

Avoid the Fatal 4:

- Belt Up** - **EVERY** Journey
- Slow Down** - Speed Limits are Maximum
NOT Mandatory; Drive to the Conditions
- Drive Sober** - Make the Right Call,
Have a Plan and stick to it!
- Ignore it!** - **DO NOT** use your cell while driving.

99.99% Liberty Wing members don't drink and drive.

Thank you for making the right call!



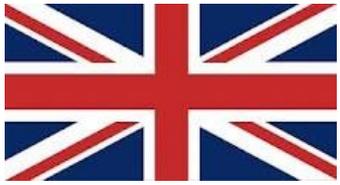
48th Fighter Wing Safety Office Traffic Safety Guide

Welcome to the UK

Wing Safety Office: DSN: 226-3737
Motorcycle Safety: DSN: 226 RIDE

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Remember—Whilst driving in the UK you will be subject to the rules contained in AFI91-207 Traffic Safety Program, any related supplements and host nation Road Traffic Laws



Driving in the UK

Licensing: The British view driving as a learned experience, so acquiring a UK or international driver's license won't be necessary. USAF members and eligible family members are permitted to use the 3rd AF drivers license in its place. All personnel, including eligible family members, are required to have a valid stateside drivers license and attend the base's formal drivers education course before being issued a 3rd AF drivers license. Presently, the base's course is held every Wednesday at the Airman Family Readiness Center (bldg 950). Studying a copy of the British Highway Code book will assist you in preparing for the training and testing (available on-line at http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_070202.)

Left or Right? One of the many concerns newcomers have about their new assignment to the UK is having to learn to drive on the "wrong side of the road" better known as the left side on and off base. Driving on the left may frighten some people initially. However, with proper training, attitude, and conditioning, you'll soon feel as comfortable driving here as you do in the States. However, many drive US spec vehicles which makes seeing around the vehicle in front difficult.

Roundabouts: In addition to driving on the other side of the road, the British typically use roundabouts instead of traffic lights. In the US, these are known as "traffic circles;" if you've ever seen one. Many US personnel and family members are involved in POV accidents due to failure to yield right-of-way to the car approaching from the right and incorrect signaling in roundabouts. **Correct signaling and yielding right-of-way in roundabouts is critical**, especially in bad weather when visibility is poor.

Weather: The weather in the area is seldom severe, but it does change rapidly and often. Always be prepared for the weather to turn rainy and cold regardless of how the morning looks or what the weather report states. "Black ice," fog, high winds, and snow are serious hazards year-round. Lakenheath is in the middle of a farming community. The mud on the road that is left from the farming equipment can be just as slick as ice. Respecting the local roads, understanding the changeable conditions and slowing down are keys to managing the risks involved with these hazards.

Pedestrians: Since traffic flow is reversed in regards to what most of us are accustomed to, the same concerns drivers face must also be addressed as pedestrians. In the US, the rule is to look left, then right, then left again. In the UK, you must remember to LOOK RIGHT, THEN LEFT, THEN RIGHT AGAIN. This is especially critical in small villages, where building exits lead right into the street. Learning to cross the street properly is particularly important for the first few weeks after your arrival, and **critical for your children**.

Pedestrian Crossings:

There are three types of legitimate pedestrian crossings in Great Britain: the Zebra, Pelican, and the Puffin crossings. If you cross a street at any other location, you do so at your own risk.

Zebra crossings: Marked by continuously flashing yellow lights on posts at each end of the crosswalk. These crossings are normally placed in areas with significant pedestrian traffic. Motorists are required to yield to all pedestrians entering the crosswalk. However, this does not mean there is an invisible barrier to protect you. Make eye contact with the driver so they see you, let them stop, and then you may cross.

Pelican crossings: Similar to the crossings in the States. The overhead traffic lights will change to red when a signal button is activated by a pedestrian. Crossing is authorized when the pedestrian symbol turns green. Stay inside the crosswalk boundaries!

Puffin crossings: Similar to Pelican crossings, except that the pedestrian signals are on your side of the road. After pressing the button, you wait for the green figure to show before crossing.

Note: There are a lot of crosswalks on base to include all the above and American style crosswalks. They all have their own rules that apply. But as long as you stay within the boundaries of the hash marks, you still have the right-of-way.

Local Driving: When driving on the local roads be aware of the nature and condition of the road. Many UK roads are narrow, winding with blind curves and are located in a rural environment. The speed limits are up to and including 60 mph and there are no shoulders or run-offs. Speed limits are designated by road type not the hazards associated with them. Extreme care should be taken whilst driving on these types of roads as the markings and signs vary by the type of road.

Respect the Local Roads—They Do Not Respect You!

Types of road:

Motorway: Similar to freeways, designated with the prefix 'M'. Speed limit generally 70 mph and has a hard shoulder for use in cases of emergency.

Primary 'A'-road: Single or Dual Carriageway. Speed limits vary throughout the network. Have speed limits up to 70 mph.

Non-Primary A-road: Often exist where the route is important but there is a nearby primary route (Primary A or motorway). Main routes of travel in and around RAFL/RAFM and have speed limits of up to 60 mph.

B road: Regional in nature and used to connect areas of lesser importance. Speed limits can be up to 60 mph. RAFL /RAFM have a lot of these types of road in and around the area.

Speed: Aside from the fact that you will be driving on the left, people here drive FAST! Best advice is to drive for the road and weather conditions & speeds not to exceed the following speed limits:

Motorways (limited access, multi-lane highways) = **70 MPH***

Dual Carriageways = **70 MPH***

Single Lane Carriageways = **60 MPH***

In towns or populated (built-up) areas = **30 MPH****

*Speed limits other than the posted national speed limit will be posted. If not, the national speed limit applies.

** May be reduced to 20 mph in densely populated areas.

All UK speed limits are 'maximum' not mandatory

Seat belts: Seat belts must be worn at all times by all occupants when operating GOVs or POVs. Air Force personnel are required to wear seat belts at all times while operating any vehicle whether on or off-duty, on or off-base (this includes rear seat occupants). Seat belts save lives.

Infants should be placed in approved infant safety seats facing the rear of the car. All children should ride in safety seats until they are at least four years old and 40 lbs.

The new British law states that if you have a US spec vehicle you use a US car seat and if you have a UK spec vehicle you use a UK car seat.

This restraint system conforms to all applicable Federal Motor Vehicle Safety Standards. This Restraint is certified for Use in Motor Vehicles and Aircraft.



Explanation of the ECE-label

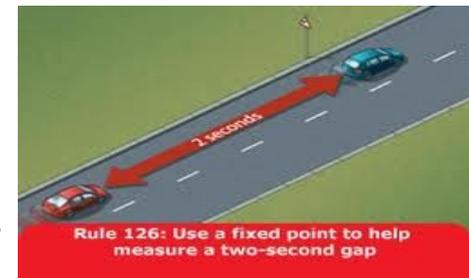
- Shows for which category the child seat has been approved
- Approved for weight
- "Y" shows that this child seat has a 5-point harness system with crotch strap
- European Approval indicator
- Indication for country in which the approval was obtained (1=Germany, 2=France, 3=Italy, 4=the Netherlands etc.)
- Approval number. The first two numbers show to which version ECE R 44 the child seat has been approved (in this case ECE R 44/04)
- Current number

Cell Phone Use: British law and AFI 91-207 para 3.2.2 prohibits the use of cell phones while operating any motor vehicle. Off Base Penalty is £500 AND 6 Penalty Points.

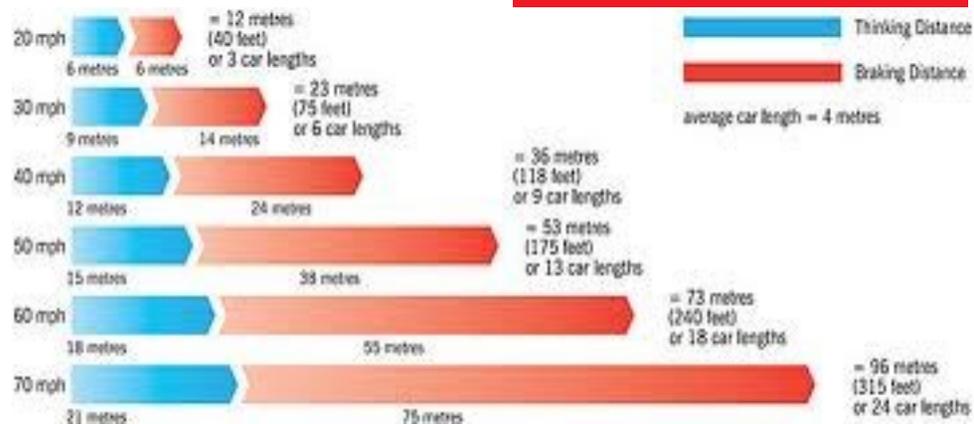
Drinking and driving: Drinking and driving carries a stiff penalty in this country and in the US Military. The intent to drive is just as illegal as the act. Intent can be shown simply by having your car keys in your pocket while intoxicated and walking to your car.

Beer, Lager, Stout, Bitter and Ales: There is little doubt that the British produce some of the finest beers in the world. Americans, however, are generally unaccustomed to the size of the beers here (pints), or the alcohol content. American beers usually range from 3.2% to 5% in alcohol content. In Britain and Europe in general, 4.3% is a weak beer, 6-7% is average, 9% is strong (and common) and 18-20% is possible. The British pint (about 20 American ounces) is also a more generous serving than most Americans are accustomed to. Make the responsible choice! If you plan to drink, plan for a designated driver or take a taxi to and from your destination. Call AADD for a ride at **0800-328-0178**.

Distancing: When travelling on the roads in the UK ensure that you leave a safe distance between your vehicle and the vehicle in front of you. The general rule of thumb is to leave a 2 second gap in good weather. As we enter the latter end of the year the road condition will deteriorate and become more treacherous so leave at least a 4 second gap in these conditions to allow yourself time to stop safely and avoid a collision.



Remember: stopping distance is made up of both thinking distance and braking dis-

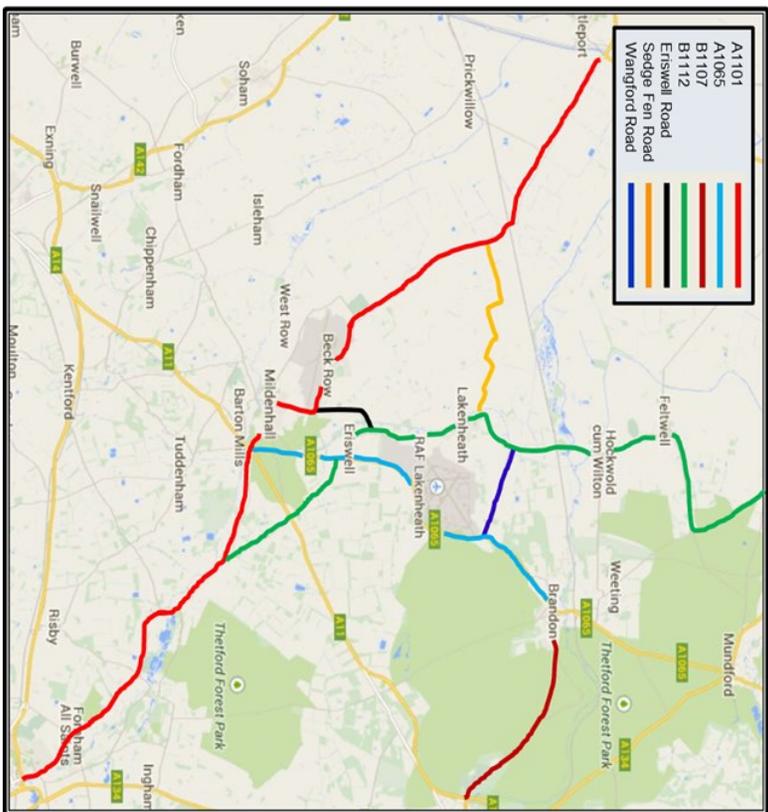




You may not pass on any part of the roads highlighted on the map unless **ALL 3** of the following factors are present:

1. If the UK Traffic Laws allow passing. This will be determined by the lines and markings on the road.
2. If the vehicle in front of you is travelling at **less than 30 MPH**.
3. It is safe to do so.

Any driver who violates the no-passing policy will face appropriate action under this instruction, Article 92 of the UCMJ, or other lawful authority. This may include revocation of 3AF Form 435.



No Passing



Motorcycles: Here are some basic rules for AF members riding motorcycles (due to space limitations, this is not all-inclusive):

- * Headlights must be on.
- * Vehicle must have rear-view mirrors.
- Operator and any passenger must wear: a protective ECE helmet (Economic Commission of Europe ECE 22.05 or British Standards BS 6658 Type A approval) because the DOT, ANSI, or Snell helmets don't meet UK Standards), impact-resistant goggles, or full-face shield on their helmet.
- Operator must wear: a reflective outer upper garment during the day and night; long sleeved shirt or jacket; full-fingered gloves; long trousers; and sturdy footwear (leather boots or over-the-ankle shoes are strongly encouraged).
- **If you ride or plan on riding a motorcycle you must see your Unit Motorcycle Safety Rep (UMSR)!**



nORM McBones says, "Wearing proper PPE will save your hide."





3/4 Helmet



1/2 Helmet



Full Helmet







Vehicle Equipment Safety Commission/American National Safety Institute

FOOTWEAR TYPES REQUIRED BY DOD






CLOTHING











