



# NORFOLK AND NORWICH GROUP

## ADVANCED DRIVERS AND RIDERS

Chairman: Robin Apps - 01953 488003

# DriveLines

No: 5/14

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The monthly newsletter for the Norfolk and Norwich Group of the RoSPA Advanced Drivers and Riders Association.

[www.roadanorfolk.org.uk](http://www.roadanorfolk.org.uk)

## *In This Issue*

*Forthcoming Events.....*

*New V.E.L. rules.....*

*Accident Stats.....*

*Cycling.....*



Welcome to your next Edition of Drivelines. We are now getting back to normal after the summer break and your Committee hope that you all managed to have a good and safe holiday. The latest Government edict is that the paper disc to show you are the holder of a current Vehicles Excise Licence is being disbanded and the all empowering 'computer system' will prevail. Elsewhere in this edition you will find a few notes on this from our Chairman. We do not appear to have any notes yet on how we pay. I understand it will be on line or at the Post Office so presumably DVLA will still send a reminder with the cost. My worry is how long will it take to get on the computer and are we going to get a few 'pulls' by those in blue who think we have not paid the tax. Mind you how often do we see the Police out and about these days, with all the cuts, who are able to use the new system to detect non payers? Interesting! Will it save money? I suppose everything changes and with the lack of 'bobbies' on the beat the actual display of the tax disc is now irrelevant. The two eyes of the beat policeman was very instrumental in detecting out of date, forged or defaced Discs..

Elsewhere in this Newsletter you will find some details of the latest released stats figures on road accidents in the UK for the first quarter of 2014. This shows that there has been a small increase in the year from 2013 in deaths and serious injuries on our roads. This is rather disappointing as it has gone against the trend of the previous years. Mind you, you can make statistics speak for you. In comparison with 2005 – 09 the figures have considerably reduced but road traffic has increased. I have not been able to re-produce the full release due to lack of space, but if you are interested check it at [Roadacc.stats@dft.gov.uk](mailto:Roadacc.stats@dft.gov.uk).

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## **MOTORING WIT** - (Men and Women!)

A man is at his most useful when changing a tyre! (Rita Rudner)

Sick to the same model! (Henry Fords advice for a good marriage)

If its got tyres or testicles you are going to have problems with it! (Roseanne Barr)

Children in the back seats of cars cause accidents, and accidents in the back seats of cars cause children (Sid)

I'm the first Queen who has been able to drive! (Queen Elizabeth II)

The father is concerned with parking space, the children with outer space and the mother with closet space!

# What's On

## FORTHCOMING EVENTS

UNLESS OTHERWISE NOTIFIED  
7.30PM AT THE PAVILION, OAKFIELD ROAD, CRINGLEFORD

**ALL MEMBERS ARE REMINDED THAT THE MEETINGS ARE HELD ON  
THE 4TH WEDNESDAY OF EACH MONTH.  
THIS IS NOT ALWAYS THE LAST WEDNESDAY**

### MEETINGS

#### SEPTEMBER

##### Wednesday, 24<sup>th</sup> September 2014

The History of the Norfolk Fire Service. This will be another one of those evening meetings not to be missed. Our friends in the Fire Service do a wonderful and dangerous job to-day, but just wonder how they got on in the early days with their horse drawn appliances and those only franchised by insurance companies. If it was not insured with your Company they let it burn. Difficult to believe but I am sure we will be informed accordingly on this evening and how it all developed into the Service we know to-day. This is a must and should be of interest to all our members. Please try and make this one.

#### OCTOBER

##### Wednesday, 22<sup>nd</sup> October 2014

The story of Colman Foods. Part of Norwich for years, how where and what. Mustard and all that!

#### NOVEMBER

##### Wednesday, 26<sup>th</sup> November 2014

Christmas Social Evening

#### DECEMBER

#### NO MEETING

**DON'T FORGET ON EACH EVENING THE GIGANTIC RAFFLE AND FREE TEA AND COFFEE!**

## MESSAGES FROM OUR CHAIRMAN

### Vehicle Tax (VT) Changes

Are you aware of the changes to VT that come into effect on 1 Oct 2014? VT (we all know it's really called "Road Tax") is undergoing changes that have not (yet) been well publicised. Although the taxation rates remain unchanged (well, until the next budget!), procedures and rules are changing.



No more tax discs will be supplied and there will be no need to display anything on your windscreen – excluding your SatNav of course.

VT will not be transferable to new owners. DVLA must be advised of the transfer and will refund the unexpired tax (whole months only) to the owner. The potential owner must apply for VT before they can use the vehicle. The selling owner will remain responsible for the vehicle until this is done.

If you are fortunate enough to be able to SORN a vehicle, once done, this will be continuous until cancellation (or re-taxing) and will remove the need to renew the SORN annually.

The option of paying VT by Direct Debit on a monthly, 6-monthly or annual basis will be available. Unexpired VT will be refunded automatically (whole months only!) where appropriate and will not require a request form.

It will be **the driver's** responsibility to ensure that a vehicle, including hired vehicles, is currently taxed. This may be done "on-line" at the DVLA website.

Fines of £1000 will be available for anyone not complying with the new rules!

### HGV Speed Limits

*Safety concerns mean that HGVs on the UK's single-carriageway roads will be able to travel at 50mph from 2015.*

The speed limit for lorries on single carriageway country roads will be upped to 50mph under Government plans to stop dangerous overtaking and cut congestion. Heavy goods vehicles - weighing more than 7.5 tonnes - are currently restricted to 40mph but this will rise from 2015, says the Department of Transport (DfT). Lorries could also get a hurry-up on dual carriageways with a DfT consultation launched to raise the limit on these roads to 60mph from 50mph. The changes would see lorries travelling at the same speeds as coaches and caravans. Ministers said the current 20mph difference between other vehicles and lorries is leading to hold-ups and causing drivers to carry out dangerous overtaking manoeuvres, especially on narrow country roads.

The single carriageway changes will come into force from early 2015 and bring England and Wales into line with other European countries such as Denmark and Norway. If the consultation for dual carriageways gets the go ahead, the laws will change at the same time but until then, the existing limits continue.

Claire Perry, transport minister, said: "We are doing all we can to get Britain moving and boost growth. This change will do exactly that and save our haulage industry £11 million a year.

"Britain has one of the world's best road safety records and yet speed limits for lorries have been stuck in the 1960s. Current speed limits for HGVs were introduced around 50 years ago and need to be updated given improved vehicle technology."

*Chairman's Comment: Good news for all of us and not before time. I would get fed up sitting behind lorries travelling at only 40 mph – wouldn't you (that is if you could find one moving that slowly!)?*

### **Committee Members Needed.**



Our Committee's numbers are reducing due to retirement and relocation. We need volunteers – your Group needs you! The committee work is the opposite of onerous and meetings are kept to the minimum but we need some new faces and fresh ideas to help us move ahead. If you are interested, please contact me (Robin Apps -Chairman) to discuss. Contact details are at the heading of this Newsletter and on the website or corner me at the next meeting.

### **Test Passes:**

The following Test Results were omitted from the last edition of Drivelines due to a lack of space:

Initial: Lorna Dinsdale – Silver

Alasdair Wilcock – Gold (Motorcycle)

Retests: John Ireson - Gold

Derek Ullman – Silver

Richard Canham - Silver

***Congratulations to you all.***



# Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q1 2014



Department for Transport

## Main findings

4% increase in killed and 2% increase in KSIs with a 3% increase in traffic during the year ending March 2014.

## Road deaths increased by 4% compared to the year ending March 2013, to 1,750.

► There were 24,160 killed or seriously injured (KSI) casualties, a 2 per cent increase compared with the previous year.

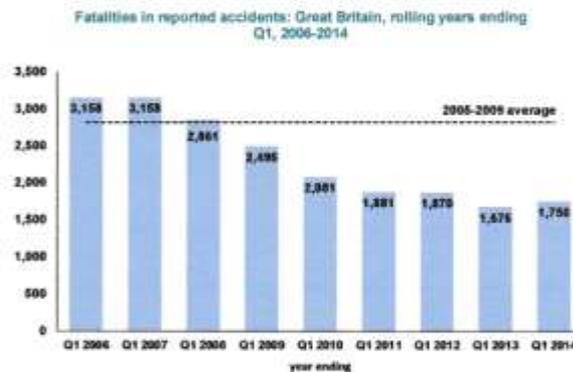
► For the year ending March 2014, there were

189,880 reported road casualties of all severities, 1 per cent higher than the 188,884 for the year ending March 2013.

► Motor traffic levels rose by 3 per cent compared with the 12 month period ending March 2013.

The overall casualty rate per vehicle mile decreased by 2 per cent for the same period.

► Between January and March 2014, there were 380 road deaths, 13 per cent higher than the same single quarter in 2013. KSIs and slightly injured casualties increased by 17 and 15 per cent respectively.



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## About this release

*Reported Road Casualties in Great Britain: Quarterly Provisional Estimates* provides estimates of personal injury road accidents and casualties. This release covers the year ending March 2014, and includes accidents on public roads (including footways) in Great Britain, which became known to the police within 30 days. These estimates are published to allow emerging trends to be monitored between the publications of annual figures.

## Overall results

### Rolling years ending March

- In the year ending March 2014 there were 1,750 reported road fatalities, a 4 per cent increase from 1,676 in the previous year.
- KSIs increased by 2 per cent, to 24,160, and the total number of casualties increased by 1 per cent to 189,880.
- In comparison, motor vehicle traffic rose by 3 per cent over the same period.

Table RAS45001: Reported road casualties by severity: Great Britain, year ending Q1 2014

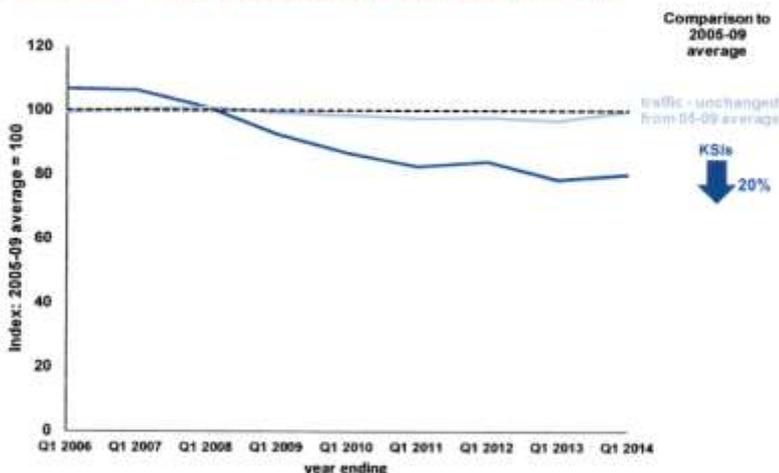
ALL CASUALTIES	Number/percentage change compared with previous 12 months			
	Apr-12 to Mar-13	Apr-13 to Mar-14 (P)	Percentage change	Traffic <sup>1</sup> percentage change
Killed	1,676	1,750	↑ 4%	↑ 0.3%
KSI <sup>2</sup>	23,648	24,160	↑ 2%	↑ 0.3%
Slightly injured	165,236	165,720	↑ 0.3%	↑ 0.3%
All casualties	188,884	189,880	↑ 1%	↑ 0.3%

P Provisional estimates

1 Motor traffic (excludes pedal cycles)

2 Killed or seriously injured

Chart 1: Reported killed or seriously injured casualties compared with motor vehicle traffic (billion miles): GB, rolling years ending Q1, 2006 – 2014, indexed to 2005-09 average



## Definitions

**Casualty:** A person killed or injured in an accident. Casualties are sub-divided into killed, seriously injured and slightly injured.

A full list of the definitions used in this release can be found [here](#).

### 2005-2009 average

2005 - 2009 average is the baseline for the [Strategic Framework for Road Safety Outcomes](#).

**All road users** casualties in the year ending Mar 2014 compared to the 2005-2009 average:

Killed	↑ 38%
KSI	↑ 20%
All casualties	↑ 23%
Accidents	↑ 21%

### Detailed statistics...

• Reported road casualties by severity: Great Britain, year ending first quarter 2014, table [RAS45001](#).

• Road traffic (vehicle miles) by vehicle type in Great Britain, quarterly from 1993, table [TRA2501](#).

A slight change to motoring, but I imagine that a lot of our Members either use pedal cycles or their families do. The attached is an initiative being run by the Local Council, Road Safety Committee and Police especially as the autumn evenings are coming up and soon the hour will change and the real dark evenings will be here. If anyone wishes to use this for their school or club please feel free.

# Be Safe! Be Seen!

## On Your Bike

Many of us have enjoyed cycle rides in the light summer evenings, having been encouraged by the warmer, (and sometimes drier) weather or inspired by sporting success by British cyclists.

However the evenings are starting to draw in, before long the clocks will go back and shorter hours of daylight will be upon us.

Now is the time to check that you or any family members cycling after dark are legal and as safe as can be. If you ride a bike on the road after dark you are required to have working lights (white at the front red at the rear) and a red rear-facing reflector.

Batteries that haven't been used all summer may have failed, don't delay; check and replace before you go out on the road.

You can also increase your visibility by wearing high-visibility clothing by day and adding reflective items to your clothing or bike at night. Reflectors can be fitted to most types of bike pedals and to the spokes of wheels.

These are very easy ways to make yourself more visible and can greatly increase the distance that motorists can see you.

### **It could save your life.**

If your bike lights are old consider replacing them. Advances in lighting technology give us bright, efficient and very affordable lights.

Modern bike lights often use LEDs that can be seen from great distances. Many give the option to flash or to be on continuously.

You can improve your safety in many ways. Consider wearing an approved bike helmet. Fit and use a bike bell to give a polite warning of your approach.

If you are unsure then further information can be obtained from any good cycle shop or from many cycle websites, such as [www.gov.uk](http://www.gov.uk) The Highway Code. Sections 59-82 give rules for cyclists.



## 'AND FINALLY'

### The saga of the 'Disabled Badge'!

I thought you might find this one interesting. This has happened to me. My wife is disabled and the use of a disabled badge is most advantageous for parking near our required destinations. These badges last for three years and hers is due to expire on 26<sup>th</sup> October. I know there has been a lot of interest recently in the 'misuse' of such badges, plus they are now another form of currency by the underworld. It is a valuable commodity and thieves make use of them if they can. I can understand that the issuing Authority have to be careful BUT....

To get the blue badge now has turned into a very complicated procedure. It would appear that the only way to apply is now on-line. As most of the blue badge holders are elderly you can imagine the difficulties that this causes as not all the older people are IT literate! Our neighbour recently had to go into the local Library, a bus ride away, and get the staff to complete it for him.

It is only when you start completing the form, and this is done through the Government Line having been switched from your Local County Council web-site, do you realise the number of documents and health information that is required. I was completing the Application on behalf of my wife, who would have got lost after the first page! It was a good job that she had kept copies of hospital and doctors letters over the years. I had to keep shouting for the next information on illnesses and or doctors names and places of treatment.

After one and half hours we had completed it. To prove who she was copies of documents were required, Driving Licence, Passport, doctors letters and utility bills, plus a passport sized photograph. We had recently applied for a new passport and that was a lot easier!!! Because of that we did have another photograph handy. These documents have to be sent to the County Council with a copy of the Application Form which we did.

Two days later we had a letter from the County Council basically stating that it probably would be issued but they required the documents and photograph as above. I telephoned the Department and informed the young lady at the Council that we had already sent these in. This did flummox the girl as it appeared that the on-line Application had been forwarded direct by the Government to the Council. She could not find that our posted documents had arrived yet and the only way ahead was for us to re-send them in again!!! Luckily we did have another spare photograph so we had to photocopy everything else again and post them in. I forgot to mention that the badge costs £9 which we paid at this time.

We were also informed that the issue of the Badge would take up to six weeks.

The moral of this story is to ensure that you allow enough time to complete the Form and enough time to receive it before the expiry date.

We obviously are still waiting to see if it arrives or whether Enid may have to go for an assessment before it is issued.

Noel

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I have had no answer to my plea for someone to take over producing this Newsletter. If there is someone out there that would like to become the Editor please contact Robin or myself. Also whilst I am still the Editor I would like to have some input from Members with articles to publish, motoring or otherwise. Please forward them to me at the address below.

Do not forget the next members meeting which does promise to be very interesting.

Drive safely.

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