

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

From the Group

We are likely to have some changes to the Committee as both Chairman, John Corcoran, and Secretary, Brigitte Ladd, have indicated their desire to leave these roles.

John has agreed to continue to be on the Committee and also look after the website. He is looking to give up organising speakers for Events, as well as arranging refreshments. Are you able to help with either or both of these please?

Luckily, Debbie Palmer has volunteered to be Chairman at the next Annual General Meeting in October. She joined the Group in 2014 and is an Advanced Tutor, and also part of our Training Team. At our recent Committee meeting, she was unanimously

co-opted onto the Committee as Deputy Chairman.

Meanwhile, **we still need help**: are you able to volunteer as Secretary please? If so, please contact John by e-mail at enquiries@kentrospa.org.uk

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

From the Editor

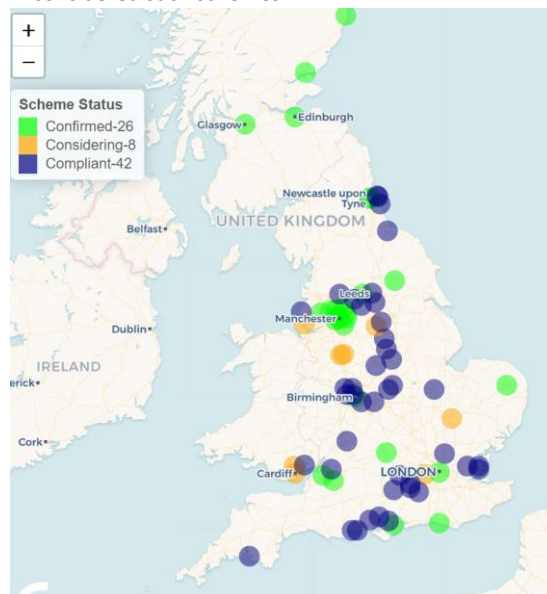
Some weeks ago, I took some US schoolmates on a driving holiday through the UK. On the motorway near Birmingham, just past the fabled spaghetti junction, the speed limit was reduced to 60 and a comment said: 'speed reduced for air quality.'

Naturally this became the topic of discussion in the car, with the London Ultra Low Emission Zone, which has had much publicity in recent weeks and months, also mentioned. Did you know that there are many other parts of the country that have similar schemes, either in place or being considered?

The RAC Foundation¹ has been a supporter of improving air quality with less polluting vehicles for well over a decade. They have

¹ the same organisation that provides us daily with components of fuel prices including wholesale price, UK Excise Duty, VAT, delivery costs, retailer margins, etc.)

helpfully published a map that shows you the details for every city in the UK that have considered such schemes:



Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

If you want to view individual details of various cities on the map, please click on:

<https://www.racfoundation.org/data/clean-air-schemes-map>

Other than London, the largest metropolitan areas in England that have specific clean air zones impacting buses, coaches, taxis, private hire vehicles, heavy goods vehicles, minibuses, vans and cars are:

- Birmingham, which charges £8 for a car for a 24 hour period
- Bristol, which charges £9 for a car for a 24 hour period

Clean air zones with an exemption for cars exist in:

- Bath
- Bradford
- Sheffield
- Tyneside (Newcastle and Gateshead)

An exemption for cars, vans and minibuses exists in

- Portsmouth

The timing for implementing the clean air zone in Greater Manchester is currently under review.

If you are planning to drive to one of these locations, you can check whether your vehicle is liable to a charge by clicking on https://vehiclecheck.drive-clean-air-zone.service.gov.uk/vehicle_checkers/enter_details

London has its own separate website: <https://tfl.gov.uk/modes/driving/check-your-vehicle/>

Glasgow has a different system where you receive a Penalty Charge Notice if your vehicle is not compliant. The charge is £60, reduced by 50% if paid within 14 days. Aberdeen, Dundee and Edinburgh will

Contents

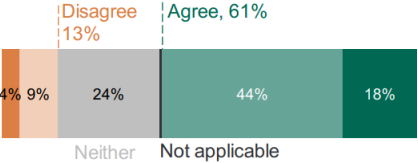
- From the Group
- From the Editor
- From the Chairman
- From the Training Team
- From our Motoring Correspondent
- From the Government
- From the Press & Internet

implement their charge in 2024. You can check your car at their website: <https://www.lowemissionzones.scot/vehicle-registration-checker>

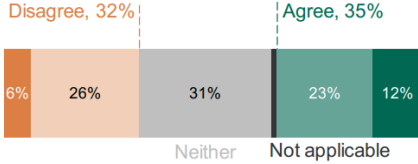
An interesting feature of ULEZs is the public’s perception of them. In 2019, the National Travel Attitudes Survey (that annually seeks the views of a sample of the UK population) had a few questions on transport and pollution. Here are some statistics summarising the answers to those questions that were published on 16 January 2020.

[Ed.’s Note: The graphs above do not appear to total 100% and I surmise that the “not applicable” lines in each as well as rounding is the reason].

I am in favour of Low Emission Zones (LEZ)



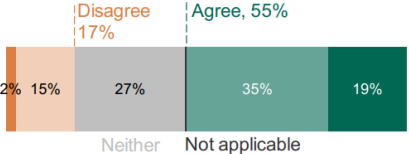
Low Emission Zones (LEZ) are mostly there to make money



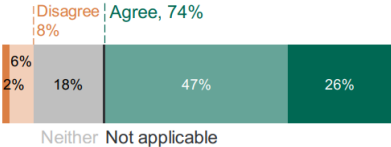
Contents

- From the Group
- From the Editor
- From the Chairman
- From the Training Team
- From our Motoring Correspondent
- From the Government
- From the Press & Internet

I am concerned about damage to my personal health from exhaust fumes



Everyone should reduce how much they use their motor vehicles in urban areas like cities or towns, for the sake of public health



Opinions on Low Emission Zones are also strongly aligned with views on exhaust fumes and motor vehicle usage with regard to public health. Overall, people who agree that exhaust fumes damage health, and that

vehicle usage should be reduced for the sake of public health, are also more likely to be in favour of Low Emission Zones.

In favour of LEZs

Concern about damage to health from exhaust fumes

	Agree	Neither	Disagree
Agree	40%	10%	5%
Neither	13%	10%	4%
Disagree	8%	5%	5%

Want more detail? Here is the source: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/858253/national-travel-attitudes-study-wave-2.pdf

Safe driving
Ravi Savur

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

P.S. My US schoolmates also enquired why I was not “undertaking” on the motorway (i.e., overtaking using the slow lane— a common practice in the U.S.), I explained that our Highway Code requires us to drive in the left lane and overtake from the right. Naturally, they queried why so many people were using the middle lane even when there was no traffic in the left lane.

I had to shamefacedly explain that a significant proportion of the 50 million driving licence holders have never had a single driving lesson on the motorway. Neither have they been taught nor have they taken the trouble to independently learn the correct way of driving on the motorway.

It is for this reason that we have advertisements such as one a couple of years ago from Highways England that is based on the Pet Shop Boys’ hit version of

‘Go West’ but instead advises “Go Left” for those whose cars start to malfunction on the motorway. In principle, it appears to endorse middle-lane hogs!

If you have not seen the advertisement, it is on YouTube here: <https://www.youtube.com/watch?v=zDfdQISBc6Q>



[Ed.'s Note: this article was written before the London ULEZ was implemented]

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

From the Chairman

Dear Members, Associate Members and Social Members,

I hope you all had a nice summer and holiday.

We have had a good range of meetings so far this year and have more interesting topics to come for the rest of the year and next year. For details see our continuously updated events page on the website.

If you would like to see a particular speaker or topic at our meetings do let us know and we will see what we can do.

Also, if you see an article or information that would be useful or interesting to other

members let us know and we can forward it onto our members.

In the last newsletter I mentioned that I will be standing down as Chairman of the Group at our AGM in October. I have been doing it for quite a few years and now is the time to have someone else take over the reins. I will still be doing the website admin and be a committee member. Fortunately, we have a willing volunteer to take over as Chair at the AGM.

However, we still need more committee members to spread the committee workload,

The AGM Notice will be coming out shortly and will detail the committee members who are willing to stand for election and those nominated for a post and details of the committee vacancies that we need to fill.



Newsletter September 2023

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

If you feel you can contribute to the efficient running of the group you will be most welcome. Let us know and we will send you a nomination form.

Safe and happy motoring

John Corcoran

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

From the Training Team

Associates

We had 11 Associates awaiting an Induction Session and, when we held a session, only one attended. We have therefore modified the system to allow Tutors assigned to Associates to provide an one-to-one Introduction session. This has been structured to include both theory / principles of Advanced Driving as well as a demonstration drive. With 8 Introduction sessions completed, we have had much positive feedback.

Two new joiners are awaiting having a tutor assigned to them.

George Chandler has kindly volunteered to be Associates' Coordinator as well as Deputy Training Officer.

Tutors

We have 10 Approved Tutors plus 2 under training. In addition, we have 4 Advanced Tutors, with 3 additionally under training.

Results

Please remember to send me details of your results with details of your date of test and who the examiner was.

Also, if any Member has a Silver or Gold pass and would like to consider training to be a Group Tutor, please contact me: ray.rospa@outlook.com

Ray Davies

Training Officer

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

From our Motoring Correspondent

**Silverstone Festival 75th Anniversary
(Formerly “The Classic”) Friday 25th to Sunday
27 August 2023**

I was invited to go to the Silverstone Festival by my eldest son who was exhibiting his Mini Cooper 35 on the Mini 35 Club stand.

I had never been to Silverstone before so it was a whole new experience for me.

Silverstone Festival is still the largest Historic racing festival in the world, and this year it celebrated the Northamptonshire circuit's 75th anniversary. It's a vast location, which can be daunting – but if you're not keen on walking miles there are plenty of shuttles between the various important points. The

track always feels too far away when spectating, but that's more than offset by being able to get up close to all the cars in the pits and paddocks – and there's plenty more going on off-track.

There were lots of races, demonstrations and events programmed over the three days and car club stands as far as the eye could see.

We visited the museum which I found very interesting especially the history of the site and circuit. Some of the exhibits would be worth thousands if not millions.

Amongst the many demonstrations I really enjoyed was the Yokohama Drifters, Dragsters and Hot rods.

Stunt driver Terry Grant put on a very impressive display of drifting. What impressed

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

me most was that he set his car in a spin on one spot, got out the car and went to the spectators and took someone's mobile phone. He then went back to his car, got back in and completed his demonstration filming it on the phone before setting the car in a spin again and returning the phone to its owner.

The Dragsters were also very impressive. It was a static display with historic and traditional dragsters as well as some of latest ones.

They fired six of them up starting with the historic and traditional ones to one of the latest 3500 horsepower Ford Thunderbird, capable of a 0 to 60mph in 2 seconds and with a speed of 199.89 mph at a quarter mile.

There were even opportunities for young future drivers. Children ages 10 to 17 had a

chance to get behind the wheel and learn basic driving skills from a professional driving instructor in a special safe area. As you would gather it was very popular.

There was a funfair with traditional roundabouts and good old-fashioned Dodgems.

Mike Brewer and Elvis, of Wheeler Dealers fame, were there giving daily car clinics which attracted quite big audiences. I attended one and found them very informative and entertaining.

You could get to test drive the latest electric and hybrid cars on the road which was very popular.

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

There was live music on during the day at the various stages around the circuit and live concerts each evening with chart topping acts.

A thoroughly enjoyable petrol head weekend and I can highly recommend a visit in 2024.

You can read more about the festival by following the link to the Magneto magazine report below:

<https://www.magnetomagazine.com/racing-delicacies-delight-at-silverstone-festival/>

John Corcoran

Contents

- From the Group
- From the Editor
- From the Chairman
- From the Training Team
- From our Motoring Correspondent
- From the Government
- From the Press & Internet

From the Government

Should Medical Professionals tell DVLA that their patient's driving is impaired?

There are currently 50 million driving licence holders in GB and more than 2 million drivers have declared medical conditions. In 2022 to 2023, the Driving and Vehicle Licencing Agency (DVLA) made 873,579 medical licensing decisions. DVLA has a dedicated Drivers' Medical department of more than 900 staff who process medical applications and assess fitness to drive. This team includes 42 doctors and 7 nurses.

Currently, the law places a legal obligation on a driver to tell DVLA if a new medical condition develops or if an existing medical condition gets worse. Doctors have a guidance document Assessing Fitness to Drive (AFTD),

currently 137 pages long and updated annually, so that they can advise their patients if they should notify DVLA of a medical condition. DVLA, on behalf of the Secretary of State for Transport, is responsible for investigating each notification to determine if a driver's medical condition will affect their ability to drive safely.

What do other European countries do?

Driving licence of 15 years validity issued	Eye test before issuance of driving license with 15 year validity
Self declaration and regular medical renewals	UK and Sweden
Medical check (age based)	
Medical check (all age groups)	

Contents

From the Group

From the Editor

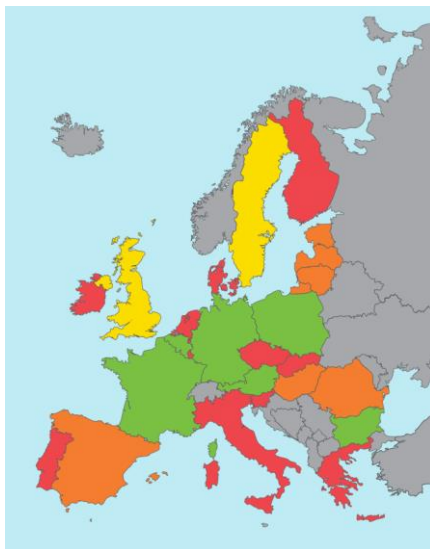
From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet



Do you think the UK's current complicated system should be improved? If so, please

respond to the DVLA Consultation before 22 October.

The Call for Evidence has four questions:

1a. What are your views of the legal obligations or responsibilities placed on:

- i. the Secretary of State for Transport and DVLA
- ii. drivers and applicants
- iii. healthcare professionals

1b Do you think any specific part of the law should be changed and can you provide evidence to support your views?

You can respond to this call for evidence using the DVLA SNAP Survey Ltd tool at:

<https://online1.snapsurveys.com/s3dxzw>

Alternatively, you can respond by emailing CFE.meddriverlicensing@dvla.gov.uk

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

North East to benefit from new funding for hydrogen transport



Airports and supermarket deliveries could become greener and more efficient thanks to an £8 million government competition encouraging more businesses and innovators to develop new technology that uses hydrogen fuel to accelerate transport decarbonisation.

Two projects in the North East have recently been allocated part of the amount and one, led by ULEMCo, focuses on hydrogen-powered

airport ground-based support vehicles, such as tow trucks for aeroplanes and sweepers to clean runways. The other, led by Element 2, aims to create 4 new publicly accessible hydrogen refuelling stations, helping to provide the infrastructure needed to scale up the use of hydrogen as a fuel. While they can be used to fuel a range of vehicles, the initial focus is on airside vehicles and heavy goods vehicles (HGVs) including supermarket delivery lorries.

Government re-launch THINK! campaign in continued drive to improve road safety

The relaunch of the relaunch of the Travel Like You Know Them campaign aims to help keep everyone safe on the road. It offers a snapshot into the lives of others, aiming to help people see beyond the mode of transport and improve understanding of how others see and use the road.

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

The campaign speaks to everyone who uses the road, with an emphasis on those who have a greater responsibility to reduce the risk they may pose to others.

The Highway Code was changed in 2022, following extensive consultation with walking, cycling and disability groups on the proposed changes in 2020.

People are again being encouraged to:

- give priority at junctions to people cycling straight ahead and people waiting to cross or already crossing the road
- pass horse riders at under 10mph and allow at least 2 metres of space and keep to a low speed when passing people walking on the road
- leave at least 1.5 metres when overtaking cyclists at speeds of up to 30mph, and

give them more space when overtaking at higher speeds

- remember that people cycling may ride 2 abreast or in the centre of the lane if it is safer to do so, pulling in when safe to allow vehicles to overtake

Government launches review of DVLA

An independent review will ensure that the DVLA can continue to provide a licensing service to motorists and the public.

- the review is part of a wider government programme looking into the effectiveness and efficiency of public bodies
- DVLA will be assessed on efficiency, efficacy, accountability and governance – the 4 pillars set by Cabinet Office.
- Governance considerations include:
 - whether current structures for governance, risk management and

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

internal control are effective and support the realisation of opportunities to become even more effective and efficient

- the extent to which the board is effective in executing its responsibilities and holding the executive to account
- processes to ensure capability and diversity in board recruitment
- Accountability considerations include:
 - the extent to which DfT's sponsorship of the DVLA is effective and in line with Cabinet Office arm's length body sponsorship code of good practice, including the current framework agreement and KPIs between DVLA and the department
 - whether the DVLA's lines of accountability are clear and balanced,

including the extent to which the DVLA is accountable to its customers (acting on customer feedback to improve performance), DfT and to Parliament

- Efficiency considerations include:
 - where savings to resource departmental expenditure limits (RDEL) of at least 5% can be made, specifically identifying where efficiency gains, both cashable and non-cashable, can be made within the DVLA
 - financial management arrangements in place and whether the funding model (built of statutory and commercial fee income) is the right model for the future
 - how the DVLA considers and implements measures to maximise efficiency, including benchmarking and digitisation whilst ensuring resilience

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

From the Press & Internet

of the organisation and securing the capabilities required for the future

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- With over 50 million driver records and more than 40 million vehicle records, the DVLA maintains the correct registration and licensing of millions of drivers while protecting data and tackling vehicle tax evasion.
- DVLA also collects £7 billion in vehicle excise duty (VED) annually on behalf of HM Treasury and is a net contributor to government finances, raising more than £260 million in 2022-23 for HM Treasury and the Department for Transport (DfT) through the sale and processing of personalised registrations and transfers.
- Janette Beinart, non-executive director of the Cabinet Office and National Highways and previously Vice President and Global

Chief Information Officer at Shell International, has been appointed to lead the review with support from DfT officials. The review is expected to conclude this winter.

Contents

From the Group

From the Editor

From the Chairman

From the Training Team

From our Motoring Correspondent

From the Government

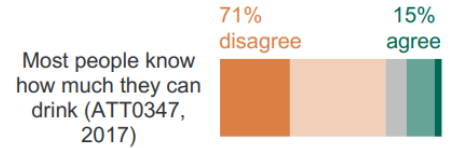
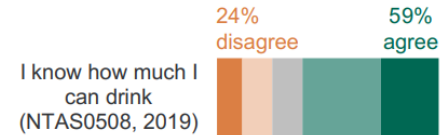
From the Press & Internet

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National Travel Attitudes Survey Question on Drinking and Driving

People are more confident about their own drink driving limits, than about others

- 59% of people think they know their drinking limit, but
- only 15% think that other people know the same.
- 81% of people however think that someone shouldn't drive if they have drunk any alcohol.



Planning to buy a car? Check how it fares against climate targets

This US website
<https://www.carboncounter.com/#!/explore>

provides details around “lifecycle” greenhouse gas (largely CO₂) emissions per mile driven against costs per month. You can also see on a scatterplot where specific make/models fall within the universe on these characteristics.