

In4mation

The Newsletter of RoADA South East Essex Group



Is it safe to cross the white line?

ROSPA
The Royal Society for the
Prevention of Accidents



www.rosipa-southeastessex.org.uk

The 'System' of car control



© Terry Joyce

For more information see Roadcraft and our website.

Issue 5

July 2010

Committee

Chairman	Kevin Perryer
Vice-Chair	Cindy Groves
Secretary	Mervyn Whitney
Treasurer	Alison Winslade
Training Officer	Brian Wood
Publicity Officer	Ron Adams
Newsletter Editor	Terry Joyce

Editorial

Hello,

I was lucky enough to retire early. This was not entirely my decision, however I thought that I would put my time to good use and help others. I was able to take on the role of Chairman for the Southend Branch of Leukaemia & Lymphoma Research. This involves raising funds for the charity and the main event we organise is the Southend Bikeathon. This takes place on Sunday September 5th this year. So if you fancy helping by Marshalling or even riding please contact me. See the advert on page 6.

As Advanced Drivers I feel we have a responsibility to continue improving our driving and helping others to do the same. The system of driving we use is a great framework, and if employed well is nigh on foolproof, unfortunately we are human and are prone to make mistakes. Training and practice allow us to carry out the 'System' and minimize these mistakes. The Information stage of the system is paramount, however each individual will have a different perspective as to what they are seeing and how they react to it. Never think that you have got it, always strive to be better.

Terry Joyce

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***PLEASE SEE BACK PAGE
for details and dates of meetings.***

Congratulations

to our members who have taken a test.

Name	Test date	Tutor	Grade
Lee Batrick	22nd April	Phil Benson	Silver
Howard Becker	6th May	John Ockmore	Silver
Heather Mann	1st June	John Ockmore	Silver
June Thorington	16th June	Ron Adams	Silver
Conor Bays	19th June	Mervyn Whitney	Silver
Jack Taylor		Mervyn Whitney	Silver
Dean Peters	22nd June	Mervyn Whitney	Gold
Scott Mildren	24th July	Mervyn Whitney	Gold

Welcome

To our new members: Douglas Watkins, Brian Arney, Scott Mildren, Irene Ingram & Elaine Appleby.

Seen in the back of a car

I've got good brakes

How good is your Insurance?

Blind Spots

On all cars there are a number of what are considered blind spots. The roof support on either side of a vehicle's windshield, otherwise known as the A pillar, is one of them.

The A pillar is the engineering term for the area dividing the windscreen and the windows. In recent years the A pillars have become sturdier in a bid to improve the structure of the car as a whole. But because the A pillar has become thicker, it has created a blind spot which obstructs the vision of drivers.

More than 90 per cent of the information from the car's external environment is viewed by the driver through the windscreen and windows. So, you should be aware of the potential restriction the A pillar may cause in your ability to scan the road ahead.

It is vital to check that nothing is hidden from view by the A pillar before making a manoeuvre. Pedestrians, cyclists and motorcyclists are easy to "lose" in the space behind a pillar. Make sure you take time to look around the pillar, not just take a quick "snap-shot" look which could allow a cyclist to be hidden from view. The picture on the left is looking through the windscreen. The picture on the right has changed as I've moved my head a few inches to the left.



This highlights what it is possible to miss if you do not look around the pillar.

As you are driving in a straight line on an approach to a junction, look further ahead, and scan to the left and right on your approach. That way you will see things through the windscreen before they become "lost" behind the pillars.

Remember, good all - round vision is vital. It is our responsibility as drivers to see what is there and plan how to deal with it.

Is it safe

to cross the white line?

In the case of the picture to the right, absolutely NOT! Why? It looks fairly good and there are no vehicles visible. Visible is the clue. Yes there are no vehicles to be seen, but you cannot see every inch of the road. There is a little piece of road behind the oak tree that you cannot see. How much could be hidden, a bike or a child, maybe.

The lines give us a clue, smaller gaps and longer lines are identifying a hazard. The Highway Code states: Do not cross it unless you can see the road is clear. Let me clarify 'the road is clear' statement; you should as I said earlier be able to see **every** inch of the road ahead, before crossing a white line.

This is why. There is a car in that little piece of road that you couldn't see.



This one is parked to demonstrate the point. This is a national speed limit, so imagine that you and that hidden car are doing 60 mph, you have just crossed that line because it looks clear.

I would suggest that you would probably collide and with an impact speed of around 120 mph, it doesn't bear thinking about. Don't cross that

white line unless you are **100%** sure the road ahead is clear. When can we cross that white line? The most obvious point at which we might cross a white line is on the approach to a left hand bend. We are looking for the maximum vision possible to allow us to plan how we are going to deal with the hazard and also to make progress. Safety is paramount, so as before you must be able to see all of the road ahead and if necessary be able to get back onto your side of the road should an oncoming vehicle appear. By moving over the white line on a left hand bend you begin to get more forward vision, allowing you to straighten out the bend, providing the road ahead is clear. Talk this over with your Tutor before practising this.

Terry Joyce



BIKEATHON



Southend Bikeathon

Sunday 5th September

Enter as an individual, a school, or a corporate team with colleagues, friends or family.

Complete one or two laps in your own time.

The route includes Southend Seafront and countryside around Barling and Wakering.



A truly enjoyable day for a wonderful cause

Funding Research, saving lives

Enter Online www.southendbikeathon.co.uk

Entry Form
from
01702 544964



Southend Bikeathon is Sponsored by

OLYMPUS

Olympus KeyMed
in Support of the Local Community

www.bikeathonbritain.co.uk

Registered charity 216032 (England & Wales) SC037529 (Scotland)



Make a difference, come and Marshal.

Highway Code

Changes in **The Official Highway Code (Revised 2007)**

Multi-lane carriageways Lane discipline

142

High-occupancy vehicle and other designated vehicle lanes.

Lanes may be restricted for use by particular types of vehicle; these restrictions may apply some or all of the time. The operating times and vehicle types will be indicated on the accompanying traffic signs. You **MUST NOT** drive in such lanes during their times of operation unless signs indicate that your vehicle is permitted.

In the book, you are then directed to look at page 112. This is a series of information signs.



Here are two relevant signs.

Left

Lane designated for use by high occupancy vehicles (HOV)

Right

Vehicles permitted to use an HOV lane ahead



Vehicles permitted to use designated lanes may or may not include cycles, buses, taxis, licensed private hire vehicles, motorcycles, heavy goods vehicles (HGVs) and high-occupancy vehicles (HOVs).

Where HOV lanes are in operation, they **MUST ONLY** be used by

- Vehicles containing at least the minimum number of people indicated on the traffic signs.
- Any other vehicles, such as buses and motorcycles, as indicated on signs prior to the start of the lane, irrespective of the number of occupants.

Laws RTRA sects 5 & 8, & RTA 1988, sect 36

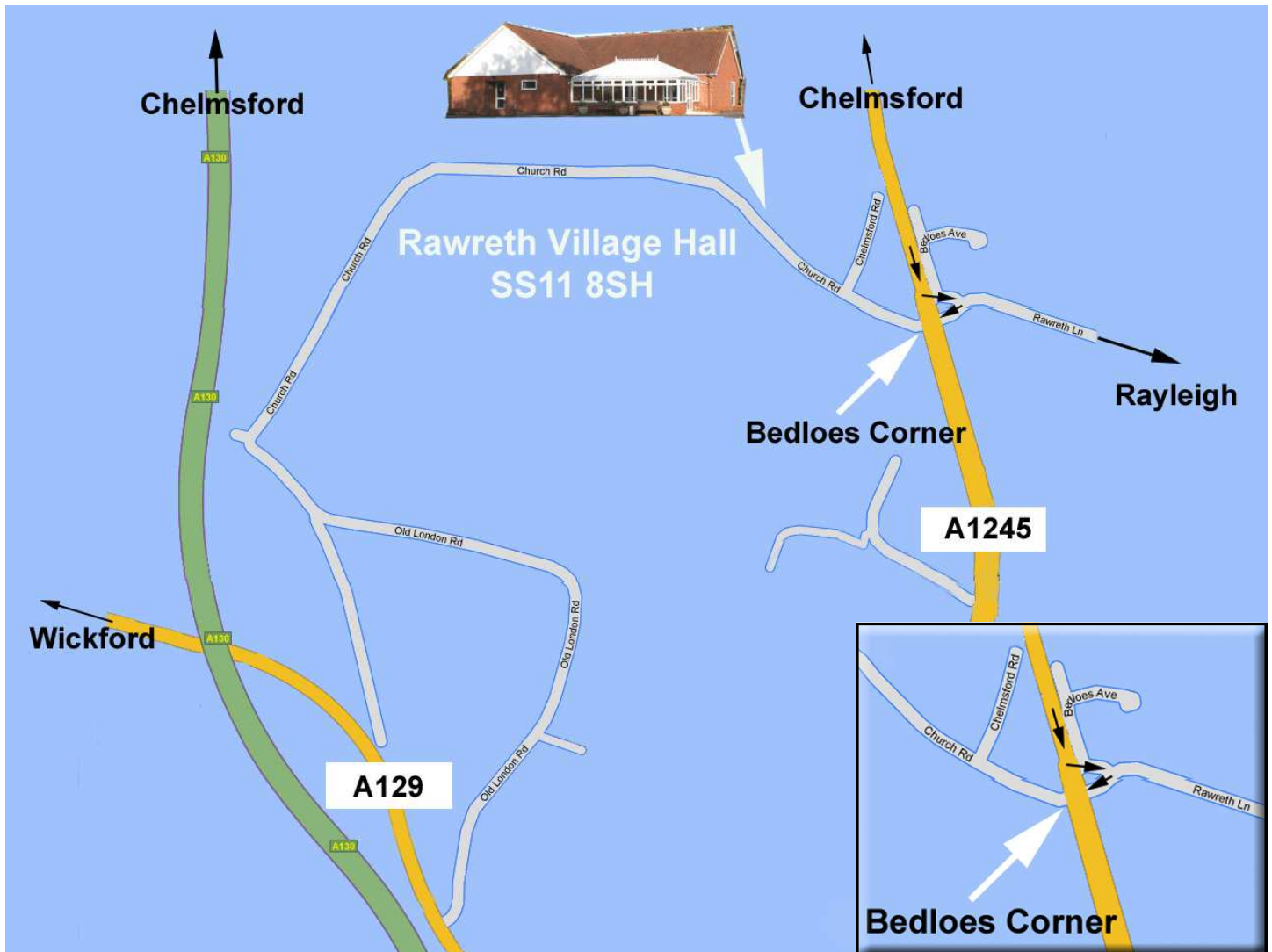
This is a new rule

In 2010 our meetings will be held in the Village Hall at Rawreth
Located in Church Road, the post code is SS11 8SH.

Next Group Night 2010

Wednesday 20th October

Make a note in your diary!



See our website for links to Google Earth and Streetmap.

Bedloes Corner is the junction on the A1245 with Rawreth Lane and Church Road. It is controlled by traffic lights.

From the North: You **cannot** turn right. See the arrows on the diagram. You turn left just before the lights and then turn right. You can then enter Church Road by going straight on at the lights.

From the south: A1245 turn left at traffic lights

For anyone approaching from the Wickford/Shotgate direction the hall can be reached via the A129, turn left into the old London road, passing The Chichester. There is a width restriction when you enter Church Road.