

July 2012**Ride To Work**

"Treated like Royalty!", that was the view of those above who took part in the "Ride to Work" on the 18th June riding from a cafe in the south of Cambridge to the front car park at Shire Hall, Cambridge, arriving just after 8.30 a.m. The Bikers who took part had a police escort and didn't stop, being escorted through road junctions and traffic lights as the police motorcyclists would do when called upon to escort royalty into Cambridge. Approximately 40 bilkers took part. The number was less than previous years due to the wet weather. The event was organised by Simon Burgin the BikeSafe co-ordinator for

Cambridgeshire and is our RoSPA examiner for car and bike.

Once the bikers arrived and parked their bikes, they queued up at the refreshment caravan for a tea/coffee and then rode off to work or their next activity. A bonus of getting out of bed early to meet the CADAR members was to bump into the new Casualty Reduction Officer for Cambridgeshire, PC Steve Gedny. I hope he will be able to lead one of our Sunday meetings in 2013.

In this issue	Page	In this issue	Page
Ride To Work	1	Car Insurance	7
Chairman's Piece	2	SERV (Blood Runners)	8
Driving Day Swavesey	3	Media bites	9
"Where should I stick it?"	3	Blind-spot safety technology	10
Motion Induced Blindness	5	Volvo's self-drive 'convoy'	11
CADAR Test Passes	6	Hi-tech car aid for older drivers	12
Meetings	6	EU plan for cars to call an ambulance	14
Tutor Training Update	6		

Chairman's Piece

What's happened since January? Well we had a Car Tutor's training meeting and focused on automatic gearboxes. We had feedback from our examiner that unless drivers of automatic gearbox cars took the car out of Drive they would struggle to get a Gold pass in a RoSPA test. Numbers have kept up over the 320 mark and both bike and car tutors are busy assisting members to improve their ride and drive.

We have introduced an associate feed-back form to use after a test has been taken. We hope to follow this up with a form for those who decide not to renew their membership or have left the group. This will help focus the committee on reviewing how we can support our tutors and our membership.

We had to use two of our "Plan B" talks as unfortunately two speakers pulled out at very short notice; my thanks to Terry Cooke and Clive Blower for stepping into the breach. I took up 20 minutes of the May meeting to talk about our fellow road users and what we know about them and recent research is quite disturbing. A recent study by the Centre for the Study of Integrity found there is evidence that our society is relaxed about: lying, adultery, handling stolen goods and drugs, possibly because we are constantly told by the media, "Because we are worth it!" These are the people who are driving/riding on the A14 a metre in front, by your side and behind you.

So at an "incident" people will lie to each other, possibly nick possessions while being involved with an investigation and are possibly "stoned"! Hence insurance companies are keen to put a "Black Box" in vehicles so an element of "truth" can cut through the litigation. Young drivers and female drivers are the targeted areas and this will allegedly bring premiums down. It won't be long before older drivers will join the list.

Money Mail advice for young drivers, "When your teenager starts driving, put your name on their insurance as an occasional driver and the premium should fall". Worth a try.

We have a full magazine again. My thanks to the contributors; to the CADAR committee and all the bike and car tutors for their hard work.

I spend a few months in Cyprus each year. I took this from a Pathos newspaper in March this year; 'Traffic police head Demeetris Demetriou summed up a recent safety drive, "Unfortunately over the last 15 days **2,504 drivers** have been caught not wearing seatbelts. **I expected that we would catch 50 – 100** truly but to reach these numbers, I'm really disappointed.'" I would have to say from my observations I would not be. They ought to look next at people driving using hand-held mobile phones.

Michael Read

You have paid your subs but are you getting the most from CADAR?
 You should have had a letter explaining what we offer.
 50% of members don't take on a tutor.
 An improved driver/rider is 25% safer on the road – RoSPA statistic.

Please help us to keep the cost of your subs down, if you are currently receiving a paper copy of the magazine but you are happy to receive it by email (and in colour!) then send an email to info@cadar.org.uk

Driving Day Swavesey

Towards the end of last year the committee were contacted by one of our members, David Burling, who is the transport manager for Aquaiduk based in Swavesey. He asked if we could provide a programme for their "Apprentice Day" in January. Even though I should know better I volunteered and assembled a trusty team of Arthur Wood, Ed Pascoe, and Ben Stock to do all the hard work.

We all assembled on the appointed day at Aquaid headquarters in Swavesey to be met by David and other members of staff and nine apprentices. I started the day with a presentation on Driving Dynamics to emphasise the effect that we as drivers have on the vehicle through our inputs at the controls. I believe that if more people were aware of this we would have fewer accidents through harsh use of the controls.

After the presentation Arthur, Ed, and Ben took the apprentices for demonstration drives round the countryside and from the feedback they opened a few eyes in the process. Whilst this was

in progress I was preparing the car park for demonstrating and practising the practical side of the presentation. I set up a slalom, bends left and right, and a steering pad. This was carried out in a Transit van which was ideal for demonstrating weight transfer and grip levels. David also made available an Audi A4 to demonstrate ABS for those who had not experienced the sensation before.

After the demo drives we reassembled in the canteen and split into four groups Arthur, Ed and Ben took apprentices for assessment drives whilst I took a group through the handling course in the car park, we rotated until they had all done everything.

When they had all completed the tasks we were treated to pizza and chips by our generous hosts. Everyone on the CADAR team thought this was a very worthwhile exercise and relished the chance to be pro-active in the bid to make our roads safer. (Something CADAR would like to be more involved in. Thanks to Malcolm, Arthur, Ed and Ben. Ed).

Pardon the expression, but where should I stick it?



After recently taking out three associates and seeing tell-tale signs of Sat. Nav. suckers in the centre of the windscreen, I was reminded of time many years ago when Colin Fenton showed the group photographs he had taken of how easily the windscreen pillar could obscure a 44 tonne truck! With that in mind, I set out to try and show how much a Sat. Nav. placed in the centre of the windscreen could obscure from your view. These pictures are taken from my car, whilst parked, from where the driver's eyes would normally be. They are not perfect but should convey the general message.

So what is the Sat. Nav. hiding?



In the immortal words of Victor Meldrew “I don’t believe it. It’s a coach!”

A coach!

Now let’s assume you are in lane 2 of a 3 lane carriageway and the coach is in lane 1. What else can you tell me about the coach? Well, nothing because you can’t see it!

So, let’s take a closer look! So, what might I have missed?



Look at the information you have obscured!

1. It’s registered in France (White F on blue background).
2. The white rear number plate, except for the Republic of Ireland, means that it is very likely a **Left hand drive** vehicle.
3. The 90 & 100 speed limit numbers must be in kph. Another indication of a foreign registered, probably left-hand drive vehicle.
4. **Even worse what if the driver was a “single indicator flash and change lane” driver. You would not have seen the indicator while the Sat. Nav. was obscuring your view!**

So where do you place the Sat. Nav.?



How about the lower right of the windscreen? I do however accept that this may not be suitable for all cars and shapes and sizes of drivers! But a position needs to be chosen that does not obscure your view or obscures your view the least! I also believe that you can buy a mount so that the Sat. Nav. can be fitted to the dashboard, rather than to the glass.

John Morris.

A better, but not perfect, position for the SAT. NAV.

This would explain a lot of accidents, awesome

If you wonder how accidents happen then take a look at this study of motion blindness it explains how the mind is tricked and what you need to do to be more aware of your surroundings. I think you might find this quite interesting, and fascinating.

Motion Induced Blindness

This is frightening! It works exactly like it says, and is one major reason why people in cars can look right at you (when you're on a motorcycle or bicycle) ---AND NOT SEE YOU.

From a former Naval Aviator:- This is a great illustration of what we were taught about scanning outside the cockpit when I went through training back in the '50s. We were told to scan the horizon for a short distance, stop momentarily, and repeat the process. I can remember being told why this was the most effective technique to locate other aircraft. It was emphasized (repeatedly) to NOT fix your gaze for more than a couple of seconds on any single object. The instructors, some of whom were WWII veterans with years of experience, instructed us to continually "Keep our eyes moving and our head on a swivel" because this was the best way to survive, not only in combat, but from peacetime hazards (like a midair collision) as well. We basically had to take the advice on faith (until we could experience for ourselves) because the technology to demonstrate it didn't exist at that time.

Click on the link below for a demonstration (I appreciate not every member of CADAR has access to the internet. Ed)

<http://www.msf-usa.org/motion.html>

Source: emailed to Editor by Peter Thwaites.

CADAR Test Passes and Statistics

Congratulations to those who have passed their test or retest and to the tutors who have produced a very high standard of passes

Name	Vehicle	First time or Retest	Grade	Tutor (if any)
Ruth Haslop	Car	First	Silver	Mike Read
Martin Byrne	Car	First	Gold	Mike Read
Michael Bentley	Car	First	Gold	Sandy Reid
Anand Pillai	Car	Retest	Gold	John Morris
Barry Woodhouse	Car	First	Gold	Ed Pascoe
Nick Plummer	Car	First	Gold	John Morris
Roy Turner	Car	First	Silver	Stuart Earle
Gordon Sutehall	Bike	First	Silver	Chris Curryer
Jonathan Davis	Car	Retest	Gold	Arthur Wood
Janette Byers	Car	First	Silver	John Morris
Mary Lancefield	Car	First	Silver	Henry Wright
Steve McGregor	Car	First	Gold	Ed Pascoe
Tom Taylor	Car	First	Silver	Ed Pascoe
Graham Pryke	Bike	First	Gold	David Schindler
Matthew Polaine	Bike	First	Silver	David Schindler
Paul Sparks	Bike	First	Gold	David Martindale
Heather Day	Car	Retest	Gold	Tony Day
Peter Kidney	Bike	Retest	Gold	
David Thurman	Car	First	Silver	Lynet Smith
Tony Day	Car	Retest	Gold	
Ray Rendall	Car	Retest	Gold	Arthur Wood
Bob Hammett	Car	First	Silver	Mike Read
Peter Thwaites	Car	Retest	Gold	

Meetings for the rest of the year

August & September (Summer Break)		No public meetings
07 October 2012	Martyn Sibley	Martyn Sibley has been disabled since birth. He relies on an electric wheelchair, 24/7 care and other support functions. Despite this he drives a £50,000 adapted car and has been to many places on his wheels. Join him to learn how the impossible became possible.
04 November 2012	Tony Gabb	Tony Gabb is the RoSPA Senior Regional Examiner covering our area, having succeeded the long-serving Eric Simpson in this role. Tony will introduce himself to the group and talk about his role and the values he is bringing with him.
02 December 2012	Annual General Meeting	A review of the highs and lows of the year, and voting in a new committee. Come along and have your say!

- All meetings are held at Hilton Village Hall (PE28 9PF)
- Speaker 10pm-11am
- Free Assessment drives and rides 11am–12 noon

Please **DO NOT** park on any grassed areas. Please park in the surrounding streets if the Village Hall car park is full. Many thanks for your cooperation. A warm welcome awaits you with tea or coffee and biscuits.

Tutor Training Update

The committee have organised a Tutor Training meeting for Sunday 13th January 2013 at Hilton Village hall for both car and bike tutors. The focus for the car tutors will be on the associate feedback form and any issues raised. There is no public meeting on this day.

Car Insurance

Our Treasurer, Frank Linsell, has been talking with insurance companies and whether they acknowledge that passing the RoSPA advanced test should mean a reduction in your insurance premium?

Hello again Frank,

Firstly many thanks for taking the time to contact us here at Adrian Flux Insurance Services to advise that you are a current RoSPA member within the Cambridge area.

*As discussed, Adrian Flux have had an arrangement to provide IAM and RoSPA members with a significant discount for some time now. The discount for members is 20% off our most competitive premium and our contact at RoSPA is **Elizabeth Wragg, DFS and RoADAR Development Officer.***

We would of course like to convey this offer to your members and if we could perhaps have the following few words so as to convey this opportunity to your members:

20% Discount on Your Car and Motorbike Insurance with IAM and Adrian Flux Insurance Services. RoSPA Motorists develop their driving skills to an advanced level, and so add a whole new dimension to their road driving experience. They also become significantly safer drivers. Adrian Flux has organised a scheme that recognises this by giving a 20% discount against the cost of their member's car or motorbike insurance.

In doing so they have found an insurance intermediary who were prepared to significantly reward drivers and bikers who voluntarily develop their motoring skills by offering them a substantial discount. Adrian Flux Insurance Services are delighted to announce they've now achieved this with their ongoing partnership with RoSPA. Whether you drive a car or a ride a motorcycle, you can now earn an impressive 20% discount from your normal annual renewal by calling Adrian Flux Insurance Services.

To view the details of the arrangement further please visit our dedicated landing RoSPA landing page: <http://www.adrianflux.co.uk/ridedrive/rospa-insurance.php>

Craig Darwin of Adrian Flux Insurance says, "Motorists who complete a RoSPA / IAM programme have demonstrated a healthy attitude towards road safety and responsible driving. They've raised their skill levels and reduced their risk of accidents and we feel they should be rewarded. It's an innovative approach to offer such a large discount. The public tend to think of the insurance industry as taking rather than giving - hopefully this will improve that perception." There are no strings and no hidden charges: "We want this to be totally transparent," says Darwin. "If the scheme is successful then we're be building up a pool of customers who are making fewer claims which means we may be able to reduce their premiums even more."

To learn more about the scheme visit <http://www.adrianflux.co.uk/ridedrive/rospa-insurance.php> or call Adrian Flux Insurance Services on Free phone: 0800 089 0035

Kind Regards

Craig Darwin

Adrian Flux Insurance Services

Tel: 01553 845 585

SERV (Service by Emergency Rider Volunteers – Blood Runners), Suffolk & Cambridgeshire

My name is Dave I have a normal manufacturing job and I am 42yrs old. I am a volunteer rider for "SERV Suffolk and Cambridgeshire" and without the dedication of all our members and for the generosity of the public who fund the back room operations this service would not be possible. Many people believe we get our fuel reimbursed, but our riders use their own vehicles and pay for their own fuel.

I ride my BMW R1200RT-P/ drive my own Ford Focus using my own fuel.

I thought you may be interested in a day in my Diary.

25/02/2012

07:30 leave home to do route training covering several routes to ensure that dedicated routes are followed in order to allow tracking of rider and package throughout journey. Fuel cost for training £26

16:00 arrived home.

19:00 start of night time duty roster. (You do not have to stay up but you must be available if a call comes in, organisation is key, fuel in car and parked facing out onto road, clothes and Hi-viz jacket sorted ready, Motorcycle fuelled and motorcycle clothing sorted ready, Phone charged, Route details and hospital contacts to hand, Both sets of keys ready.

22:50 Went up to bed

23:40 call received from controller "blood required from Addenbrookes Cambridgeshire to West Suffolk Hospital, Bury St.Edmunds Suffolk"

Job accepted. Check outside temperature 4°C village centre, open rural areas will be colder.

Text to controller: "23:45 Leaving now Addenbrookes to West Suffolk" (during conditions where the temperature is likely to dip below +2°C motorcycles are not used, so my private car was utilised, insurance endorsed to cover volunteer work)

00:20 arrived at pick up. Package signed for and safely stowed in car. Book signed to show collected. Text to controller "pick up complete 00:20"

00:55 text to controller "Drop off complete 00:55"

Book signed when dropped off to provide evidence of traceability

Now the journey home knowing a good service was done at no cost to the NHS allowing vital funds to be diverted to other front line care.

02:00 final text to controller: "02:00 Home, signing off"

Reply from controller: "Thanks, very much appreciated. Goodnight"

Went back to bed, peaceful sleep

If you wish to know more about donating or indeed getting involved with SERV in your area please contact:

co-ordinator.suffolkandcamb@serv.org.uk

SERV is a registered Charity No.(is being changed)

Dave Wilding-Glendye

Media Bites

Cambridge News early May 2012 – **Bikesafe, PC Simon Burgin**, course leader said “Motorcyclists make up only 2% of road users in Cambs but make up 27% of those killed or seriously injured. Being a good rider is no accident, it takes skill, knowledge and concentration to be one of the best. You might be surprised at what you can learn from Bikesafe.” www.bikesafe.co.uk

Halfords – 20% more cars failing MOT, 37% – 40% car owners not having repairs done. Average cost of repairs £143, almost double the £82 18 months before.

Green driving tips – minimum emissions happen between 40-60 mph. hard acceleration and sharp braking use fuel (ease and squeeze!). A cold engine, a journey of less than 2 miles pollutes by up to 60% more per mile than a hot engine – so walk or use public transport.

Glass Guide, car evaluation experts – Going diesel is a “false economy”. Buying a diesel car is only cost effective if the vehicles do at least 10,000 miles per year for a used car and 6,000 for a new car to recoup the higher price of the vehicle.

Mobility scooter Driver Awareness courses in Dorset – these 8 mph machines, 4 mph on pavements, hurtling along pavements and shopping precincts are leaving casualties in their wake in Christchurch in Dorset. Police are offering DA course to improve things. Almost a third of the population of Christchurch are of retirement age. UK is the mobility scooter capital of EEC. There are nearly 300,000 on our roads and pavements. 5 years ago there were 70,000. Not all are senior figures, young people use them as a cheap form of transport and the obese use them to get to work as it means they don't have to walk. Some scooters are design to take a weight of up to 40 stone! The Government is concerned about possible misuse and accidents. **Daily Mail**.

IAM Survey of 1600 cyclists - 57% jumped lights to get ahead of traffic (safety). 14% do it regularly, 73% ride on pavements, 54% thought they should improve their riding behaviour. Main concerns – pot holes & junction layouts.

ESURE insurance 1005 driver survey – taking a sip of drink, smoking, touching a SAT NAV could be as dangerous as talking on a mobile phone. Reaction times lengthen by 44% while eating and 22% while drinking compared to driving with both hands. 18% more chance to swerve into a

neighbouring lane while drinking. Unwrapping food, tipping a bottle up to take a drink can cause the greatest delay in reaction as your eyes are off the road ahead. Half of those surveyed admitted to driving regularly with one hand on wheel.

Volvo “Soft Landing”- not too far away Volvo cars will have an external bonnet airbag to cushion impact for any pedestrian or cyclist. This technology is expected to be adopted by other manufacturers. Volvo claims that the technology can save 85% of accidents where otherwise people would be killed by impact. Sensors in the front bumper detect how hard an object is in a crash. Between 12-31 mph the airbag bursts through the bonnet of the car and covers the windscreen giving protection to the heads of other road users. It also pushes the bonnet up by 4” creating a cushion above the engine. It inflates in 140 milliseconds! The pedestrian detector system – if a person is ahead in the road or about to step out, an alarm sounds and the car automatically brakes if a crash is unavoidable. Children less than 2' 7” are not protected (need a Mark II version already! Ed). Volvo – “by 2020 nobody should be killed or injured by a Volvo.”

Co-op insurance “Telematic” monitoring – Government promotes young people and women drivers to have a “black box” in their car to reduce sky-high insurance premiums. This could reduce bills by up to 50% by limiting night-time driving and demonstrating safe driving behaviour. The Government is not supporting a blanket curfew and is saying “.... [the] overwhelming majority of UK young drivers are amongst the safest drivers in the world and we are seeing faster reductions in casualties for this age group (under 25's), than for all drivers as a whole.” The question Government ask is, “Why is insurance going up year on year? Average insurance policy up by 17% from previous year. Average policy for young male driver £2,977 and for young female driver £1,682. This will change as new EEC rules mean all drivers are treated the same.” “Telematic” monitoring drivers score between 1 – 5 on a range of behaviours and receive money back on their insurance if they drive safely. Could save up to 20% on an ordinary policy. They also have “less expensive accidents”. **Daily Mail** - May 12.



Hay fever – drivers who are suffering, 1/3rd admit losing control at the wheel. Police have sympathy but could be held as an aggravating factor if involved in an accident.

Blind-spot safety technology should be mandatory, report says



The number of accidents involving big vehicles and cyclists has risen, researchers said

All buses and Lorries in the UK should be fitted with collision-avoidance technology by 2015, a report has recommended.

The Institution of Mechanical Engineers (IMechE) said more could be done to protect those in drivers' blind-spots.

The report suggested the adoption of available technology, such as specialised sensors warning drivers of nearby cyclists.

The report also called for mandatory automated emergency response systems.

The IMechE said services like **eCall** - which can inform emergency services of an accident even if a driver is unconscious - had the potential to cut road fatalities by as much as 10%.

Seriously injured

"The alarming rise in cyclist deaths on British roads needs to be addressed urgently," said Philippa Oldham, head of transport at the Institution of Mechanical Engineers.

"Cyclist deaths have risen by 7% in the past year, with about eight cyclists being killed or seriously injured daily on British roads.

"A number of these deaths could be prevented if technology to prevent driver 'blind spots' were made mandatory for all large vehicles."

The report, published on Thursday, recommended the adoption of technology called Lateral Safe, a collision avoidance system being developed by the European Council for Automotive Research and Development.

The system uses sensors placed around large vehicles to warn drivers of potential obstacles, including cyclists and pedestrians. Many accidents are caused when an obstacle appears in a driver's blind-spot - an area not visible in the vehicle's mirrors.

Other suggestions included the adoption of autonomous driving technology, **such as those found in Google's Driverless car**, which uses data gathered using Google Street View as well as sensors and cameras on the car.

Ms Oldham added: "By putting the UK at the forefront of intelligent transport technology we can also build an industry that is set to redefine the car in the next few decades, tapping into a market that will be worth about £40bn by 2020."

Source: BBC News website

Volvo's self-drive 'convoy' hits the Spanish motorway



The project aims to herald a new age of relaxed driving

A convoy of self-driven cars has completed a 200km (125-mile) journey on a Spanish motorway, in the first public test of such vehicles.

The cars were wirelessly linked to each other and "mimicked" a lead vehicle, driven by a professional driver.

The so-called road train has been developed by Volvo. The firm is confident that they will be widely available in future.

The project aims to herald a new age of relaxed driving. According to Volvo, drivers "can now work on their laptops, read a book or sit back and enjoy a relaxed lunch" while driving.

The road train test was carried out as part of a European Commission research project known as Sartre - Safe Road Trains for the Environment. The convoy comprised three cars and one lorry.

Special features

"Driving among other road-users is a great milestone in our project. It was truly thrilling," says Linda Wahlstroem, project manager for the Sartre project at Volvo Car Corporation

"We covered 200km in one day and the test turned out well. We're really delighted," she added.

The cars are fitted with special features such as cameras, radar and laser sensors - allowing the vehicle to monitor the lead vehicle and also other vehicles in their immediate vicinity. Using wireless communication, the vehicles in the platoon "mimic" the lead vehicle using autonomous control - accelerating, braking and turning in exactly the same way as the leader.

The vehicles drove at 85kph (52mph) with the gap between each vehicle just 6m (19ft).

"People think that autonomous driving is science fiction, but the fact is that the technology is already here. From the purely conceptual viewpoint, it works fine and road train will be around in one form or another in the future," says Ms Wahlstroem.

"We've focused really hard on changing as little as possible in existing systems. Everything should function without any infrastructure changes to the roads or expensive additional components in the cars.

"Apart from the software developed as part of the project, it is really only the wireless network installed between the cars that set them apart from other cars available in showrooms today."

The three-year Sartre project has been under way since 2009. Other partners include UK car technology firm Ricardo UK, Tecnalia Research & Innovation of Spain, Institut fur Kraeffahrzeuge Aachen (IKA) of Germany and the Technical Research Institute of Sweden.

All told, the vehicles in the project have covered about 10,000km on test circuits.

The eventual aim of the project is to have lots of cars "slaved" to a lead vehicle and travelling at high speed along specific routes on motorways. Source BBC website.

Hi-tech car aid for older drivers

By Caroline Parkinson Health editor, BBC News website



The DriveLAB mobile laboratory is tested by 82-year-old Bruce Robson

A team at Newcastle University is developing new technology aimed at helping older drivers stay on the road.

Many give up because their reaction times have slowed down - but this means they become more isolated and inactive.

One of the Intelligent Transport team's developments is a "Granny-Nav" which identifies the safest route, such as avoiding right turns.

The Age UK charity said such developments could help the elderly maintain their independence.

The work is part of a £12m "social inclusion through the digital economy (SiDE)" project, led by Newcastle University, which aims to see how technology can improve peoples' lives.

The researchers have converted an electric car into a mobile laboratory.

The "DriveLAB" has navigation tools, night vision systems and intelligent speed adaptations.

It can monitor concentration, stress levels and driving habits via glasses that can track eye movement, and monitors to assess where the key stress points are for older drivers.

The car also has night vision systems to help driving in the dark.

'Maintaining independence'

Around 20 drivers in their 80s from across the north-east of England and Scotland have so far taken DriveLAB out on the road.

The team looked at developing a bespoke sat-nav because the elderly drivers they spoke to said finding a route they were comfortable with was a major factor in making them feel comfortable driving.

Many avoid turning right because they do not feel confident about judging the speed of oncoming traffic.

Ability, not age, should determine how safe someone is on the road"

Michelle Mitchell Age UK

It also uses pictures of local landmarks, such as a post box or public house, as turning cues for when people are driving in unfamiliar places.

Phil Blythe, professor of intelligent transport systems at Newcastle University, said: "For many older people, particularly those living alone or in rural areas, driving is essential for maintaining their independence, giving them the freedom to get out and about without having to rely on others.

"And people base their whole lives around driving a car, having mobility."

"But we all have to accept that as we get older our reactions slow down and this often results in people avoiding any potentially challenging driving conditions and losing confidence in their driving skills. The result is that people stop driving before they really need to.

"What we are doing is to look at ways of keeping people driving safely for longer, which in turn boosts independence and keeps us socially connected."

'Windscreen displays'

Dr Amy Guo, who is leading the older driver study, said it had produced some surprises.

"For example, most of us would expect older drivers always go slower than everyone else but surprisingly, we found that in 30mph zones they struggled to keep at a constant speed and so were more likely to break the speed limit and be at risk of getting fined.



An older driver tries out the simulator

"We're looking at the benefits of systems which control your speed as a way of preventing that."

The team is also looking at displaying information on the windscreen, rather than the dashboard - so drivers do not feel the need to look away from the road - and systems that can detect if the car has strayed out of its lane.

Car manufactures have expressed interest in the work, and Prof Blythe said some of the technologies could be seen "soon", with others within "five to 10 years".

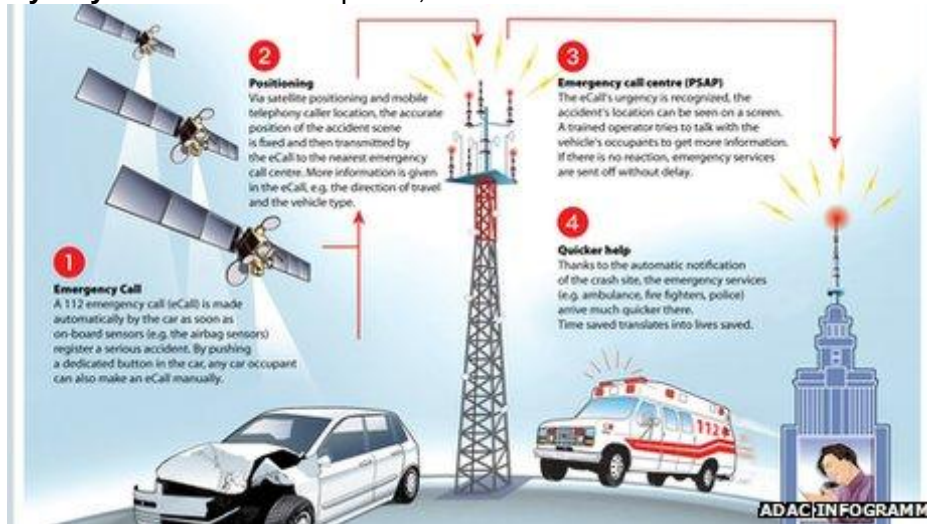
Michelle Mitchell, charity director general of Age UK, said: "Ability, not age, should determine how safe someone is on the road - so any research should look at all drivers and what makes them safe or unsafe.

"When it comes to driving, everyone is responsible, at whatever age, for making sure they are safe on the road.

"The emphasis should be on supporting older people to continue driving safely so that older people retain their ability to get out and about."

EU plan for cars to call an ambulance after crashes

By Kayte Rath Political reporter, BBC News



- **British road crash deaths up 3%**
- **Call for vehicle safety sensors**
- **Every death on every road**

All new cars will be fitted with a tracking device that will automatically alert the emergency services in the event of an accident, under EU plans.

MEPs this week backed moves to make the eCall system, which uses sensors to call the nearest emergency centre when a car crashes, mandatory from 2015.

The European Commission has dismissed privacy fears, saying it could save up to 2,500 lives a year.

The UK government has yet to sign up to the initiative due to cost concerns.

The EU already has a cross-European emergency services number, 112, which can be accessed from any member state.

How does eCall work?

- An emergency call to 112 is made automatically by the car as soon as on-board sensors register a serious accident.
- ECall finds the exact position of the vehicle using satellites and calls the nearest emergency call centre.
- The urgency of the call and location of the car appears on an operator's screen and a voice connection is established with the car.
- The operator tries to talk to those in the car to get more information. If there is no response, emergency services are sent without delay.
- Cars will also be equipped with a manual "eCall button" which can be pushed, for example, by witnesses of an accident in order to report it.

The European Commission wants to extend this service by connecting it to a device in people's cars.

The eCall system is triggered by sensors in the vehicle like those which cause protective airbags to explode in a crash.

Once triggered, the device automatically contacts the nearest emergency service centre, via the 112 service.

It transmits the exact location of the vehicle and other data, such as the make of the car, and establishes a voice connection with the emergency services operator.

Conservative MEP Daniel Hannan opposed the proposal when it was debated in the European Parliament.

He told the parliament: "My constituents have never said, in the 13 years I've been doing this job, that what they want is a common European number to call in emergencies."

'Commercial'

Keith Taylor, a Green MEP and member of the Transport and Tourism Committee, supports the system, saying: "From a road safety point of view it has got to be a good idea. We must stop thinking people have a right to drive a car. It is a responsibility to drive safely."

The EU has been trying to introduce eCall for nearly a decade, but attempts to bring it in voluntarily have failed.

The technology is already being used by some car manufacturers but only a small proportion of cars in the EU (0.4%) are currently fitted with the system.

The Commission now wants it to be compulsory for all cars made in the EU, at a cost of around £80 (100 euros) for each device, when fitted in the factory.



Emergency response times could be cut by up to 50% with eCall

Making the system mandatory could, the Commission says, cut emergency response times by up to 50%, saving thousands of lives each year and reducing the severity of injuries of those involved in accidents.

A **European Parliamentary committee report** says it should go further and consider extending eCall to other vehicles like buses, coaches, lorries and motorcycles.

Although the eCall service will be provided free of charge, the Commission expects the technology to be used for commercial purposes in future, such as tracking stolen vehicles or charging road tolls electronically.

However, Mr Taylor said that while it was technically possible for the technology to be used for road pricing, "there is no current plan to introduce it" and "any introduction would have to be thought about very carefully".

Concerns have been raised over data protection, but the Commission argues that because the eCall normally "sleeps" and does not allow vehicle tracking outside emergencies this was not a problem.

During a debate in the European Parliament a number of MEPs urged the Commission to move forward with the proposal, with MEPs later backing it in a vote.

'Clear signal'

Dieter-Lebrecht Koch, a German MEP and vice-chair of the Transport and Tourism Committee, said the system had the support of 80% of European drivers and claimed thousands of people would be alive today if emergency services had reached them sooner.

"We shouldn't be dragging our feet," he said.

Other functions, like real-time traffic information and data on the availability of parking spaces, "could be incorporated in due course", he added.

Fellow committee member, Olga Sehnalová said the system would be a "major contribution to improving passenger safety at the EU level".

"The eCall system must operate throughout the whole of Europe and it can't depend on procurement prices in each individual country," she said.

The European Parliament needed to "send a clear signal to the Commission that it is not acceptable to delay this any further", she added.

Most EU member states have now signed up to the initiative but the UK and France have not yet backed it.

'Cost not justified'

The UK government is concerned about the cost of a mandatory eCall system suggesting it may outweigh any benefits as the UK already has a good road safety record.

Transport minister Mike Penning said "Britain has some of the safest roads in the world and technology has an important role to play in this, but it is important that each initiative is carefully considered on its merits.

"After considering the results of independent research we are concerned that the benefits of making eCall mandatory in all new cars will not justify the cost of implementing it in the UK. We have decided, therefore, that it would not be appropriate for the UK to support mandatory installation of eCall at this stage.

"However, calls from vehicles equipped with a private eCall system are already supported by UK emergency call centres."

Responding to the debate, Transport Commissioner Siim Kallas welcomed the "firm support" of the Parliament and said the Commission hoped the system would be fully operational by 2015.

He said a regulation was being drafted and would be available in the "coming months".

"We believe mandatory implementation will make the cost affordable to all parties thanks to economies of scale," he told MEPs.

He said the Commission would support awareness and education campaigns to ensure eCall was properly used.

Opinions and views expressed by contributors to the magazine are not necessarily those of the Editor or RoADAR.

Drive and Ride Safely – We look forward to seeing you at our next meeting!



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