

e-NEWSLETTER



IAM
DRIVING ROAD SAFETY



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

**TAUNTON GROUP OF
ADVANCED MOTORISTS**
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TAUNTON GROUP OF ADVANCED MOTORISTS

e-NEWSLETTER

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DATA PROTECTION ACT

Members' details, i.e. names, addresses and telephone numbers, are kept on computer for convenience. This information will only be used to further the aims and objectives of the IAM and is only available to Committee Members BUT can be inspected at any suitable time provided just cause can be proven.

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From the Chairman



By Andrew Griffiths

I haven't long returned from our April members' evening on a "high". Those of you unable to make it missed a fun evening entitled "Know Your Car".

The weather was kind to us as the activities took place in the car park at Hatch Beauchamp Village Hall. The evening was a mix of vehicle checks and manoeuvring. Participants were required to work through POWDER (Petrol, Oil, Water, Damage, Electrics, Rubber) and Cockpit checks from a script; they were aided by TGAM Observers and the manoeuvre was supervised. The cockpit check is a term used by advanced motorists to define a set of preliminary checks which will ensure that the primary vehicle controls and ancillaries are functioning correctly.





Our participants rose to the challenge but were unprepared for the blindfold test! Yes, while blindfolded and overseen by Observers (to avoid the temptation of any cheating!) they had to operate numerous switches to see if they knew the location without looking; such as hazard warning lights, turning radio on/off, setting heater.

The person who knew their car intimately was Grant Lewis who won a very nice First Aid Kit.

I confidently declared the evening a resounding success; it was fun and educational and there was a noticeable buzz among participants. I'm sure we'll hold such an event annually.

As you will read in this newsletter, Tom Docherty has been appointed Regional Operations Manager for the Southern Region. He replaces Mark Trimmer who has moved on to take up a position with Sussex road safety. We have invited Tom to join us at a members evening and we'll keep you advised of the date.

I had a most pleasurable experience in February; driving an Aston Martin DB5. Tony Vaughan-Reed came to talk to TGAM at our members evening on February 18th about his interest and passion in Aston Martins and classic cars in general. It was a fascinating talk and Tony brought along four Aston Martins –including the DB5 driven by me and a DB4 driven by John Gilbert. The DB5 was a real James Bond car – same year, same colour but no machine guns.



Here I am at the controls!





Poser! No remarks please about at my arm resting on the door.

The DB5 was immaculate and of Concours standard – as were all of Tony's cars. The sound of the engine was truly amazing as indeed was the look of the engine bay (not a speck of dirt in sight). I had the opportunity to familiarise with the car on roads local to Tony's house; the occasion was complimented by having Penny Lock as my passenger (Penny is one of our members and Tony's sister-in-law).

The power of the DB5 was impressive and I had to keep reminding myself that this was a 50yr old car and Tony had owned it for most of that time. I had to put to the back of my mind the value of the car (scary!) I was driving so I could focus on the drive. After the familiarisation drive and a cup of tea, four Astons headed to Hatch Beauchamp in

convoy and I can tell you that it turned many heads en-route! I was on my own in the DB5 this time – **no I hadn't used the ejector seat on Penny** (it didn't have one!)... she drove her own car.

I have invited tony to bring an Aston to our classic car show and BBQ in July. He is a busy man but I sincerely hope he can join us.





Our Group remains pretty busy. We are seeing a steady flow of new Associates joining us for the Skill for Life course. As I write, Observers are busy training Associate to the advanced driving standard. There is also a flow of enquiries from drivers wanting to know more about what the IAM does and what courses it offers. My own workload has become unsustainable and my plate overfloweth. I currently wear a number of hats and I desperately need somebody(s) to help me;

1. Chairman of TGAM
2. Chief Observer
3. Observer training (National and Local)
4. IMI Observer Assessor
5. Masters mentoring
6. Associate training
7. Observer/Associate coordinator
8. Events coordinator

I mentioned this at our latest members evening. TGAM has 120 or so members and it is an unfair expectation that one person does all of this. I must describe myself as “a single point of failure” – when I go, ALL of these roles

become vacant, which is not a good position for TGAM to be in. While I expect hats 2, 3 4 and 5 to fall in my remit, Hats 1, 6, 7 and 8 can be done by others. Associate training can be done by Observers but we need more – especially in the Taunton area – to make up for recent losses; to address this I am about to begin training someone who is keen to become an Observer. Additionally there are a couple of other Members who hope to start training later in the year. This will take up a lot of my time but it will be worth it; as the saying goes, “short term pain, long term gain”.

I need someone to take on the role of Events Coordinator – or perhaps two members to share it. While we are, by and large, covered for this year thanks to one or two committee members who are supporting me, there are no events being planned – or even considered – for 2016 and until the role is filled, we risk having a very sparse 2016 events calendar. Events won't happen by themselves and now is a good time for someone to take this on.

Observer/Associate coordinator is just that. As a new Associate arrives, someone has to assign the Associate to an Observer (based on





location and availability etc.) and maintain a simple spreadsheet. It doesn't need a Chairman or Chief Observer to do this; it is an admin task which can be fulfilled by a member of TGAM and I need someone to take on this task for me.

And if there is a member out there who would like to be Chairman of our Group, please get in touch with me. I cannot be Chairman for evermore and I'm approaching the end of my 3rd year... be advised!

TGAM needs more Committee members; Faye Markham resigned her position recently and I'll miss her spirited and gregarious character at committee meetings. I need new faces, young blood, new ideas on the committee and as the saying goes, "many hands make light work".

This is **YOUR** Group. We are the **ONLY** IAM Group remaining in Somerset. Please don't stand by and watch the dedicated few struggle just to keep things going (let alone improve, develop and take the Group onward and upward). Please help me run your Group, it won't run itself!

Andrew

Emergency Equipment in Cars

By Andrew Griffiths

At the Skills Evening earlier this month, I showed some emergency equipment an Advanced Motorist should consider carrying in the car. Namely;

- First Aid Kit
- Fire Extinguisher
- High Visibility Vest
- Emergency Hammer

I've found that these items can be purchased from eBay for significantly less than high street outlets. For example one outlet charges £17.99 for an emergency hammer but I bought brand new one recently on eBay for £2.50 (inc P&P!). Quite a difference! It has a seat belt cutter at the base in the event of the release mechanism being damaged in a serious collision. It is a Silverline product and I've used Silverline many times for workshop tools; high quality at affordable prices.



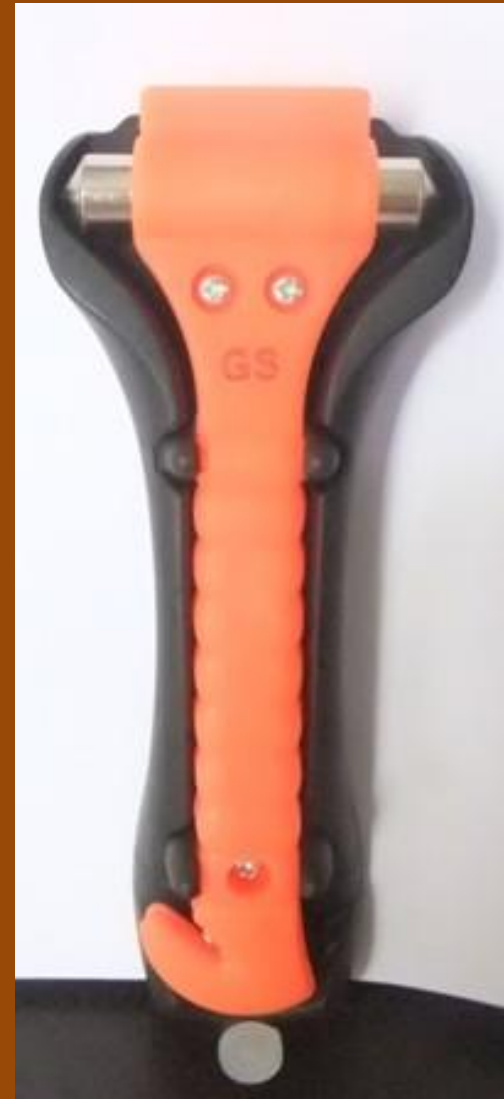


Here is a photo of the actual item:

A number of members asked if I could get them one. So I will buy 20 hammers and bring them to the May members evening and exchange them for £2.50 each. Priority will be given to those who have already asked. If demand is high, I will get more.

While you may never have need to use a hammer to exit your own car, it may help you assist others unfortunate enough to be involved in a serious collision. Keep it in the car, not in the boot!. This was brought home to me when I visited the Police pound where all of the vehicles involved in the M5 crash near Taunton are stored. The Police Officer pointed out to me indents on the exterior of windows and explained that these were caused by motorists using anything they could (typically car jacks) to try to break windows to drag casualties out as doors were unusable or blocked by debris. Emergency hammers are very powerful as they deliver all the force to a point meaning that the pounds per square inch is enormous – this is why they are effective.

Andrew



Silverline Emergency
Hammer with seat belt cutter



THE COMMITTEE



Committee meetings (for Committee Members ONLY) are held bimonthly at 7:30pm on the 2nd Thursday of the month at Hatch Beauchamp Village Hall. If, as a Group Member, you need to raise any issue at Committee level, then please feel free to contact any Committee Member to put your views to the next Committee Meeting.

Chairman	Andrew Griffiths	chair@tgam.org.uk
Secretary/Membership Sec.	David Walton	secretary@tgam.org.uk
Treasurer	Geoffrey Stoate	treasurer@tgam.org.uk
Associate Coordinator	Tony Hucker	coordinator@tgam.org.uk
Webmaster	Paul Willitt	cmpw@tgam.org.uk
Events Coordinator	Vacant	events@tgam.org.uk
Chief Observer/Masters Mentor	Andrew Griffiths	chair@tgam.org.uk
Newsletter Editor	David Walton	ed@tgam.org.uk
Committee Members	Rachel Bettiss	cmrb@tgam.org.uk
	Brian Howe (President)	president@tgam.org.uk
	Janet Loader	cmjl@tgam.org.uk



GROUP OBSERVERS



Chief Observer and Masters Mentor	Andrew Griffiths
National Observer	David Perkins
Senior Observer	Michael Turner
Group Observer	Godfrey Davey
Group Observer	Guy Denton
Group Observer	Brian Dodd
Group Observer	Tony Hucker
Group Observer	Isobel Jennings
Group Observer	Janet Loader
Group Observer	Alan Thomson
Group Observer	Hugh Todd
Group Observer	David Walton
Group Observer	Timothy Wheeler
Group Observer	Michael Wotton
Trainee Observer	Barry Keenan
Trainee Observer	Grant Lewis
Trainee Observer	Josephine Washington

Group Observers must be fully paid up Taunton Group Members AND National IAM members at ALL times to carry out your vital Observer roles: There are NO exceptions.

Always check that your Associate has an up to date membership card before departing on any observed drives. Please try to make and maintain contact with your new Associates and listen to any concerns or fears they may have. When Associates pass their Advanced Driving Test, PLEASE inform the Associate Coordinator as soon as possible as we have a duty to keep accurate and up to date records. All new Associate Members are normally teamed up with a conveniently placed Observer. If you have any problems please contact our Associate Coordinator, Tony Hucker.

The following IAM and TGAM members are Driving Standards Agency/Approved Driving Instructors:

Nigel Steady 01278 722944

Nick Tapp 07900 900678

Members and/or enquirers must establish their own facts and details when contacting a Driving Instructor. If any other IAM and TGAM Full Member Driving Instructors wish to be on the above list, contact the Group Secretary or the Newsletter Editor. (NB: You MUST remain *full* IAM and TGAM members at all times.)



PRESIDENT'S PONDERINGS



RED, RED/AMBER, GREEN, AMBER

Do not be an AMBER GAMBLER

Highway Code Page 102. Light Signals Controlling traffic.

RED means STOP. Wait **BEHIND** the stop line on the carriageway.

RED and **AMBER** also means STOP. DO NOT pass through OR START until Green shows.

GREEN means you may go on IF THE WAY IS CLEAR. Take Special care if you intend to turn left or right and GIVE WAY TO PEDESTRIANS WHO ARE CROSSING.

AMBER means STOP at the white line. You may go on only if the **AMBER** appears AFTER you have crossed the stop line or are SO CLOSE to it that to pull up might cause an accident.

A **GREEN ARROW** may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. IF THE WAY IS CLEAR you



By Brian Howe
Group President





may go, but only in the direction shown by the arrow, you may do this whatever other lights are showing. WHITE light signals may be provided for trams.

Rule 176. You **MUST NOT** move forward over the white line when the red light is showing. Only go forward when the traffic lights are green IF THERE IS ROOM FOR YOU TO CLEAR THE JUNCTION SAFELY or you are taking up a position to turn right. If the traffic lights are not working, treat the situation as you would an unmarked junction AND PROCEED WITH CARE. *Laws RTA 1988 sect 36 & TSRGD regs 10 & 36.*

Rule 174. Box junctions. These have criss-cross yellow lines painted on the road (see page 116). You **MUST NOT** enter the box UNTIL YOUR EXIT ROAD OR LANE IS CLEAR. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right.

At signalled roundabouts you **MUST NOT** enter the box UNLESS YOU CAN CROSS OVER IT COMPLETELY WITHOUT STOPPING. *Law TSRGD regs 10 (1) & 29 (2).*

Why is it that so many drivers ignore these laws, which were put in place to improve road safety and save lives at road junctions? It is not just the cyclists, (the group mostly complained about). In my recent experiences it has been motorists who are more at fault, and far more dangerous when they do get it wrong. In early March I was waiting to cross the bottom of Cheddon Road, Taunton, near the railway station. This is a two part crossing with an elongated central island to split the one-way traffic into two lanes. At the first section I pressed the button and duly waited for the traffic lights to change. When the red light showed, I started checking to my left for traffic and continued to wait for my Green Man crossing light. A quick final check as I pulled on to the carriageway and a flicker of movement caused me stop immediately. A middle aged lady in a silver MPV came sailing round the bend, through her red light and across the front of my large (Class 3) mobility scooter, missing me by less than a foot. She was totally oblivious to what was going on around her.

Two other places in Taunton, where these contraventions regularly occur, are the Station Road/Priory Bridge Road junction and the Bridge Street/Wood Street junction. You get a





great view of the Station Road junction from the Cake Shop Café opposite the Crown & Sceptre public house.

The first problem is caused by impatient drivers in lane two of Station Road, turning right into Priory Bridge Road. They race through the Amber and the Red light phases just missing the 'quick off the mark' drivers in Priory Bridge Road who have now got their Red/Amber phase. I've even seen near misses when PB road is on the Green phase.

The second problem is caused by the impatient drivers in lane two of Priory Bridge Road, turning right into Station Road. Here, drivers even accelerate to try to beat the Amber phase and cross through the junction before the Red phase. Again, I have seen at least one instance where a driver passed through his Red light when the pedestrian Green phase had already started. When a blind man is waiting to cross the road, he listens for the beeps. On hearing them he assumes that it is safe to cross, not realising the danger posed by the Amber Gamblers.

Meanwhile at the Wood street/Bridge Street junction with its additional Yellow Box. You still get Amber Gamblers, but because the extended

Green phase releases cars from Wood Street left into Bridge Street, they get held up at the Staplegrove Road/Station Road Red phase which only releases about half the number of cars in its Green phase as the Wood Street lights. In this situation, the drivers go bumper to bumper around the junction so that they are over the white stop line when their lights go to the red phase. By this time, the lights releasing cars and buses from the town centre are on their Green phase. These vehicles now pull forward into the Yellow Box, completely blocking the entrance to Wood Street, for the traffic now released from Bridge Street. Even pedestrians have difficulty negotiating the traffic so they can cross the road safely. The result is GRIDLOCK!

My solution would be to install CCTV Cameras at ALL traffic light junctions and pedestrian crossings throughout Taunton. This may sound a little extreme, but with the previous cut backs in Policing, there are not enough Bobbies to go round to enforce the traffic laws. A couple of £80 fixed penalties would soon make drivers think twice before becoming Amber Gamblers.

Brian L. Howe.

IAM PC/CV. TGAM Hon. President.



CALENDAR

COMMITTEE MEETINGS

11th June

13th August

8th October



MAY

20	W	7:30 pm	Members' Evening – A talk by Martin Evans, an Ambassador for Bloodhound SSC
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JUNE

17	W	7:30 pm	Members' Evening – Roger Jewell "A Funny Thing Happened On The Way To The Forum"
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JULY

2	Th	am or pm	IAM Skills Day – circuit based driver training at Thruxton
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15	W	7:30 pm	Members' Evening – Classic Car Evening
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18	Sa		IAM Skills Enhancement day at Elvington Air Museum (Yorkshire)
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AUGUST

			No members' evening in August
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SEPTEMBER

16	W	7:30 pm	Members' Evening – St John Ambulance "Save a life in September"
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22	Tu	am or pm	IAM Skills Day – circuit based driver training at Croft
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MEMBERS' PAGE



TGAM currently has 122 fully paid up members, of whom 16 are associates and 17 observers. In the last 12 months the group's members have achieved 16 test passes, three of them at First level, and no failures. This means that we are still maintaining our 100% pass rate compared to 84% nationally, so well done associates and their observers who helped them achieve such fantastic results.

Advanced Driving Test Passes

Congratulations to three members who have recently passed their Advanced Driving Test.

OBSERVED BY

Tom Graham	Tim Wheeler
Samantha Moore	Allan Wellwood
Jack Sheaf	Michael Turner

The Membership Register

This quarter we have seven new group members. We hope you enjoy your association with the Taunton Group and we look forward to welcoming you to our meetings, events and activities.

	<u>TOWN</u>	<u>LEVEL</u>
Julia Beer	Langport	Associate
Tom Graham	Stoke Sub Hamdon	Associate
Richard Hann	Merriot	Associate
Richard Hulbert	Cotford St Luke	Associate
Steven Lewis	Wellington	Associate
John Millard	Taunton	Associate
Robin Scott-Nelson	Sturminster Newton	Associate

David Walton, Membership Secretary

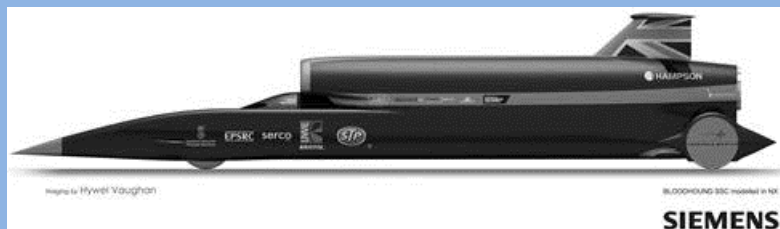




May Members' Evening

'Bloodhound SSC'

A talk by Martin Evans



Martin Evans works as a Bloodhound Ambassador, an unpaid volunteer position in the organisation and is Secretary of Bristol IAM Group. He gave us a very interesting and informative talk about Bloodhound almost exactly four years ago and is coming back to tell us more and update us on recent progress.

Wednesday 20th May 7:30pm
Hatch Beauchamp Village Hall

June Members' Evening

Roger Jewell

"A Funny Thing Happened on the Way to the Forum"

Roger Jewell is Chairman of our IAM Regional Liaison Forum (South West). Roger has been with the Forum many years and was asked if he would be Chairman by Lona Williams and John Mansergh. Later he became involved with the inauguration of the National Representatives Group (NRG) and he's been with it ever since. He is a Driver Trainer of about 43 years and involved in many aspects of Road Safety.

Wednesday 17th June 7:30pm
Hatch Beauchamp Village Hall





PCV (FORMERLY PSV) DRIVERS HOURS REVISED 2009

A BRIEF GUIDE TO EU RULES - PART ONE

BY BRIAN HOWE

The information given here is necessarily simplified due to space available, and there is deliberately no mention of the very complicated exemptions, and exceptions.

There are three different sets of rules and regulations controlling the driving hours of professional, or vocational, drivers in the United Kingdom of Great Britain. These are: GB Domestic Rules; AETR (European Agreement Concerning the Work of Crews of Vehicles Engaged in International Road Transport); EU Rules.

Domestic rules cover Regular Services on routes not exceeding 50 km, no matter how many passenger seats are present.

AETR rules cover journeys that go to, or pass through any of the following countries: Albania, Andorra, Armenia, Azerbaijan, Belarus, Bosnia-Herzegovina, Croatia, Kazakhstan, Liechtenstein, Macedonia, Moldova, Russia, San Marino, Serbia and Montenegro, Turkey, Turkmenistan, Ukraine and Uzbekistan.

EU rules apply to drivers of most passenger vehicles constructed or permanently adapted to carry more than nine people including the driver, used for the carriage of passengers within the UK or between the UK and other EU and EEA countries and Switzerland.

Driving

'Driving time' is the duration of driving activity recorded either by the recording equipment or manually when the recording equipment is broken. Even a short period of driving under EU rules during any day by a driver will mean that he is in scope of the EU rules for the whole of that day and must comply with the weekly rest requirement and driving limit.

Breaks and driving limits

After a driving period of no more than 4.5 hours, a driver must immediately take a break of at least 45 minutes unless he takes a rest period. A break taken in this way must not be interrupted.





For example:

Driving 4.5 hours Break 45 minutes

Driving 2.5 hours Other work 1 hour Driving 2 hours Break 45 minutes

A break is any period during which a driver may not carry out any driving or any other work and which is used exclusively for recuperation. A break may be taken in a moving vehicle, provided no other work is undertaken.

Alternatively, a full 45 minute break can be replaced by one break of at least 15 minutes followed by another break of at least 30 minutes. These breaks must be distributed over the 4.5 hour period. Breaks of less than 15 minutes will not contribute towards a qualifying break, but neither will they be counted as duty or driving time. The EU rules will only allow a split break pattern that shows the second period of break being at least 30 minutes, such as the following examples:

Driving 2 hours Break 15 minutes Driving 2.5 hours Break 30 minutes

Driving 2 hours Break 34 minutes Driving 2.5 hours Break 30 minutes

The following split break pattern is illegal because the second break is less than 30 minutes.

Driving 2 hours Break 30 minutes Driving 2.5 hours Break 15 minutes Driving

A driver 'wipes the slate clean' if he takes a 45 minute break (or qualifying breaks totalling 45 minutes) before or at the end of a 4.5 hour driving period. This means that the next 4.5 hour driving period begins with the completion of that qualifying break, and in assessing break requirements for the new 4.5 hour period, no reference is to be made to driving time accumulated before this point. For example:

Drive Break Drive Break Drive Break
1.5hrs 15mins 1.5hrs 30mins 4.5hrs 45mins

Breaks may also be required under the separate Road Transport (Working Time) Regulations 2005.

Daily driving limit

The maximum daily driving time is **9 hours**; for example:

Drive 4.5 hrs Break 45 minutes Drive 4.5 hrs
Driving 2 hours Break 45 minutes Driving 4.5 hours Break 45 minutes Driving 2.5 hours





The maximum daily driving time can be increased to 10 hours twice a week; for example:

Driving 4.5 hours Break 45 minutes Driving 4.5 hours Break 45 minutes Driving 1 hour

Driving 2 hours Break 45 minutes Driving 4.5 hours Break 45 minutes Driving 3.5 hours

Daily driving time is:

The total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period; or

The total accumulated driving time between a daily rest period and a weekly rest period.

Note: driving time includes any off-road parts of a journey where the rest of that journey is made on the public highway. Journey taking place entirely off-road would be considered as ‘other work’.

So, for example, any time spent driving off-road between a parking/rest area and a passenger-loading area prior to travelling out onto a public road would constitute driving time. But it would be regarded as other work where all the passengers were picked up and dropped off on the same off-road site.

Weekly driving limit

The maximum weekly driving limit is **56 hours**, which applies to a fixed week.

A **fixed week** starts at 00.00 on Monday and ends at 24.00 on the following Sunday.

The following shows an example of how this might be achieved:

Sun	Weekly rest
Mon	Driving 9 hours
Tue	Driving 10 hours
Wed	Driving 9 hours
Thu	Driving 9 hours
Fri	Driving 10 hours
Sat	Driving 9 hours
Sun	Weekly rest

Total weekly hours = (4 x 9) + (2 x 10) = 56

Two weekly driving limit

The maximum driving limit over any two-weekly period is 90 hours; for example:

Week	Total hrs of driving	Two-weekly totals	
9	56 Hours	90 hours	
10	34 hours		79 Hours
11	45 hours	90 hours	
12	45 hours		88 hours
13	43 hours		





The following is an example of how a driver's duties might be organised in compliance with the rules on weekly and two-weekly driving limits:

	Driving		Weekly	Two weeks	Between weekly rest	
Mon	9 hours	Daily rest	Total 56 hours' driving during fixed Week 1	Total 90 hours' driving during fixed Weeks 1 And 2		
Tue	9 hours	Daily rest				
Wed	9 hours	Daily rest				
Thu	Weekly rest reduced					
Fri	10 hours	Daily rest				
Sat	10 hours	Daily rest				
Sun	9 hours	Daily rest				
Mon	9 hours	Daily rest	Total 34 hours' driving during fixed Week 2		Total 58 hours' driving between weekly rests	
Tue	10 hours	Daily rest				
Wed	10 hours	Daily rest				
Thu	Weekly rest					
Fri	Weekly rest					
Sat	Compensation					
Sun	5 hours	Daily rest				

Excerpts from Rules on Driver's Hours and Tachographs. Passenger-carrying vehicles in the UK and Europe.
Produced by COI on behalf of VOSA. (Revised 2009). Brian Howe. Part two 'REST PERIODS' to follow.





JULY MEMBERS' EVENING

Classic Car Evening & Feast



This year we are moving away from our usual barbeque, but instead we will have hot dogs, burgers and bacon butties courtesy of Angie's mobile catering and all FREE to everyone. At last year's event we had a good turnout of assorted classics from a model T Ford to modern Morgans, from Alpines to Austins, from Morrisies to Mercs. If you have one, bring it; if you know someone who has one, bring them and it; or just come and enjoy looking at other people's!

**Wednesday 15th July 7:30pm
at Hatch Beauchamp Village Hall**





Diesel – a follow-on from last issue's piece on Petrol

By David Walton, mostly gleaned from Wikipedia

Diesel fuel can be any liquid fuel used in diesel engines, whose fuel ignition takes place, without spark, as a result of compression of the inlet air mixture and then injection of fuel. Diesel engines have found broad use as a result of higher thermodynamic and thus fuel efficiencies. This is particularly so where diesel engines are run at part-load; as their air supply is not throttled as in a petrol engine, their efficiency still remains high.

Origin

Diesel fuel originated from experiments conducted by German scientist and inventor Rudolf Diesel for his compression-ignition engine invented in 1892. Diesel originally designed his engine to use coal dust as fuel. He experimented with other fuels including vegetable oils such as peanut oil, which was used to power the engines which he exhibited at the 1900 Paris Exposition and the 1911 World's Fair in Paris.

Types

The most common type of diesel fuel is a specific fractional distillate of petroleum fuel oil, between 200 and 350°C at atmospheric pressure, resulting in a mixture of carbon chains that typically contain between 8 and 21 carbon atoms per molecule. Ultra-low-sulphur diesel (ULSD) is a standard for defining diesel fuel with substantially lowered sulphur contents.

As of 2006, almost all of the petroleum-based diesel fuel available in UK, Europe and North America is of a ULSD type.

Alternatives that are not derived from petroleum, such as biodiesel, biomass to liquid (BTL) or gas to liquid (GTL) diesel, are increasingly being developed and adopted. Fatty-acid methyl ester (FAME), more widely known as biodiesel, is obtained from vegetable oil or animal fats (bio-lipids) which have been trans-esterified with methanol. It can be





produced from many types of oils, the most common being rapeseed oil in Europe and soybean oil in the USA. Methanol can also be replaced with ethanol for the transesterification process, which results in the production of ethyl esters. The transesterification processes use catalysts, such as sodium or potassium hydroxide, to convert vegetable oil and methanol into FAME and the undesirable by-products glycerine and water, which will need to be removed from the fuel along with methanol traces. FAME can be used pure (B100) in engines where the manufacturer approves such use, but it is more often used as a mix with diesel, BXX where XX is the biodiesel content in percent.

Storage

In the UK, diesel is normally stored in a black container, to differentiate it from unleaded petrol (which is commonly stored in a green container) and leaded petrol (which is stored in a red container).

Cetane number

The principal measure of diesel fuel quality is its cetane number. A cetane number is a measure of the delay of ignition of a diesel fuel.

A higher cetane number indicates that the fuel ignites more readily when sprayed into hot compressed air. European (EN 590 standard) road diesel has a minimum cetane number of 51. Fuels with higher cetane numbers, normally "premium" diesel fuels with additional cleaning agents and some synthetic content, are available in some markets.

Taxation

Diesel fuel is very similar to heating oil, which is used in central heating. In Europe, the United States, and Canada, taxes on diesel fuel are higher than on heating oil. Heating oil is marked with fuel dyes and trace chemicals to prevent and detect tax fraud. "Untaxed" diesel (sometimes called "off-road diesel") is available in some countries for use primarily in agricultural applications, such as fuel for tractors, recreational and utility vehicles or other non-commercial vehicles that do not use public roads. This fuel may have sulphur levels that exceed the limits for road use in some countries (e.g. US).

This untaxed diesel is dyed red for identification and using this untaxed diesel fuel for a typically taxed purpose (such as driving)





can incur a fine. In the United Kingdom, Belgium and the Netherlands, it is known as red diesel and is also used in agricultural vehicles, home heating tanks, refrigeration units on vans/trucks which contain perishable items such as food and medicine and for marine craft. Diesel fuel, or marked gas oil is dyed green in the Republic of Ireland and Norway. The term "diesel-engined road vehicle" (DERV) is used in the UK as a synonym for unmarked road diesel fuel. In India, taxes on diesel fuel are lower than on petrol, as the majority of the transportation for grain and other essential commodities across the country runs on diesel.

Uses

Diesel fuel is widely used in most types of transportation. The petrol-powered passenger automobile is the major exception.

Unlike gasoline and liquefied petroleum gas engines, diesel engines do not use high-voltage spark ignition (spark plugs). An engine running on diesel compresses the air inside the cylinder to high pressures and temperatures (compression ratios from 14:1 to 18:1 are common in current diesel engines); the engine

generally injects the diesel fuel directly into the cylinder, starting a few degrees before top dead centre (TDC) and continuing during the combustion event. The high temperatures inside the cylinder cause the diesel fuel to react with the oxygen in the mix (burn or oxidize), heating and expanding the burning mixture to convert the thermal/pressure difference into mechanical work, i.e. to move the piston. Engines have glow plugs and grid heaters to help start the engine by preheating the cylinders to a minimum operating temperature.

Diesel engines are lean burn engines, burning the fuel in more air than is required for the chemical reaction. They thus use less fuel than rich burn spark ignition engines which use a stoichiometric air-fuel ratio (just enough air to react with the fuel). Due to the absence of throttling, the high compression ratio and lean fuel mixture, diesel engines are substantially more efficient than spark-ignited engines.

The viscosity requirement of diesel fuel is usually specified at 40°C. A disadvantage of diesel as a vehicle fuel in cold climates, is that its viscosity increases as the temperature





decreases, changing it into a gel that cannot flow in fuel systems. Special low-temperature diesel contains additives to keep it liquid at lower temperatures, but starting a diesel engine in very cold weather may still pose considerable difficulties.

Hazards

Another disadvantage of diesel engines compared to petrol engines is the possibility of runaway failure. Since diesel engines do not need spark ignition, they can run as long as diesel fuel is supplied. Fuel is typically supplied via a fuel pump. If the pump breaks down in an "open" position, the supply of fuel will be unrestricted, and the engine will run away and risk terminal failure.

With turbocharged engines, the oil seals on the turbocharger may fail, allowing lubricating oil into the combustion chamber, where it is burned like regular diesel fuel. In vehicles or installations that use diesel engines and also bottled gas, a gas leak into the engine room could also provide fuel for a runaway, via the engine air intake.

In the past, diesel fuel contained higher quantities of sulphur. European emission standards and preferential taxation have forced oil refineries to dramatically reduce the level of sulphur in diesel fuels. In the European Union the sulphur content has dramatically reduced during the last 20 years. Automotive diesel fuel is covered in the European Union by standard EN 590. In the 1990s specifications allowed a content of 2000 ppm max of sulphur, reduced to a limit of 350 ppm by the beginning of the 21st century with the introduction of Euro 3 specifications. The limit was lowered with the introduction of Euro 4 by 2006 to 50 ppm (ULSD, Ultra Low Sulphur Diesel). The standard currently in force in the European Union for Diesel Fuel is the Euro 5, with a maximum content of 10 ppm.

High levels of sulphur in diesel are harmful for the environment because they prevent the use of catalytic diesel particulate filters to control diesel particulate emissions, as well as more advanced technologies, such as nitrogen oxide (NOx) absorbers (still under development), to reduce emissions. Moreover, sulphur in the fuel





is oxidized during combustion, producing sulphur dioxide and sulphur trioxide, that in the presence of water rapidly convert to sulphuric acid, one of the chemical processes that results in acid rain. However, the process for lowering sulphur also reduces the lubricity of the fuel, meaning that additives must be put into the fuel to help lubricate engines. Biodiesel and biodiesel/petro-diesel blends, with their higher lubricity levels, are increasingly being utilized as an alternative.

There has been much discussion and misunderstanding of algae in diesel fuel. Algae need light to live and grow. As there is no sunlight in a closed fuel tank, no algae can survive, but some microbes can survive and feed on the diesel fuel.

These microbes form a colony that lives at the interface of fuel and water. They grow quite fast in warmer temperatures. They can even grow in cold weather when fuel tank heaters are installed. Parts of the colony can break off and clog the fuel lines and fuel filters.

Water in fuel can damage a fuel injection pump; some diesel fuel filters also trap water. Water contamination in diesel fuel can lead to freezing while in the fuel tank. The freezing water that saturates the fuel will sometimes clog the fuel injector pump. Once the water inside the fuel tank has started to freeze, gelling is more likely to occur. When the fuel is gelled it is not effective until the temperature is raised and the fuel returns to a liquid state.

Road hazard

Petro-diesel spilled on a roadway poses a hazard to vehicles, due to its high evaporation temperature. After the light fractions have evaporated, a greasy slick is left on the road which can destabilize moving vehicles. Diesel spills severely reduce tire grip and traction, and have been implicated in many accidents. The loss of traction is similar to that encountered on black ice. Diesel slicks are especially dangerous for two-wheeled vehicles such as motorcycles.





INTER GROUP QUIZ – REPEAT NOTICE!

For many years there has been an annual inter-group quiz, to which the Taunton group has sent a team most years, with mixed success. Each year the quiz is hosted by the previous year's winners; this year Bristol group will be hosting. Their Secretary, Martin Evans writes:

“Dear local IAM groups...

It has come to the Bristol group to organise the next Inter-Group Quiz – despite our best efforts to ‘not win’ in recent years!

This year it will be on Tuesday 25th August @ BAWA, Southmead, Bristol.

We will be meeting at 7:30pm for an 8pm start - tea/coffee will be available.

Teams to consist of three people and the questions will be an entertaining and taxing mixture of highway code, road craft and general knowledge.”

The above appeared in the last newsletter and I got zero response!

So come on all you keen quizzers; I am taking names for the TGAM teams and will contact Martin to let him know how many teams we can muster; just let me know you are interested!

Surely we must be able to send at least one team of three from a club with 120 members!

David ed@tgam.org.uk





TAUNTON ROTARY CLUB 50/50 CHARITY CYCLE RIDE 2015

BY BRIAN HOWE

The Annual Rotary 50/50 charity cycle ride will take place on Sunday 21st June, starting at 10:00am. I have entered once again, (third year in succession), with Bob-the-Bike, my Mission Cycles Ground4orce quad cycle. Due to causing myself medical problems in the past 2 years, I have decided to opt for the new 10 mile course this year. The idea of the event is to raise maximum money for charity whilst having maximum fun doing it. The sponsorship money is divided 50/50; 50% going to the Rotary Club of Taunton for their nominated charities, and the other 50% I will again be donating to Work-Wise, Taunton.



Work-Wise is a support centre for those seeking ways into work, and is open Tuesday and Thursday mornings from 09.30am to 12.00 noon, at the URC Church hall, Paul Street, Taunton.

We offer help and advice to jobseekers of all ages, helping to improve and enhance CV's and Covering Letters to make them more pertinent to the job application. We give advice about attending interviews and we also provide a helping hand for those less familiar with modern technology and laptop computers. We had a total of 654 jobseekers through our doors in the first 12 months, although quite a few were repeat attendances. We also offer free tea/coffee and toast. This information is necessarily over simplified due to the space available.





If you wish to support me in this challenge and the valuable work of both Work-Wise Taunton and Taunton Rotary Club, please contact me at brianhowe178@yahoo.com or telephone me on 01823 274410, and I will add your name and amount to my sponsorship form.

To find out more about Work-Wise and to become involved as a volunteer or supporter:

Contact: Liz Lewis
Project Co-ordinator

Work-Wise
The Lecture Hall
Taunton United Reformed Church
Paul Street
Taunton
TA1 3PF

01823 325030

Work-wise.taunton@gmail.com



Bob the Bike





Recent Releases from the IAM Press Office

IAM says don't give up get assessed

The IAM has re-launched an initiative to encourage older drivers, who are statistically the safest on the roads, to get their skills checked out to allow them many more years of happy motoring.

Older drivers have been proved to be significantly safer than their younger counterparts. Last autumn a Freedom of Information request by the IAM showed while 36,001 people between 20 and 30 were disqualified from driving for any reason in the previous 12 months; 3,874 in their 60s were; 1,012 in their 70s were and just 168 in their 80s were.

Also, a report from the Association of Chief Police Officers (ACPO) from their Christmas 2014 anti-drink drive campaign showed the drink-drive failure rate for those under 25 was nearly double that of those over 25.

Government figures show younger people are far more likely to be involved in a serious or fatal accident than older people. In the past five years (2009-13) there were 1,037 people under 24 killed and 120,958 injured on UK roads as drivers and riders.

Despite the statistics showing they are the safest drivers on the roads; many older motorists can lose confidence as our roads get busier. To help them with this, the IAM is highlighting its Mature Drivers Assessment (MDA) through a regional test campaign following the successful launch of the initiative in June 2014.

The campaign, which will be running over the next four weeks across Brighton and Hove, Eastbourne, Rother and Worthing, enables senior drivers to take a 60 minute drive in the comfort of their own car with an IAM approved





assessor who will offer an impartial second opinion about their driving.

With over four million full licence holders in Great Britain over the age of 70 and over one million over the age of 80, mature drivers represent a growing segment of licensed drivers. Many of them, however, choose to give up too early because they simply believe they are too old to continue. The MDA regional test campaign works to shift this perception and give older drivers the opportunity to gain that extra bit of reassurance behind the wheel.

Evaluation of the MDA shows it has helped older drivers gain back their confidence in a number of ways – 36 per cent of 558 participants took the assessment because their reaction times were decreasing and wanted to get their driving back up to standard, while 29 per cent wanted the reassurance that their driving was still ok. All 558 participants stated

that they were pleased to have completed the assessment.

The IAM's chief executive Sarah Sillars said: "Practical campaigns are needed to help keep all road users safe, and the MDA serves to keep older drivers driving for as long as it is safe to do so.

"In March 2014, IAM research showed that 42 per cent of the population is worried about an elderly relative driving, but are unlikely to take any action (6). The regional test campaign, as such, endeavours to reach out to elderly drivers and their families in the Sussex area and get them involved in the scheme that helps them drive with confidence.

"The car offers older drivers the prospect of sustained safe mobility for many more years to come so an IAM MDA could be one of the best investments you ever make."

For further details about the MDA, which costs £49 per person, please see below (7).





IAM calls for greater education for users of SMART motorways as they reach their first birthday

As SMART motorways reach their first birthday in the UK on Tuesday (14 April), the Institute of Advanced Motorists (IAM) has expressed concern that widespread confusion still exists amongst motorway users on how best to use them.

SMART motorways were officially introduced this time last year to replace Managed Motorways as the solution to the nation's congested motorways but concerns have been raised over their safety.

England's first 'all-lane running' motorway, i.e. without a hard shoulder, opened on 14 April 2014. This was the 2.5 km stretch of the M25 between junctions 23 and 25.

Complete schemes, with variable speed limits and all-lane running, are in operation on the M1 (Junctions 10-13), M4 (Junctions 19-20), M5 (Junctions 15-17), M6 (Junctions 4-10a), M42 (Junctions 3a-7) and M62 (Junctions 26-29/30) and with part-time hard shoulder running on the M42 since 2006.

In addition all systems use lane control, overhead gantries and emergency refuge areas.

Part of the concern raised by motorists was the safety of those who had broken down on a motorway with no hard shoulder, and the increase in distances between safety refuges.

The IAM conducted a survey on the introduction of SMART motorways last year, which found 71 per cent of drivers said they would feel less safe on a motorway with no hard shoulder than a motorway with one.

Some 40 per cent of respondents said they were sceptical that new monitoring systems on SMART motorways, such as traffic detectors and CCTV, would protect them in the event of stopping in a running lane.

Sarah Sillars, IAM chief executive officer, said "There are many different motorway users out there and some are still confused and nervous about using SMART motorways – if they are aware of them at all.

She added: "Highways England must analyse incident data on a continuous basis and ensure that any lessons learned from the real world use of SMART motorways are implemented





quickly. Ultimately, the smartest way to build awareness would be to allow learner drivers to use motorways under expert supervision.”

Transport Focus, which represents road users on the strategic road network (consisting of most motorways and significant trunk A roads) said in their report Road User Needs and Experiences, issued last month: “While some drivers were aware of smart motorways, some were not. Even those who have driven on smart motorways were not always familiar with the term, nor did they understand clearly how they operated.”

The IAM has produced a set of tips on using SMART motorways, and how to react on seeing different signals:

- A red cross without flashing beacons: The hard shoulder is only for use in an emergency or breakdown.
- A speed limit inside a red circle: It is absolutely mandatory and may have cameras enforcing it.
- A blank signal: Usual motorway rules apply.
- A white arrow with flashing beacons: This applies to all lanes and means you should move into the lane which the arrow points to.

- A red cross with flashing beacons: You should not continue to use the lane.
- A national speed limit sign is shown: The national speed limit, 70mph maximum, applies to all lanes apart from the hard shoulder.

Pay attention to the overhead gantries as they provide information on traffic conditions and lane access for the road ahead. The signals are:

- Controlled motorway – these have three or more lanes with variable speed limits. Hard shoulder use is strictly for emergency use only.
- Hard shoulder running – the hard shoulder will be opened at busy times and the speed limit will be reduced. Don’t use the hard shoulder unless overhead signs show that you can do so.
- All-lane running – there is no hard shoulder on these sections of the motorway. Obey the variable speed limits and do not stop on the motorway. In the event of an emergency, use an emergency refuge area, motorway service area or exit at the next junction.

You can see the IAM’s policy document on SMART motorways here:

<http://iam.org.uk/policymanagedmotorways>





Avoid a Ruck with a Truck

Driving tips from the IAM's head of driving standards, Peter Rodger, looking at how to handle overtaking lorries on the motorway. Many people feel intimidated when dealing with large trucks on motorways, however, with careful planning this needn't be a problem.

- Be aware that all lorries based within the EU are restricted to driving at 56mph; so their speed is relatively predictable.
- In essence, you shouldn't drive at 50mph in a lane to the right of a truck as it cannot overtake you, but the driver may be trying to keep to a tight delivery timetable and need to maintain the higher speed at 56mph.
- Be careful when overtaking left-hand-drive lorries on UK roads as they will have very little visibility of you to their right – the blind spot can be quite big.
- One of the ways to identify a foreign truck is if the registration plate of a lorry ahead of you is anything other than an amber-coloured UK plate. While the truck driver can see much further ahead of you, he can see less on either side of him.
- If you can, try to see the driver's face before you overtake them. If you cannot see it, the

- driver will be unable to see you either.
- Look out for the pattern of mirrors on a lorry; left-hand-drive lorries will usually have a mirror pointing downwards on the right-hand side which means you can identify them more easily (UK trucks have this mirror on the left.)
- If you can, you should allow an additional lane when passing lorries (e.g. go into the third lane and not just the second lane.) This means you will be less likely to be “side swiped” by a truck driver who didn't see you. Trucks tend to create a lot of wind effect in front of and behind them causing passing vehicles to be blown around and this avoids that problem as well.
- Avoid making last minute manoeuvres and leave plenty of room between you and the lorry to avoid any sudden collisions. Remember, trucks cannot react in the same way as a car can – give them space.

Peter Rodger said: “There is no reason why dealing with lorries should be a cause for worry. What would make matters a lot easier for everyone is allowing space and time for the truck driver to react and do their thing. They will appreciate it if you show them this courtesy, and make your motorway journey a far sweeter experience. Happy motoring!”





Show me the (motor) way to go home

The IAM's chief examiner, Peter Rodger, is advising motorists about driving safely on the motorway and keeping the correct lane positioning. Here are his top tips to see you through your journey.

- Drive in the left-hand lane when the road ahead is clear, unless road markings tell you otherwise.
- If you are planning to overtake remember to use your mirrors, signal early and check your blind spot before changing lanes.
- Avoid 'hogging' the centre lane. If someone behind you wants to get past and you can move into the lane on your left, do so. Remember, that lorries and coaches cannot use the right hand lane on a three lane motorway, so if one is catching you up, try to move over and let them pass.
- Overhead motorway signs provide useful information about which lane to use – take note of this and act on this advice, particularly variable speed limits. All-lane running motorways help reduce congestion

and keep the flow of traffic running smoothly. But, where a red X sign has been activated above a lane, you must not use this lane at all. Cameras can now detect this and many people continue to be fined.

- Do not drive on the hard shoulder unless you are driving on an all-lane running motorway, where a part-time sign will tell you if this lane can be used. You may also use the hard shoulder in an emergency and you need to stop.
- Keep your distance and avoid tailgating. On dry road surfaces you should maintain at least a two second gap between you and the vehicle in front of you. In wet weather or poor visibility, increase the gap to four seconds or more to give yourself space to brake more gently.

Peter said: "Motorway driving need not be stressful so long as you read the road ahead and plan accordingly. Never make sudden or last-minute manoeuvres. Keep calm, and your motorway experience will be problem free."





Are manufacturers turning cars into living rooms?

The Institute of Advanced Motorists (IAM) has warned that car manufacturers are building high-tech distractions into their new vehicles and have made interiors so comfortable they are being turned into living rooms.

The warning came from IAM chief executive officer Sarah Sillars, who said efforts to reduce distraction factors for motorists are being undone by the relentless pace of technology and eagerness of car makers to pack more gadgets onto dashboards.

She said the main areas of concern were highly sophisticated satellite-navigation and GPS systems, smartphones that mirror tablets and easy connectivity of internet and social media.

The IAM has suggested the UK should adopt guidelines suggested by the US Department of Transportation and National Highway Transportation Safety Administration (NHTSA).

They say drivers should be restricted from using certain non-essential forms of technology while the vehicle is in motion, and car makers should not introduce any technological development which takes the driver's attention off the road for longer than two seconds.

These voluntary guidelines are to be phased in

over the next three years to address this large-scale problem in the USA.

US Federal data figures showed in 2011 that accidents involving a distracted driver killed 3,331 people and injured another 387,000.

And for younger drivers the problem is worse. Car accidents are the main cause of death of teenagers (as it is for all people aged between five and 34), and a quarter of all teen-driving crashes in the US are attributed to distracted driving.

Sarah said: "We cannot allow the same trends in the USA to happen here. While car makers work constantly to incorporate active and passive safety features into vehicles, making us safer than ever before, they are also guilty of making us too comfortable and making us feel more cosseted – like we were in our own living rooms."

The IAM says as technology constantly changes, continued education campaigns are required to reinforce and update the current laws.

Sarah concluded: "Technology could be a great way of helping to cut the numbers of people killed and seriously injured on our roads. It would be a tragedy if technology became a reason why more, rather than less, people lose their lives."





Water way to be a better driver

The IAM's chief examiner, Peter Rodger, is offering advice to drivers about the effects of dehydration and drowsiness while driving.

- A recent study by Loughborough University revealed drivers who only have 25ml of water an hour made more mistakes on the road. Avoid dehydration by drinking plenty of water. Keep a bottle of water with you, but make sure you have stopped in a safe place before you have any food or drink.
- If you will be on the road for more than two hours be prepared to take a 15 minute break even if you think you don't need the rest. You should also avoid driving straight after eating a heavy meal; you will only end up feeling lethargic.
- Try to get a good night's sleep the day before your journey to prevent you from feeling tired before you set off – especially if you plan to set out early in the morning or late in the evening when you're less likely to be naturally alert. Driving when you would

normally be asleep greatly increases the risk of a sleep related crash.

- Avoid using your cruise control on the motorway when you are feeling tired – the less control you have of your car the higher the likelihood of you dosing off.
- If you are feeling tired or sleepy, head towards the nearest service station and have a short nap. Remember, if your car has not broken down you must not stop on the hard shoulder.
- Sharing the drive is always a good idea especially on longer journeys – the chances of you feeling tired will be significantly reduced.

Peter said: "People give a lot of consideration to the influence of alcohol and drugs on driving; but virtually no thought at all to dehydration. A driver's reactions and response rates can be severely affected if they are not hydrated properly – don't let this easily fixable thing ruin your journey."





185,000 broken down vehicles and 122 children – just two reasons why motorways were closed in 2014

The Institute of Advanced Motorists (IAM) has discovered that more than 40% of all motorway and major A road lane closures in England in 2014 were caused by vehicle breakdowns – and 122 unsupervised children caused them to be shut too.

The information came from a Freedom of Information (FOI) request from the IAM, the biggest independent road safety charity in the UK, which asked for the number of incidences of lane closures on roads managed by Highways England's in 2014.

In total there were 443,590 lane closures on motorways and primary A roads in England last year for 44 defined reasons by Highways England.

Some of the major findings of the report were as follows:

- 12,759 pedestrians walking on a motorway live lane or active A road, caused lane closures (three per cent of all incidences) in

addition to the 122 unsupervised children.

- There were also 7,446 cases of a 'non-legal' use of the hard shoulder – some two per cent of recorded incidences.
- Other causes listed were 3,990 animals loose on the network; 2,598 abandoned vehicles and 6,742 shed tyres
- 6,288 injury collisions and 29,656 non-injury collisions also caused lane closures
- 856 suicides or attempted suicides caused roads to be shut on England's main routes.
- There were also 152 cases of objects being thrown onto the roads, and 567 cases of a vehicle driving on the wrong side of the road causing roads to be closed.

The other top five reasons for road closures, apart from breakdowns were planned roadworks, assorted obstructions, non-injury accidents and administration (mainly police and VOSA checks).





The numbers of incidents are as follows:

1. Breakdown	185,457	41%
2. Planned road works (definition 1 below)	61,587	14%
3. Obstruction – other	36,042	8%
4. Road traffic collision – no injury	29,656	7%
5. Administration (definition 2 below)	23,705	5%

Of the 185,457 breakdowns; 40,192 were in a 'live lane' i.e. a lane with other moving traffic around it.

Almost half a million incidents took place in 2014 that led to a lane closure costing the economy an estimated £1 billion a year (based on existing government data – reference 1) in terms of lost man hours on motorways alone.

Sarah Sillars, IAM chief executive officer, said: "There are many worrying things that emerge from this information. Firstly, people are putting their own lives at risk and those of others by not maintaining their vehicles properly to the

point they break down on our busiest roads.

"While we appreciate that a few breakdowns are unavoidable, such as a tyre blow out, the vast majority can be avoided or dealt with before taking a vehicle onto a key route.

"It also shows people do not treat our key economic arteries with the respect they deserve. Pedestrians, unsupervised children and objects thrown on the road should never be happening. It is clear an education and awareness campaign starting at school age is badly needed."

She added: "Investment in our roads would also play a big part in reducing some of those sorry statistics - having more than 5,700 pothole incidences causing road closures is not something England can be proud of."

The IAM also advocates continual training and development to improve the skills of drivers on our roads, which would go some way to tackling the nearly 30,000 non-injury collisions on our roads identified in this survey.





Fewer drivers punished for mobile use, police figures suggest

The Institute of Advanced Motorists (IAM) has responded to the BBC's suggestion that the number of drivers given penalty points for using mobile phones at the wheel fell by 24% last year in England and Wales.

In addition to the BBC's findings, an earlier study by the Department of Transport showed 1.1 per cent of drivers in England and Scotland were observed holding a phone in their hand with a further 0.5 per cent observed holding the phone to their ear – this is potentially more than 470,000 motorists. This major survey also showed no improvement in those breaking the law since it was last repeated in 2009.

The IAM has long stated that the reduction in

Visible policing meant drivers are flouting the law in larger numbers – and there is no reason to think the trend won't get worse.

Neil Greig, IAM director of policy and research, said: "If 470,000 motorists are using mobile phones illegally and 72,000 tickets and 99,000 courses are being processed; it is a tiny and disappointing response. More worryingly neither approach seems to be having any effect on the numbers observed breaking the law.

"Most are still getting away with it. Until the fear of being caught increases we will continue to see drivers taking risks holding mobile devices while driving."





Closing date for the autumn Edition of the TGAM e-Newsletter is 20th July.

All contributions would be very welcome.

**All items should be sent to
“The Editor” at ed@tgam.org.uk or
by mail to David Walton at
Little Paddocks, White Street,
North Curry,
Taunton TA3 6HL**