to await the next sequence. Beware the stranded pedestrian who risks a dash for completion - probably against your green light.

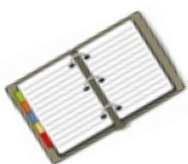
Beware, too, the innocent lured to disaster unawares. Many a junction has a filter light for right turners, and traffic can stop on the junction awaiting clearance to turn right. If there happens to be no traffic going straight on, a pedestrian can step out onto the carriageway which has a clear lane on his side and waiting cars on the second lane. The lights change and he's in trouble. Or, worse, a motorbike comes up the near lane with apparent right of way just as the innocent steps forth. Now it's real trouble.

Para 33 - Trams

Most of us know to give trams room. They can't steer away, they're heavier than us and they're longer. Last week in France I saw a svelte young woman walk clean under a tram which was honking wildly at her as it approached. Fortunately the driver stopped jerkily in time, from all of about three miles an hour but our attractive miscreant heard nothing. Yes, she'd those ear-phones on and was unaware of a brush with disaster. Not so lucky was the acquaintance who concentrated on the phone call to the detriment of road sense and stepped under a bus pulling in to an Ipswich bus stop. She's brain damaged still.

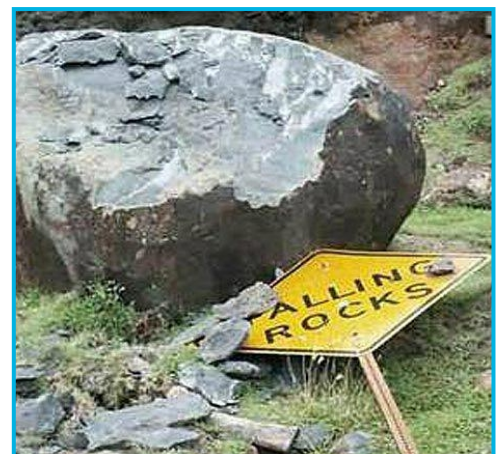
So if you see pedestrians otherwise engaged take some responsibility yourself for their safety. Beware a sudden change of direction. Act accordingly.

Oliver Farley
Reflector



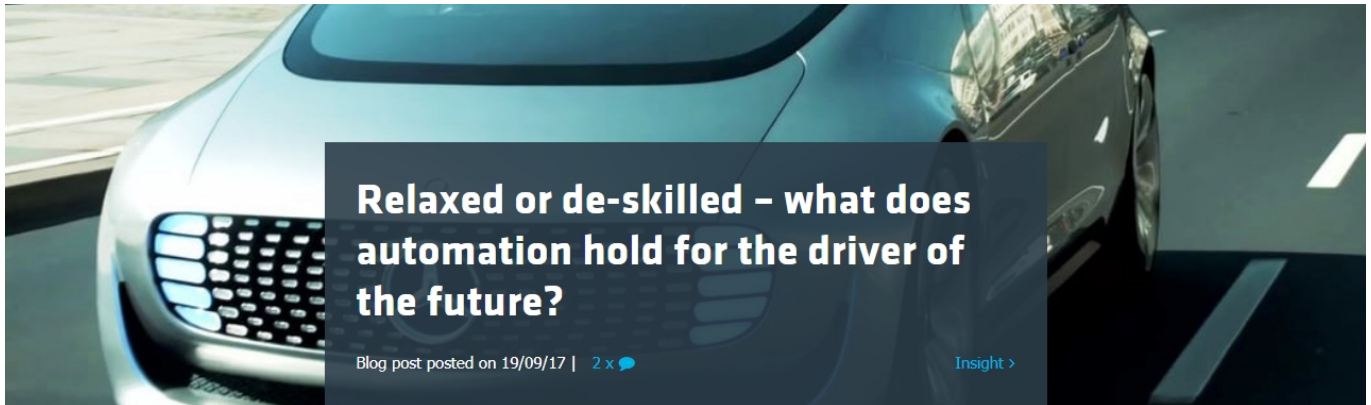
PLEASE NOTE

The deadline for contributions to the next Newsletter is **Wednesday 31 January 2018**



This sign may have been very useful once upon a time...

It has been suggested to the Editor that Members might be interested to read this blog reproduced from the IAM website. To access the original, click [HERE](#).



I read an excellent report recently from the [TRL Academy - Transport 2020: Addressing future mobility needs](#) which sets out expert views on many of the challenges for society as we move towards more autonomous and connected vehicles. The report poses lots of questions – for many it will take several years before we have a definitive answer.

The challenges are multiple and varied – will communication networks be able to handle the Terabytes of data that an autonomous car will generate every second?

Reliable connectivity is essential for effective management of automated vehicles, but the experts point out that no vehicle should depend on connectivity for its safe operation. As in other sectors, highly or fully automated vehicles must always have a safe fall-back level of operation, so that the vehicle can safely protect its occupants – but will those occupants suddenly have to be involved just because the mobile phone signal stopped or the satellite link goes down?

The prize of eliminating human error from road transport is of course one worth pursuing but even the experts agree that automation can never completely do this.

However, it offers the potential to tackle key risk factors on our roads such as driver fatigue, impairment and inattention. At IAM RoadSmart we are obviously concerned to know if we have a future coaching humans, but the TRL Academy experts do agree that there is a risk of drivers becoming de-skilled, or relaxed to the point where they are unable to take over at short notice. This is where we may still be able to be of service!

Some of the biggest moral dilemmas that still need to be resolved are linked to the fact that artificial intelligence (AI) will be essential for the introduction of autonomous vehicles, because “driving is a known, but unpredictable, environment owing to changes in weather; the behaviour of the driver and vehicle occupants and the behaviour of other road users.”

At least it does sound like these folks have been on the M25 at 5.30 on a Friday evening where ‘unpredictable’ can be an understatement. Will AI ever replace that experiential behaviour we all take for granted such as waving a car out from a side road or just ‘knowing’ what that driver is about to do. Will human drivers bully autonomous cars – the evidence so far is limited but mixed.

/continued ...

It could be that as soon as drivers know a driverless car will stop if you approach it then some will turn that to their advantage in queues and at junctions. The transition phase when human controlled and driverless cars share the roads is going to be very illuminating and likely to last many years.

And then there is the ultimate moral question for any autonomous car user – do you want to be in a vehicle that chooses for you who to hit in an inevitable crash situation. Head on with the truck or swerve into the cyclist?

Autonomous cars offer the potential to increase productivity by freeing 'drivers' to focus on work-related tasks, child care, or social engagement. They could also offer much greater mobility to people who are currently unable to drive.

Some recent US research however suggests that most drivers will still want to watch what the car is doing on their behalf rather than engage in other tasks – it will take time to build trust. Society will also have to answer questions such as how old can a driverless car occupant be – will we send the kids off on the school run by themselves?

One of the most interesting statements in the report is that “there is currently a strong technology push for autonomous vehicles rather than a societal pull,” are we as consumers actually asking for autonomous vehicles or are they coming because suppliers want to sell us new tech?

If we do give up control then the answers to all of these questions will have to be resolved. At IAM RoadSmart we are running an expert conference in October to try and provide some of the solutions.

By Neil Greig, IAM RoadSmart director of policy and research

'COMPLETE' ... or 'FINISHED' ...?

No English dictionary has been able adequately to explain the difference between these two words. In a recent linguistic competition held in London and attended (supposedly) by the best in the world, Samdar Balgobin, a Guyanese man, was the clear winner.

*The question was: **How do you explain the difference between 'complete' and 'finished' in a way that is easy to understand?***

Some people say there is no difference between complete and finished. Here is his astute answer:

When you marry the right woman, you are complete. When you marry the wrong woman, you are finished. And when the right one catches you with the wrong one, you are completely finished!!!



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I was walking down the street the other day when I was accosted by a particularly dirty and shabby-looking individual who asked me for a couple of quid for dinner.

I took out my wallet, extracted a ten pound note and said, 'If I give you this money, will you buy some beer with it instead of dinner?'

'No - I had to stop drinking years ago,' he replied.

'Will you use it to go fishing instead of buying food?' I asked.

'No - I don't waste time fishing', the homeless man said, 'I need to spend all my time just trying to stay alive.'

'Will you spend it on golfing equipment?' I asked.

'Are you NUTS!' replied the homeless man. 'I haven't played golf in 20 years!'

'Well,' I said, 'I'm not going to give you money. Instead, I'm going to take you home for a shower and a terrific dinner cooked by my wife'.

He was astounded. 'Won't your wife be furious with you for doing that?'

I replied, 'Don't worry about that. It's important for her to see what a man looks like after he has given up drinking, fishing and golf.'

Some useful advice from IAMRoadSmart on looking after your windscreen and wipers during the winter may be found [HERE](#).

This blog and others are always available at [News & Insights](#).



For those of you who do not, and cannot, comprehend the purpose of Facebook, or even why it exists at all, I am trying to make friends outside of Facebook while applying the same principles.

Therefore, every day I now walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom.

I give them pictures of my family, my dog, of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day.

I also listen-in to their conversations, give them the 'thumbs up' and tell them I like them.

It works just like Facebook. I already have four people following me: two police officers, a private investigator and a psychiatrist.

CSAM Events during the Autumn

To read about the events which we've enjoyed since publication of the Autumn Newsletter simply click on the links below. If you don't (or maybe can't) get along to CSAM events, do read about them, and about Advanced Test passes and so on, on the [News](#) page of CSAM's [website](#). The 'thumbnails' below give only the smallest flavour of what you're missing!



[Alan Ware, from Solent Advanced Motorcyclists](#)

This evening's speaker, an experienced and highly qualified police motorcyclist, member of Solent Advanced Motorcyclists, mentor and IAM examiner for both cars and motorcycles, gave us some insights, aided by videos, into a few of the 'tricks of the trade' ... Read the rest of this report [HERE](#)



[Powering the Future - Jean-Pierre Pirault](#)

This was a technical tour d'horizon for motor engines. We went back to first principles, to Sadi Carnot and his thermal efficiency equations and on through the 19th century, past Benz and Otto, with a nod to Wankel until the present day and our energy concerns. We visited aspects of petrol ... Read the rest of Oliver Farley's report [HERE](#)



[CSAM AGM, 10 October](#)

This year's AGM was as enjoyable as ever: the Group is in good form and good heart. The 'business' part of the proceedings was got through efficiently ... Following a short interval, the Members were treated to an excellent talk by Dominic Howard-Jones, a BA Captain who flies Airbus 320/319s out of Gatwick... Read the rest of this report [HERE](#)

