

SDIA NEWS

Issue 2

The Rainbow Centre

At our next meeting we are having our annual fundraiser of a cake sale and raffle. Proceeds going to our nominated charity 'The Rainbow Centre'. The Great 'ADI' Bake Off' can you please bake some cakes to bring along on the evening to sell this would be really appreciated. If not a baker please bring a prize for the raffle.

Thank you

Portsmouth Test Centre

BREAKING NEWS !! The lease has been renewed for one more year !!!



Latest news from the SDIA



Southern Driving
Instructor Association

CPD MEETING

GUEST SPEAKER
STEPHEN GOOCH
HAMPSHIRE AMBULANCE SERVICE
Discussing 'Blue Light Response'

Thursday 10th November
Wickham Community Centre
Mill Lane Po17 5AL

7.30 - 9.30 pm

We shall hold our annual cake sale and raffle with the proceeds going to The Rainbow Centre. Can volunteers please bake some cakes to sell on the evening. Any donations towards the raffle will be greatly appreciated.
Thank you.

This event is free to SDIA and ASDI members
Non-members are welcome to attend by paying a £5 entry fee - reduced to £2.50 each if you bring a colleague with you - or you can join as a member on the night for £15, which will include this event.
For further information please contact
www.southerndia.org.uk

SDIA FUNDRAISING

Colin Martin - Running for The Rainbow Centre 23rd October 2016

I'll be running this year to raise money for The Rainbow Centre Farnham. They are the chosen charity of the Southern Driving Instructors Association, SDIA, of which I'm a member and Chairman.

Members of SDIA have done a brilliant job of raising money for the Rainbow centre in the past. My picture shows my previous Great South Run. Please donate to help our fund raising further this year.

You can read more about how SDIA support the local driving instructor community at <http://southerndia.org.uk>.

Importantly, you can read about the great work The Rainbow Centre do at <http://www.rainbowcentre.org>.

So please send a donation.

10 miles is a long way to run and I really appreciate the support. Please visit my page or give me your donation at the next CPD meeting. Thank you. Colin

<https://www.justgiving.com/fundraising/Colin-Martin-88>



Big Learner Relay for Children in Need - 'Message from Jane Holt'

Hi All, SDIA are supporting the Big Learner Relay this year and have three local ADIs, including myself and Tanya Ingram taking up lead car positions. Our local date is Friday 4 November and the first leg starts at midday from Titchfield recreation ground, second leg 1 p.m. from the Odeon car park in Port Solent and the third leg from 2 p.m. at Portsmouth ferry terminal to cross to the I.O.W.

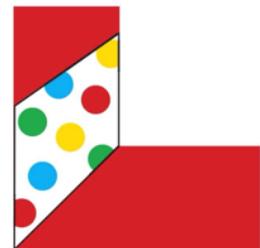
We would welcome your support in joining our convoy and if you'd like to help raise money for Children In Need you might like to go spotty on your training vehicle to gain sponsorship or buy a t shirt or some car flags.

Jon Marks, Tanya and myself are meeting up next Tuesday, 13 September to discuss things, so if any of you would like any merchandise from the BLR shop, please let me know and I'll put in a bulk order to save on postage costs.

We're hoping to get some press coverage too, so if anyone has any contacts in the P.R world, please let me know.

None of us have done this before so please support us and let me know if you think you'll be able to join our convoy with a learner driver of your own. Thank you.

<http://www.biglearnerrelay.co.uk/>



Christmas Do

The 'Christmas SDIA Do' will be held at The Seagull in Portchester this year on **Saturday 3rd December. 7.00pm - 11.00pm**

Well, it's that time of year again when we organise the annual Xmas gathering. To keep things simple we've opted for the Seagull again. We have the function room and will be asking for a different seating plan this year and also for the salmon dish to be better than last year, for those who choose that. Price £10 per head for a three course meal (subsidy £3 per person). partners welcome as before. We're limited to 40 people so please respond quickly to be sure of a place. Once we know numbers, we'll get menus and payment sorted out.

www.southerndia.org.uk

Sunday 13th March 2016 3.00 PM - 12.00 AM **Day out with Roads Policing Joint Operations Unit of Hampshire Constabulary and Thames Valley Police - Frances Rees**

I was introduced to the team working the East of Hampshire (West Sussex border to Hedge End up to Hindhead Tunnel to the North). The team had a debrief of previous cases/issues. Sergeant Nigel delegated the work to be done on this shift. The officer I was accompanying for the day was PC Chris who was assigned the unmarked BMW. Health and Safety was discussed and I was warned about what I may witness but told to adhere to any advice given to me by Chris.

We then checked the vehicle was safe and that all equipment that maybe required was within the car. I was given a hi-viz 'observer jacket' to wear.



We set off from Havant Police Station towards Bedhampton joining the M27 heading west towards Fareham. We came off and headed towards Portchester to set up the speed camera on the 30 mph stretch between the two 40 mph limits.

We parked in a side road where Chris explained to me how the speed gun operates. I had a quick go and found it a very easy piece of equipment to use. While we were setting up and a calibration test was carried out you could see a change in the traffic flow. Obviously traffic passing was warning the oncoming

traffic. Chris said this is good as they are not out to catch everybody speeding but like to be seen as a deterrent, this confirmed what Sergeant Nigel had also said to me earlier at the debrief. When I was holding the gun the average speed of vehicles coming towards me around the bend was 34-36 mph. A motorbike appeared to be going fast but it was difficult to lock on to him, however as he got nearer he slowed down and nodded his head. All you need to do is point the gun towards the target vehicle where a red dot will be displayed on them, you keep this on them and the machine does the rest by displaying the



speed. We stood there for a while until a white vehicle came around the bend, the average speed displayed was 38 mph. Chris waved for them to slow down and guided them in to a side road. The gentleman got out and explained he thought he was in a 40 mph limit as he had not seen the speed signs. He was very polite and was pleased that he will get the offer of a Speed Awareness Course rather than the points. The paperwork was completed and he went on his way. The decision was made to pack up as all appeared to be ok.

As we moved off a motorbike came towards us at great speed. Chris put the blues on and carried out a U turn in pursuit, the bike turned right in to a side road and stopped. Chris got out and had a word with him. He said it was the first time he had got the bike out this summer and had been up to 'Loomies' (a bikers café) on the A272, West Meon. He was late back to his girlfriends for a meal. Chris reminded him that a motorcyclist had died only two days before just mile or so up the road. The gentleman listened and took the information on board.

We set off again, Chris shared with me that he is a Family Liaison Officer (FLO) and had actually had to deliver the devastating news to the motorcyclist's family. I asked how he coped doing this job, he said it can be hard but he found the work very rewarding as he can help them at their worst time. He said the look on people's faces when they open the door and see him standing there, he is always mindful that it is the last thing anyone wants to experience.

In the main the driving was very good with no real problems. The weather was dry, bright but cold conditions on a pleasant Sunday afternoon. We headed towards the A27 in the direction of Havant. We spotted a Ford Galaxy progressing rather fast along the carriageway. Chris started the equipment in the BMW. It is called VASCAR, it works by pressing a button at a certain point, this could be a shadow, a bridge, white paint mark on the road as long as it is static, this then starts recording the distance travelled until the equipment is switched off at another static marker then calculating the distance travelled in the time will be the average speed. This doesn't record the highest speed but only the average so usually works in the target vehicles favour. This can be repeated as many times as required.

On this occasion the average speed on a national speed limit dual carriageway recorded was 88.70 mph. The distance covered was 0.239 of a mile in 9.76 seconds. The driver gave no reason for the speeding just said the vehicle is very fast. He was given his paperwork which is a fixed penalty notice (FPN) £100 and 3 points as he was over the speed awareness margin.



Another piece of equipment on board was the Automatic Number Plate Recognition (ANPR) facility. This is activated by a forward facing camera which reads number plates on the vehicle in front. If the registration number is recognised by the computer as having any problems with it, for example: no insurance, stolen etc. or the registered keeper being wanted by the police it will alert the traffic officer. We headed north up the A3M past Petersfield when the ANPR alerted us that the van in front had no insurance. Chris signalled him to pull over just off the roundabout at Bordon. He spoke to the driver who advised him that the van had only been purchased the day before and he was able to provide the insurance documentation on his mobile phone. The computer had not updated this information. The gentleman went on his way enjoying his new vehicle.

Later on as it became dark we were proceeding south along the A3M when we spotted a car which looked very lit up and sporty driving very fast. The VASCAR recorded him doing 91.59 mph. When asked why he was doing this speed he replied he didn't realise he was going that fast but was late to attend a charity 'cruise meeting' being held at Southsea seafront. He was only about 19 and had a clean licence, up to now, and was very polite. He was given a FPN as he was also above the speed awareness course offer margin.



A call came through the radio stating that youths were riding mopeds along a street in Cosham without helmets on. When we got to the location we went up and down and along surrounding roads there were no sightings of them. Another call came through saying that there were cars racing along Southsea seafront where the charity event was taking place. We started to make our way there but on the way we were sat at the traffic lights on Eastern Road where a car was sat in the straight ahead lane but signalled right. When the lights turned green the car cut right across the traffic which was potentially dangerous with horns going off. Chris put the blues and sirens on and pulled the driver over in the new road and had a quiet word with him explaining the dangers of his actions and potential consequences.

We continued on our way to the seafront and travelled up and down in an unmarked car and all seemed to be quiet and no traffic violations. Chris decided to go in and show his face as it was a great PR opportunity. When he got out of the car in his uniform the organisers were really pleased with the Police presence and thought it was very supportive. We had a look at some of the amazing cars that were on show and put some money in the charity buckets and left, it was freezing down there.

Another call came through about a car travelling south along the A3 from Petersfield was driving along in the dark with only one light on the vehicle. The owners address was given to Chris to hopefully catch up with them when they got home as not near enough to get to them whilst driving. Chris put the blues and twos on and we travelled along the motorway and A27 at high speeds of 115 mph. The skill of the driving was amazing to witness but felt very safe and it was also interesting to see how other road users react and how long it can take them to see the lights. Chris explained that the sound of the sirens aren't much use at those sort of speeds on a motorway as the sound travels backwards. This is useful to know when teaching students so they are more aware of their mirrors. We waited outside of the home of the owner but they didn't return.

We went on the M27 again and it didn't take long before we witnessed a car doing 89.25 mph. When he was stopped he said the reason was he needed to get back to base as he was a Marine and needed to do some admin before taking a course the following day. He was going to Exeter and had only left Havant. He was issued a FPN.

It was getting late about 10.20 pm when a car was spotted doing 94.18 mph at Junction 9 on the M27. It took a long time for the driver to see the blue lights and eventually stopped. The driver sat in the patrol car and you could instantly smell alcohol on his breath.

Chris asked him if he had drink? His reply was one drink at lunchtime. Chris asked him to breathe in to the breathalyser. He registered just slightly over the drink drive limit. The equipment that is used by the road side is only a preliminary test used as a guide. The evidential reading (for court proceedings) is only obtainable at the station on a home office approved device. We had to await back up to remove his car from the motorway and he was taken in to custody at Waterlooville to take further tests. As it was getting late and not knowing how long this would take a colleague returned me back to Havant station to collect my car at 11.45 pm.

It had been a long day but very interesting to see the law enforcement side of things and to see the reactions of the public when they have been caught before I see them on Speed Awareness Courses.

The following day when I contacted Chris to thank him for the opportunity to accompany him he gave me an update on the last case. In custody the driver was just below the legal limit for prosecution, and in accordance with force policy was released. He still received the FPN for speeding, he knew he had dodged a bullet and hopefully will learn from it as it would have ruined his career, he was a physical instructor, also in the Marines.

