

# Regional Coordinator Newsletter January 2025

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Welcome to my January 2025 newsletter. May I take this opportunity to wish all RoADAR group members a successful and safe 2025.

As we move into the 2025 season can I also remind all tested members, especially those who are active tutors for their group, to ensure their RoSPA membership does not run-out during the 2025 session.

I am, as always, available to support RoADAR groups and would be happy to attend group meetings and provide my support at any events throughout the 2025 session.

## **This month's discussion Topic.**

### **Did you know?**

#### **OVER THE LAST 30 YEARS, THE NUMBER OF VANS ON BRITAIN'S ROADS HAS INCREASED BY AROUND 90 PER CENT.**

In 2020 speeding was a contributory factor in 5.2 per cent of fatal accidents and 2.6 per cent of all accidents involved LGVs. Department for Transport data suggests that around half of van drivers exceed the speed limit on motorways and on 30mph roads (around 6 per cent by more than 10mph). RoSPA found that van drivers tend to break the speed limit in a way that's more similar to car drivers than HGV drivers, despite the fact that LGVs are much heavier than cars and require longer braking distances. Unlike HGVs, most LGVs are not legally required to be fitted with speed limiters. Drivers are responsible for the speeds at which they drive and for LGV drivers – who are often making time sensitive deliveries; the pressure to speed is there.

LGVs are not subject to the same kind of annual vehicle testing regime that HGVs are. They simply have to pass an MOT. Recent data from the Driver and Vehicle Standards Agency (DVSA) shows that between April 2021-March 2022, around a third of LGVs failed their initial MOT, which suggests that vehicle maintenance isn't necessarily being prioritised in these instances. The rise in e-commerce means there are more delivery vans on our roads than ever before. These drivers are often on tight work schedules and many get paid per delivery. This can result in many working long hours, increasing the chance of them driving when tired.

One of the challenges LGVs present for road safety is that they can be driven by drivers with just a standard UK car driving licence (Category B). LGV drivers don't have to undertake the professional driver training that HGV drivers do (although drivers of alternatively fuelled LGVs must carry out an additional five hours of driver training due to their heavier weight).

#### **Amendments to the Motor Vehicles (Driving Licences) Regulations 1999**

(1) The Motor Vehicles (Driving Licences) Regulations 1999 are amended as follows.

(2) After regulation 7(10), insert—

“(11) A person who holds a relevant full licence authorising the driving of vehicles included in category B, and who has undertaken a minimum of five hours training by a registered instructor on the driving of an alternatively fuelled vehicle with a maximum authorised mass exceeding 3,500 kilograms, may drive such a vehicle provided its maximum authorised mass does not exceed 4,250 kilograms, when that vehicle—

- (a) is being driven for the purpose of transporting goods;
- (b) is not being driven outside the territory of Great Britain;
- (c) has no trailer attached.

For the purposes of this regulation —

“an alternatively fuelled vehicle” means a motor vehicle powered by electricity, natural gas, biogas or hydrogen; or hydrogen and electricity;



“a registered instructor” means a person who is on the National Register of LGV instructors or the National Vocational Driving Instructors Register

## Additional RoADAR topics



[Roadarbenefits.co.uk](http://Roadarbenefits.co.uk)

### Make use of your RoADAR member rewards

Visit [RoADAR Benefits](#) today to see what offers are currently available to you.

- 👉 RoSPA Testing: Five RoSPA tests have been taken In December in Scotland. There was one test taken during December in the Republic of Ireland. North Cumbria and SW Scotland had one test taken in December and there were no tests taken in December in Northern Ireland. (*I am now providing this information retrospectively from the previous month to improve accuracy of data*).
- 👉 ScORSA – There are no webinars expected during January. The next scheduled webinar is the 25<sup>th</sup> of February and I will provide more details in my next newsletter. All previous webinars and podcasts are recorded and available on their website.
- 👉 I would like to ask all motorcycle members to remember if you have recently purchased new PPE, please consider donating your unused but useable PPE to a young rider who may not have the finances to purchase proper PPE.

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