

## Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 November 2021

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# Hello!

I can't believe I am sending out the **November** edition of the SAGAM Newsletter already....

This year seems to have gone by so fast and here we are getting ready for bonfire night, having just had Halloween! Did you do anything spooky? Send me your Halloween pics to put in the December newsletter. There's a delicious recipe for Sticky Toffee Apple pudding for those of us who enjoy bonfire night but find the toffee apples are mainly for the kids. This superb pudding offers the adults an experience which not only tickles the taste buds but leaves them feeling warm and cosy.

Mick Harris has done a fabulous job in secured funding for us to invite Young Drivers to take an assessment drive and perhaps to go on to do the full Advanced Driver Course. You can read all about it on page 6.

The last month saw some horrendous scenes on the M25 with the protesters gluing themselves to the road and bringing the whole motorway to a halt in both directions. Have a read at the article on page 9 to find out how the government are dealing with the incidents as well as the protesters.

Did you find our little Hetty? Terry Heath was the first to email to say he had found her on page 13. She was sat on one of the chairs in the St Trillo's Church in John Wigmore's article.



And say hello to the Ad Lad who is back! He's hidden himself somewhere in the newsletter but can you find him? Please drop me a line and let me know where he is.



## Chairman's Chatter

*Hi folks, how these months are just flying past, it seems a bit frightening to me. I suppose one day, I'm going to have to admit to being over 60!*

*Anyway, I'd like to start as usual by saying I hope you all staying safe and well. It's still a bit scary at times when you see the covid figures. Having said that, we as a group appear to be moving on quite well now. For some of our committee meetings we are still on zoom, as there's always plenty to discuss, but it was absolutely brilliant to have the Chairman of IAM RoadSmart Stuart Donald Q PM, deliver a really interesting presentation to the group at Redbourn club. We were all really enthralled by it. His subject was promoting safe driving in Dubai, and to say I was really pleased with how the whole evening went, was a great understatement, to say the least. Many thanks to Stuart and to everyone who helped on the night.*

*We have all been quite busy, but one person in particular, that has really been under some pressure is Mick Harris, our group President. Mick has secured funding for the young drivers of Nth & Nth East Lincs. I hope you will learn more about this, elsewhere in this mag.*

*I'm also pleased to say that the guidance side of things is now working well. I've got a candidate who is now making great progress, and I'm sure more observers have too.*

*Once again, my sincere thanks to you all for your continued help and support. Stay safe and well, and hope to see more of you as we open up the social meetings in the new year.*

*Kind regards,*

*Terry Heath*

*Chairman & N.O.*

*S.A.G.A.M*

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## Observer Team News- November 2021.

*Hello everyone.*

The Observer Team hope you are all getting out and about more easily now the Covid 19 restraints have eased.

As we start to use our vehicles more, we will become more confidence and take enjoyment in the driving that we have been missing. If you need any help or advice or even a short refresher, contact us and we shall be pleased to oblige. Contact details can be found in the newsletter.

As you will know, the group restarted face to face social meetings this month. The presentation was most enjoyable and informative as reported elsewhere in the newsletter. It makes you realise just how fortunate we are to use our roads and it's rules.

The Observer Team are in action, with our associates settled in and making progress. At time of writing, we have one associate awaiting test.

Congratulations to Tony Woodhouse who was presented with his IAM RoadSmart pass certificate by Stuart Donald, ( IAM RoadSmart Chairman) our Guest speaker at the meeting.

Congratulations also to our Observer Coordinator, John Wigmore who recently successfully passed his Check Tester assessment and thank you to the associate for his cooperation during his own successful check test. Good luck with your upcoming Advanced Driver test.

Our next Observer Team meeting is arranged for Tuesday November 2nd via Zoom. Any relevant items will, as usual, be reported in December's team news.

Best wishes and Safe driving on behalf or our Observer Team.

Paul Cassell



### **Scary story.....Lorry Drivers' Near Miss - Head stuck under tipper body**



During a routine delivery of asphalt to a customer, a lorry driver experienced a terrifying situation where he was extremely lucky to escape with nothing more than dented pride. The driver was working on a customer site while a surfacing gang hand laid asphalt from the back of the vehicle. When the laying had been completed and the body was empty, the driver proceeded to lower the body from full tip. During the lowering exercise (which was quite slow due to the body being empty) the driver exited the lorry cab to walk around the front of the lorry to the kerbside toolbox located under the body on the chassis to retrieve a paint scraper for tailboard cleaning. The lorry body design was such that an aluminium skirt around the bottom of the body sat approximately 6" from the side safety impact rail when the body was lowered. When the driver leaned over the side rail to retrieve the scraper the body slowly came down and trapped him between the two surfaces and resulted in being unable to get his head out. The surfacing gang had to operate the lorry tipping gear to allow the driver to become free. A full investigation was completed in conjunction with the Haulage Company. The Haulage Company re-trained ALL drivers in relation to their Company Handbook - in particular, tipping procedures. The Haulage Company discussed the incident with the vehicle manufacturer to modify the locations/designs of skirts, toolboxes, controls, etc. Internal communications were made around all Hauliers within the Company. The driver was offered counselling. Curtesy of Brain Woods via Terry Heath

## National Highways Launch Sunflower Campaign

The Hidden Disabilities Sunflower for your vehicle indicates that you may need additional support if you break down or need assistance on a motorway or major A-road in England.



We want you to feel confident that you'll have the help you need if you get into trouble on our roads. Displaying the Sunflower on your vehicle tells us that you have a non-visible disability and that you may need help with.

- Understanding instruction and communicating your needs
- Staying calm at a time of stress
- Getting to a place of safety
- Moving and recovering an adapted vehicle.

### Who can use the Sunflower?

Anyone with an impairment. Hidden or visible disability who may need additional support if they break down or need assistance on a motorway or major A-road can display the Sunflower on their vehicle.

### How will the Sunflower help me?

The Sunflower will indicate to roadside and emergency services that you or someone in your vehicle has an impairment which may not be visible.

National Highways Traffic Offices are often first on scene in an emergency on motorways and major A-road. If a traffic officer sees the Sunflower on your vehicle, they'll ask you about what support you need to help keep you safe.

Traffic Officers will always,

- Ask how they can help
- Listen closely to what you tell them
- Be kind and patient
- Not judge, and treat you with respect.

For more information: [Hidden Disabilities Sunflower for your vehicle - Highways England](#)

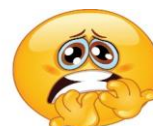


Well, we all know that there's been a shortage of HGV drivers but I think this firm is taking it a bit too far!

This was posted on Facebook on the 11<sup>th</sup> September 2021 by HGV Dash-Cam Footage with the message that;

'This driver passed his HGV test with on one minor'

Me thinks they are having us on....



## COMMITTEE MEMBERS

### CHAIRMAN

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The views and opinions expressed in this newsletter are those of the individual writers and not necessarily of IAM RoadSmart, nor the Scunthorpe and Grimsby group.

The current composition of our group is made up as follows:

Full Members - 83

Associate Members - 13

Total Members - 96

Please have a look at our new web page which includes lots of useful information

**including our Monthly Quiz**

<https://www.iamroadsmart.com/groups/scunthorpeandgrimsby>

The Area Service Delivery Manager  
for our region  
(East Midlands and North Yorkshire)  
is

Peter Serhatlic.

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or via mobile on 07703 718 907



Group Website

<https://www.iamroadsmart.com/groups/scunthorpeandgrimsby>



SAGAM can be found on Facebook at:

[@SGAMG1](https://www.facebook.com/SGAMG1)



You can Follow us on Twitter:

[@ANDGRIMSBY](https://twitter.com/ANDGRIMSBY)



**HAVE A LOOK AT OUR NEW WEBSITE  
AND PLEASE LET US KNOW WHAT YOU THINK!**

## Build your driving confidence for free

Scunthorpe and Grimsby Advanced Motorists Group (SAGAM) is offering local young drivers, aged 17-24, the chance to boost their skills and build confidence for free, by taking part in a Young Drivers Session supported by [Safer Roads Humber](#).

This local group of advanced motorists, who are affiliated with IAM RoadSmart, the UK's largest independent road safety charity, are offering 40 young drivers, the opportunity to refresh their driving skills fully funded. The Young Driver Assessments normally cost £65 but for several local applicants they will receive a full refund once they have completed the course.

Michael Harris, President of SAGAM said:

“By committing to an hour filled with tips, advice, support and technique drivers will come away feeling much more confident and aware. Whether you've been driving for just a short period, maybe you passed your test around 12-24 months ago or you feel your skills could do with a boost, you'll come away having learnt something new. You also have nothing to lose as the full price of the session will be refunded on completion”.

Last month, IAM RoadSmart reported that drivers of all ages have [concerns that the COVID-19](#) pandemic, subsequent Lockdowns, changing traffic levels and other drivers' behaviours have significantly impacted their confidence with driving.

Michael continued:

“As a huge road safety advocate I'd like to encourage as many young drivers as possible to come forward and take part in this initiative. We are keen to demonstrate how increasing observation and awareness you can become a better driver and even have some fun.”

For those who want to take their learning to the next level, there are also 10 free Advance Driving Courses. Again, supported by Safer Roads Humber, drivers will get a full refund against the £149 fee. This course lasts several weeks, providing drivers with additional skills for control, observation and timing that could lead to better insurance premiums.

Michael concludes:

“Road safety is something I've been involved with and have been passionate about throughout my life and career. I passed my IAM RoadSmart Advanced Driver Course in 1999. I then retired from the police force in 2002 and continued to pursue this passion by setting up Safer Roads Humber in 2003 with Government support and funding. While I am no longer involved, I am delighted they are able to support the Scunthorpe and Grimsby Advanced Motorists group and offer young drivers in the area this fantastic opportunity.”

**If you know a young driver who has passed their driving test in the last few years, they could qualify for a Young Driver Assessment with us. To qualify they need to reside in the following postcodes: DN14-20, and DN35-41 inclusive. To book their session and find out more, use the link below as this is a social media driven campaign so young drivers have to access from the web ads or this link rather than the normal web route.**

[www.iamroadsmart.com/free-courses-for-lincolnshire](http://www.iamroadsmart.com/free-courses-for-lincolnshire)

Follow us:

On Facebook: [www.facebook.com/IAMRoadSmart](http://www.facebook.com/IAMRoadSmart)

On Twitter: @IAMRoadSmart

### **About IAM RoadSmart**

IAM RoadSmart has a mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. It does this through a range of courses for all road users, from online assessments through to the advanced driving and riding tests. IAM RoadSmart is the trading name of all businesses operated by the UK's largest road safety charity, the Institute of Advanced Motorists (IAM) and was formed in April 2016 combining the IAM, IAM Drive & Survive, PDS and IAM Driver Retraining Academy. The organisation has almost 82,000 members and campaigns on road safety on their behalf. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses, from members of the public to company drivers, while our Driver Retraining Academy has helped 2,500 drivers to shorten their bans through education and support programmes.

## SUPPORT YOUR FAMILY & FRIENDS TO BECOME AN ADVANCED DRIVER

To receive your application form please send your name and contact details along with your payment to:

Mr M Gothard  
7, West Green  
Messingham  
North Lincs  
DN17 3QT

Cheques should be made payable to:  
The Institute of Advanced Motorists  
For more information contact: Terry Heath on:  
01652 655601 or visit our website

[www.scunthorpegrimsbyadvancedmotorists.org](http://www.scunthorpegrimsbyadvancedmotorists.org)

**\*\*\*Take advantage of our current offer at the reduced price of £119.00\*\*\***



## SAGAM Social Night 27<sup>th</sup> October 2021 – Stuart Donald QPM – IAM Chairman

### Traffic Policing in the Kingdom of Saudi Arabia

Terry Heath started the night off by welcoming all members to the first social night at the Redbourne Club since the pandemic began. He thanked Stuart for coming to give his presentation and boy, were we in for a treat!

A Scunthorpe IAM member in 1981, Stuart began by introducing himself. He worked his way up through the ranks until he retired from the Assistant Chief Constable role within the Humberside Police Force and now works as a volunteer as the IAM Chairman. In 2016, he had the opportunity to go to Saudi Arabia where he worked with consultants in the Middle East providing advice and expertise in the area of Roads Policing, Roads Safety, Police reform as well as policy development, strategy, operational advice around call handling, crash scene investigation, policing and the use of enforcement technology. His work concluded in the development of 30 policies, an organisation strategy as well as practical advice in



developing road safety partnerships and reducing road casualties. Stuart informed us that up to 9,000 people a year die in road traffic accidents in Saudi Arabia. Worldwide, someone dies every 24 seconds and in Saudi, the scary statistics show that there were 40 serious car crashes per day and 17 people would die on the roads every day (in the UK there are 4). Based in Riyadh, which is the capital of Saudi Arabia and middle of the desert, Stuart found that most people had cars, resulting in 18 million licenced vehicles on the roads! Petrol was only £1.04 per

gallon; the driving test was quite simple and women were not allowed to drive! For travelling around the different areas, Stuart had an armed guard with him. The temperature in Riyadh regularly exceeded 50°C and consequently, the fuel in some vehicles comes to boiling point, spilling over onto the roads, of which he showed us a video. Because of their religion, Stuart said drivers in Saudi Arabia are not afraid of death. Stuart worked in a small team including a Saudi Prince whom he got to know very well. At one point, Stuart asked the Prince about speed limits and got the reply, no-one adheres to them. He also asked who has the right of way at a roundabout. Again, he got a scary reply of 'the winner'!! The team looked at various aspect of road policing; Enforcement – what offences are targeted? Education – to change drivers' mind set. Vehicles – drivers seemed to play games with their vehicles, darting in and out a moving traffic and then evaluated everything. Would it make a difference if they recorded all accidents in a proper manner? Stuart had found that they had a very simple method of recording some accidents and he put up a slide to show us exactly what they were doing. It was very sparse and didn't have much detail at all. I for one was amazed at the lack of information as I'm sure most members were. Next, Stuart said he thought about changing the junctions or introducing in-car technology but first, he set up a new accident recording system, based on the one we use here in the UK but with some adjustments more suited to Saudi Arabia. Stuart said that Saudi could afford the best in technology and so *he* was able to make it possible to record an accident electronically which did away with the integrity issues that arose. Now, the process of

reporting accidents, known as Najam, deals with minor incidents with the more serious ones being referred to the traffic department.

Stuart went on to say that minor incidents are things such as speeding and red-light violations which contribute to 30% of accidents. His main work was around speed and he found that Saudi had some old speed camera systems and eventually modern ones where a driver received a text to pay a violation. However, he also soon discovered that not all fines were paid as it was not unusual for people to be pardoned during Ramadan

Along with Stuart, our very own Mick Harris developed the document for speed cameras in Humberside and whilst in Saudi Arabia, Stuart adapted it and gave it to the team in Saudi to work with. Now, there are speed cameras on many junctions in Saudi of which some are fitted with ANPR (Automatic Number Plate Recognition) so if drivers jump a red light, they are quickly identified and it wasn't unusual to be sentenced to several days in prison. Stuart told us a funny story.....one day, he was in the city and came across a row of Uber drivers sat on the wall. He wondered what they were doing so asked someone. They had all either been caught speeding or had jumped a red light and were waiting to be taken to prison!!

As well as looking at the cars on the roads, Stuart told us he also looked at motorcycles. However, due to the excessive heat, many motorcyclists would take refuge under bridges to avoid getting too hot and so this part of the role was rather ineffective due to the heat of 50°C.

The weather in Saudi Arabia was very up and down and there can be sand storms or fog, each making visibility poor. He showed us an example in Kuwait when the regular fog had descended. Driving standards were still chaotic and many vehicles were on the road. Stuart asked if everyone was ok to watch a video of the crash and as everyone agreed, we all watched a multi vehicle crash which resulted in multiple deaths that day. We also saw pictures of vehicles tailgating: a very good explanation of why the crash had happened. In the wake of this, barriers now close off roads which are dangerous if the weather is bad.

In Saudi Arabia, the licence plate on a vehicle is proof of its MOT. Consequently, there are many counterfeit plates used and along with sub-standard parts and the tailgating, there are still quite a lot of accidents but now, after Stuart and his teams' efforts, the penalties are much more severe. Police drivers now use mobile phones and helicopters are used to back them up with both road incidents as well as helping with dispersing youth activities. Trucks are forbidden to go through Riyadh during the day with the gate only being opened at night and so trucks can be seen speeding down the roads sometimes three abreast which of course leads to accidents.

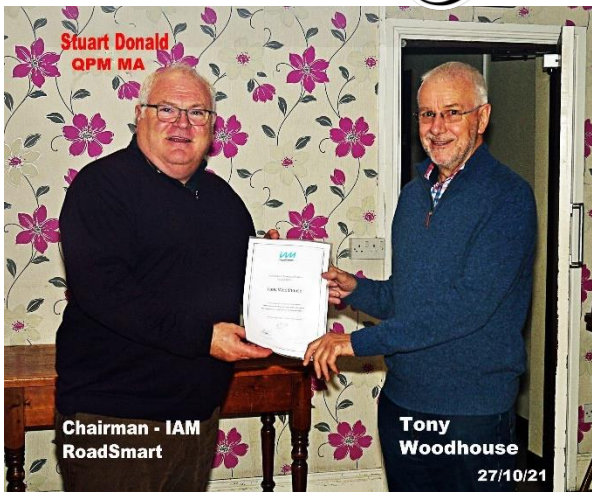
Stuart went on to say that congestion is a big part of the problems in Saudi, due to the large volume of vehicles. One day, he was taken to a traffic control room which was almost derelict but following his and his teams' efforts, they now have purpose built call centres and can control the traffic via the traffic lights and manage police patrols.

The final part of Stuart presentation was the question, did he make a difference? Well, the short answer is YES he did. Following an announcement by the Crown Prince, women are now permitted to drive; the police now wear body cameras for their own and others' protection; there have been special driving test centres set up for women; there has been a 40% reduction in people being killed or injured on the roads; last year, Stuart was asked to review the contracts for the use of speed cameras.

After the presentation finished, Stuart asked if anyone had any questions. One question was are the drivers insured? Stuart replied most are in the city but many are not in which case, their vehicles can be seized and kept in a compound and the owner then has to pay a premium/storage charge to get it back. However, not many vehicles are worth paying the charge for, so there are many abandoned cars to be found in the desert many of which self-combust due to the combination of heat and fuel. Terry thanked Stuart for his time and an exceptionally good night and I have to say that I found it an extremely interesting and informative presentation by Stuart. I am sure that all those who attended found it just as good as I did.



# You did it! Congratulations



Go to **Tony Woodhouse** on receiving his Advanced Driver Certificate from Stuart Donald.

Tony's observer was **Ian Greenbeck**.

And also, to **John Wigmore** on passing his Check Tester Assessment



*With the current price of fuel, Laughter is sometimes the Best Medicine.....*



Many thanks to Terry Heath for supplying me with the above



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## Government Takes Action against M25 Climate Protesters

**National Highways wins interim injunction to prevent protesters from occupying the M25. Those who breach the injunction will be in contempt of court and at risk of imprisonment and an unlimited fine. Ministers condemn activists for undermining their own cause and endangering lives**

Activists who have been carrying out a string of disruptive demonstrations along the M25, causing travel chaos for tens of thousands of people, will be in contempt of court if they breach the terms of an [interim injunction](#) won by National Highways today (22 September 2021).



Breach of the injunction can be punishable by up to 2 years in prison and an unlimited fine, serving as a deterrent for anyone thinking of re-joining the disruptive action. National Highways intends to return to court to extend the injunction and potentially seek additional powers of arrest. The government's intervention will help dissuade activists from carrying out any further disruption.

Transport Secretary Grant Shapps said:

'We will not let these demonstrators wreak havoc on our roads, disrupt thousands of people's journeys and put lives in danger. Not only are they creating more traffic and pollution, they are alienating the public from their own cause. Today, we're taking action, bringing in further measures to stop those taking part in these self-defeating protests, while we continue the work we're already carrying out to clean up our air and reach net zero'

Home Secretary Priti Patel said:

'This injunction is an important step in stopping these activists putting lives needlessly at risk on our busy roads. Peaceful protest is a cornerstone of our democracy and there will always be space for people to make their voices heard. It cannot be at the expense of public safety. The police have our full support in cracking down on this reckless behaviour'

Policing Minister Kit Malthouse said:

'These protests have endangered the lives of road users and the police officers who have responded quickly and responsibly. The police should be fighting crime in our neighbourhoods, not chasing activists across busy motorways. This is why we are taking this action now and we'll be working with National Highways on a full injunction'

The government is already [ending the sale of new petrol and diesel cars in the UK by 2030](#), investing billions of pounds to help industry and drivers make the switch to cleaner vehicles, and will continue its work to install thousands of chargepoints and boost the development of new technologies to meet ambitious net zero goals.

Campaign group Insulate Britain's recent demonstrations have led to considerable disruption on one of the UK's busiest motorways – creating a backlog of traffic and more pollution – as well as blocking the emergency services from reaching those whose lives are in danger. Over 200 people involved with the demonstrations have already been arrested and previous actions of Extinction Rebellion – of which Insulate Britain is an offshoot – have cost the UK taxpayer £50 million.

*Extract taken from Highways England October 2021 Newsletter, provided by Brian Woods, via Terry Heath. Source: Gov.uk*



### Advertising in our Newsletter

If you or anyone you know would like to advertise in our newsletters, please contact Jan on 07834 170678 or email: [publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org)

The cost of advertising is:

Full page - £40.00: Half page - £20.00

Costs are per annum and there are 12 monthly issues

## Dates for your diary...

If you have any articles, photographs or anything you feel may be of interest for the **December** edition, please feel free to email me at

[publicity@scunthorpegrimsbyadvancedmotorists.org](mailto:publicity@scunthorpegrimsbyadvancedmotorists.org) no later than **15<sup>th</sup> November** please.

**Committee meeting dates for this year are: 10<sup>th</sup> November and 8<sup>th</sup> December. PLEASE NOTE:**

**Meetings are to be held at the Redbourne Club in Scunthorpe.** (Subject to change re government advice)



**10% saving exclusively for Members**

Be-Seen Screen is the road safety innovation for motorists. If you breakdown, it improves visibility and could provide vital extra seconds of awareness that can help to prevent serious accidents. IAM RoadSmart members now have an exclusive offer of a 10% discount on the £54.95 cost of this new motoring safety product.



[READ MORE >](#)



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*yummy*  
SANDWICH SHOP  
278, Pelham Road, Immingham, North East Lincolnshire



We are a small family run business, serving the whole of Immingham and surrounding areas including the Docks, Offices and Households. All our food is home cooked and freshly prepared daily, making for a very busy environment!



Our delicious, Scrummy Yummy Steak Pie is well known throughout the area and beyond and our Sunday dinners are so yummy and so in demand! Our staff and products were featured on Estuary TV and latterly noted by Compass FM in 2018 as one of the best.

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[www.scrummyyummy.net](http://www.scrummyyummy.net)



**Mmmmmmm....Have you been Scrummy'd yet?**

Show us photo identification along with your current IAM membership card and we'll give you 10% off your order!

**Mike Pearson** got in touch with Terry Heath with his thoughts on some speed limit signs and the junction of the M18 north and M180 east, at the Doncaster North Services roundabout.

Good afternoon Terry,  
I'm not a great one for interesting occurrences, but recently had a couple.

The first seems to be inconsistent speed limit signs; I was under the impression that all lanes on a dual carriageway were subject to the same speed limits, but now I'm not so sure!!



Not sure the best thing to do with the attached photo, but thought it might interest you or the other members. The speed limit on the left is a little difficult to see, but is 40, whilst the one on the right shows 50, on a three lane dual carriageway, not too far away from us. The tram sign might give the location away to some.

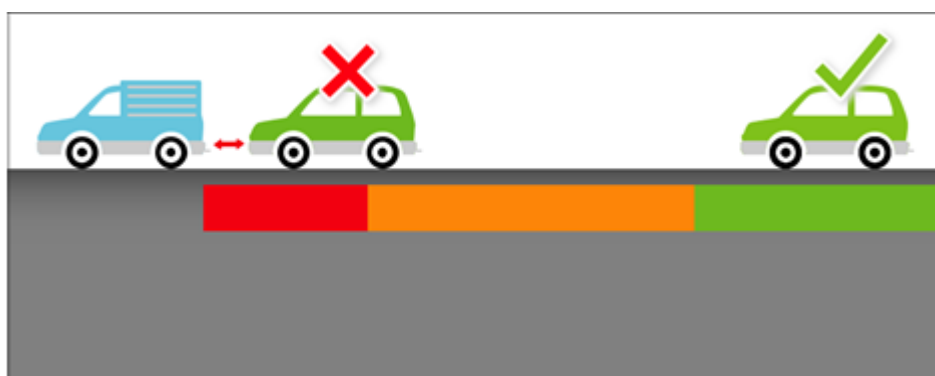
The second, on a Sunday journey to the Peak District, I had an interesting experience traveling along the M180, onto the M18 south bound. There is a protected lane for vehicles traveling from the M180 onto the M18 south bound, with the other lanes (Doncaster North Services, M18 north bound and M180 east bound) governed by traffic lights. The lights for the three lanes changed to red. Nothing to do with me in the protected lane, or the vehicles ahead of me, or so I thought. How wrong can you be? The car in front of the car in front of me decided red means stop, so he did! Completely stationary. Thankfully everyone was reasonably spaced apart, and he didn't end up with a re-arranged rear to his car but it could have been so different had the usual **tail-gating** been in use.



Rgds  
Mike Pearson

Both Mike and myself would be grateful for your thoughts on both of these situations. On the first, and I may be completely wrong, but I think it's the parkway just outside Sheffield city centre, heading towards Darnell. I believe the 40mph sign *could* be, albeit (appearing to be) a bit too far forward, intended for the slip road to the Nunnery Square Park & Ride Tram stop just behind the police HQ with the 50mph limit for the three lanes on the parkway, heading towards the derestricted area further on.

Do you agree or do you have another explanation?



**Foot Note:** The above signs have now been changed and correspond with each other.

## A little bit of what you fancy! – Sticky Toffee Apple Pudding

Coming up to Bonfire Night, the kids will be having toffee apples. Treat yourself to a more grown up version with this scrumptious Sticky Toffee Apple Pudding. Recipe serves 6 adults or 4 adults and 4 kids.

### Ingredients

- 85g butter, melted
- 140g self-raising flour
- 100g golden caster sugar
- 1 tbsp baking powder
- 200ml milk
- 1 egg, beaten
- 1 tsp vanilla extract
- 2 Bramley apples (or other cooking) apples, peeled, cored and sliced

### For the topping

- 140g dark brown sugar
- 50g pecan, roughly chopped



Recipe taken from BBC Good Food.

### Method

Heat oven to 180C/fan 160C/gas 4. Grease a 2-litre/3½-pint ovenproof dish lightly with butter. Tip the flour, sugar and baking powder, along with a pinch of salt, into a large bowl. Mix together the milk, butter, egg and vanilla extract and stir into the dry ingredients until you get a smooth batter. Arrange the apples in the dish, spoon the batter on top and smooth with a knife until the apples are covered.

For the topping, pour 250ml boiling water over the sugar and stir together until smooth. Pour the liquid over the pudding mixture, then scatter over the pecans. Bake for about 40 mins until the pudding has risen and is golden. Use a big spoon to serve the pudding, making sure you get some of the gooey caramel sauce covering the bottom of the dish. Serve with pouring cream, warm custard or vanilla ice cream.



## Can you use your phone as a sat nav? Courtesy of Brain Woods via Terry Heath

Yes. But only if done correctly. Using a sat nav incorrectly could not only land you in trouble with the police, but it puts you, your passengers and other road users at risk.

Drivers must exercise proper control of their vehicle at all times. Using hands-free equipment is still considered a distraction and a risk when driving. Always pull over in a safe place before attempting to program or use your smartphone or sat nav device in any capacity. Penalties can be issued for holding/touching a mobile phone while driving which apply even when stationary at traffic lights or queuing in traffic.

### How to set-up your sat nav safely

Whether you're using a traditional sat nav or an app on your phone, take a look at the tips below on how to safely set-up your navigation before you travel.

#### Position

Mount your sat nav as low as possible on the windscreen. If using a phone, holster it securely, and on the air vents if possible, so you do not need to hold or interact with it while driving.

#### Program

Set-up your sat nav before you leave. Make sure the address and location is correct and the audio is turned on. You should not interact with the device once you start driving.

#### Remember a charger!

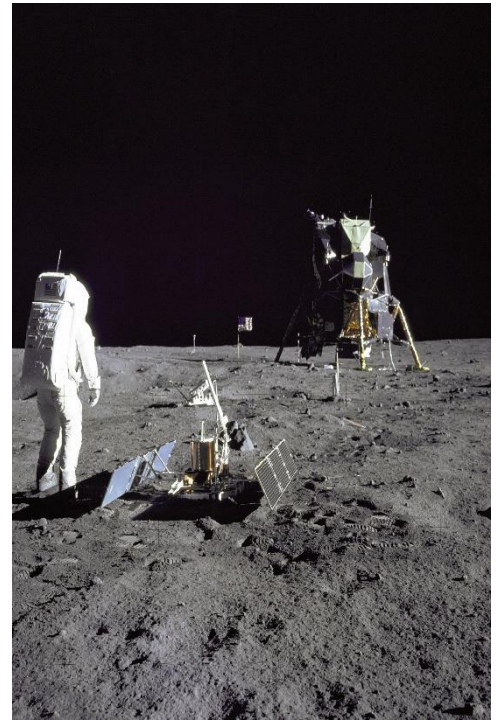
You don't want your sat nav to run out of charge and end up lost. Always remember to pack a charger and keep your device plugged in if you're not sure it will last the whole trip.



## Did You Know? - The Moon has Moonquakes?

Earthquakes on our planet come in one major variety, although the range of severity can be dramatic. They are caused by the shifting of tectonic plates, typically when a large chunk of that rock breaks, releasing the energy that has been building up over time. This releases seismic waves along the fault line (border between the massive tectonic plates), due to the rubbing and friction of the plates as they readjust and re-settle. Since the 1970s, tens of thousands of moonquakes have occurred on the surface of the moon.

How do we know that, since we haven't been back to the moon since December 1972? Well, on that fateful mission of NASA's Apollo 17, astronauts left seismometers at various landing locations on the moon, which can detect seismic activity with great precision on the lunar surface. These seismometers were only active for 5 years, shut down for budgetary reasons in 1977, but they recorded more than 12,000 quakes in that span of time! In comparison, there are about 20,000 earthquakes on Earth each year, but our planet is much larger, and many of those quakes are very weak and go completely undetected by humans; only sensitive instruments are able to detect them.



### The 4 Types of Moonquakes

On the moon, there are four different types of moonquakes: **deep moonquakes, shallow moonquakes, meteor impacts and thermal moonquakes.**

**Deep moonquakes** happen extremely often, typically on a cycle of roughly 27 days, and occur nearly 700 km below the surface of the moon. Most believe that these are caused by the tidal pull of Earth on the moon. The moon may cause the tides of our oceans to move, but the Earth also acts on the moon in even more dramatic ways, literally cracking the deep rocky core of the moon!

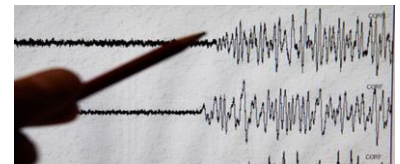


**Meteor Impacts** can also cause moonquakes, and since there is no atmosphere on the moon, every small meteorite that is headed for the moon will strike it, rather than burning up in the atmosphere, as they do on Earth. These impacts cause rippling earthquakes that can be detected by those seismometers.

**Thermal Moonquakes** are perhaps the most interesting of the four, caused by the change in temperature on the frigid surface of the moon. For two weeks at a time, half of the moon is enveloped in darkness, and the temperatures can fall to -240 degrees Fahrenheit. When that same surface makes its return to the sunshine, the temperature swings wildly back to +250 degrees Fahrenheit. When the frozen crust suddenly expands, it can cause a moonquake.

**Shallow Moonquakes** are the most powerful and the most worrisome for researchers and those eager to colonize the moon. Of the four types of quakes, these are the ones that could do some real damage. The exact cause of these shallow quakes is unknown, but they can reach a magnitude of 5.5 on the Richter scale and occurred 28 times between 1972 and 1977. The thing is, the moon is a "one-plate" celestial body, much like Mars, and lacks active tectonic plates.

Scientists posit that these shallow moonquakes may be caused by the collapsing rims of large, relatively recent craters (caused by meteor impacts), which send long reverberations throughout the surrounding areas. To put these shallow moonquakes into perspective, a 5.5 on the Richter scale is enough to crack plaster and move buildings, which could be potentially deadly for any permanent settlements on the moon, particularly since any crack in the oxygen seal could be catastrophic for a future colony.



## How Long Do Moonquakes Last?

Quakes on our planet tend to last between 10 and 30 seconds, and some may last up to two minutes. The longest ever recorded on the planet was nearly ten minutes, but that is extremely rare. Moonquakes don't seem to have such strict schedules, and on average, they last far longer than quakes on Earth.

When the tectonic plates rumble and an earthquake occurs, the huge amount of energy spreads out through the mineral-rich crust of the earth, which has largely been infiltrated by water in the stone. In effect, this makes the material slightly more compressible, and able to absorb energy and seismic waves, diminishing the power and slowing the shaking. Even so, they can still be scary – and unexpected!

On the moon, things are very different, as the entire ball is hardened, rigid and dry. When a tremor rocks the surface of the moon, it resonates powerfully, without anywhere to naturally dissipate. It isn't uncommon for a moonquake to last for ten minutes or more, and for smaller trembling to continue for hours afterwards.

## Moonquakes and the Future



Although this is still years away, a lunar colony would need to consider the potentially devastating effects of moonquakes on the structures and inhabitants. At present, all of the seismometers were placed in a rather small area near the Apollo landing site. Very little is known about the moonquake activity near the lunar poles, or whether there are certain areas of the moon where moonquakes are less common.



## Caught *my* Eye - Kia EV6 Overview

### WHAT IS IT?

It's a large, pure-electric hatchback SUV with polarising styling, tonnes of useful tech and excellent attitude, in the same vein as the equally recent Ioniq 5 from Hyundai. Literally. And yes, both are much bigger than they appear in pictures - it's not just perspective. We've already driven the



Hyundai Ioniq 5 and liked it very much, and Kia's EV6 is essentially a platform-share/sister car with the '5 and the forthcoming Genesis GV60, thanks to an interwoven corporate and brand structure that's big on common resources. It's based on the new electric-global modular platform called E-GMP, has the same (standard in the UK) 800-volt charging architecture and largely the same hardware and drivetrain options. All get more than 300-miles of WLTP range, and we don't get the smaller-batteried (58kWh battery, 250-miles of range) cars in the UK, at least at launch. Interestingly, it comes with a slightly bigger battery as standard (77.4kWh useable plays 72.6 for the Hyundai) and a marginally shorter wheelbase than the Ioniq 5, so these two aren't twinning as much as some people might imagine. And yet it is a very different car.

### HOW SO?

While the EV6 might share the basic theory as the Ioniq 5, it has less boot space, feels much more intimate inside (the '5 is very big on the feeling of interior volume, the EV6 much less so), and from the off feels much more driver-focussed. There's more direct and distinct steering, better body control - still in context of a more-than-two-tonne electric SUV, mind - and sharper responses. Sport mode, accessed from the small paddle at the bottom left-hand side of the wheel, brings faster throttle response and heavier steering (as well as a red-for-danger dash and more fake noise), but genuinely makes the EV6 feel more



committed. And it's fast - the throttle maps might not have the neck-breaking jolt response of something like a Porsche Taycan, but it's well judged and gets away from pretty much anything bar a full-on sportscar from a standstill, even as this middle of the range two-motor version. Saying that, it's wise to note that this really isn't a lithe B-road dissector - the sheer width and bulk of the EV6 means that you have to be cautious when on smaller lanes, though A-roads are dispatched with that easy nonchalance that very good electric cars excel at.

Quality is excellent even on the early cars that we've had access to, and the gadget-count will have button-fetishists frothing - everything from advanced ADAS (advanced driver assist systems), to the latest safety kit and stuff like a huge head-up display that stretches over a good portion of the driver's view. There are a couple of 12.3-inch screens that make up the interior information portal, the left-hand side one being touchscreen, the one in front being info-only, and there are actual knobs to control temperature and a haptic bar between them to do all the other stuff. It's well laid out, although it would take more than a minute to decipher all of the various functions. It's full of detail though, and feels forward-thinking, rather than an agglomeration of elements. It's pretty damn good, all told.

### WHAT IS IT LIKE TO DRIVE?

Good, in a word. More sprightly and engaging than the Hyundai Ioniq 5 (which has its own, more relaxed, appeal), with some genuinely surprising dynamic quirks. You'll feel it pull with the front axle if you overload the grip, and the ghost of interesting AWD systems plays out in low-grip situations. It's a weird thing to say, but in certain situations, it feels like an obese Nissan GT-R - which bodes well for the forthcoming fast one, which will be simply labelled 'GT', and that will have getting on for 600bhp equivalency and a 3.5-second 0-62mph time. Phew.



### SO, WHAT ARE THE OPTIONS?

Well, there are four trim lines that consist of the base EV6, then GT-Line and GT-Line S and finally the full-fat GT, and in the UK they all get the nice big 77.4kWh battery and 800-volt charging ability. They all do 115mph top speed, interestingly (apart from the GT). The base EV6 comes with one motor for the rear wheels, 225bhp and the headline 316 miles of range. You can get the same rear-wheel drive drivetrain in the two plusher specs, but in those two middle specifications, you also get the option of another motor for the front axle that brings all-wheel drive and more power and performance. So, you can have GT-Line and GT-Line S with four-wheel drive, 320bhp and a 5.4 second 0-62mph time, but with more power comes more weight and less range, so you'll only see just over 300 miles, as long as you stay steady on the accelerator. Over and above them all is the GT due in 2022, which gets... well... everything. Two motors, four-wheel drive, 584bhp and that 0-62mph time of 3.5 seconds with a top speed of more than 160mph. Which will be very interesting. But yes, as usual for more potential performance you get less WLTP range - the GT will only manage 258 miles. The car we're driving here is a slight mish-mash of specs, but basically is a GT-Line AWD with 320bhp - and it feels like a bit of a sweet-spot in terms of performance for everyday use.

### WHAT IS IT LIKE ON THE INSIDE?

This is probably where you see the biggest difference to something like an Ioniq 5. The EV6 forgoes the Hyundai's flat floor and moveable centre console in favour of a static centre section (with tonnes of storage) and a much more intimate feel. Where the Ioniq 5 is determinedly a lounge, the EV6 has a cockpit - although you will recognise the screens and the general crisp response of the touchscreens. There's the now-familiar use of recycled PET bottles in the dash plastics, 'vegan' fake leather and all the hipsterish PR, but generally, quality is excellent, design is intuitive and attractive and it all works. It's also smaller in terms of interior volume, but that doesn't actually mean it's small.





And although the boot is noticeably less useful than the Hyundai, it still manages 490-litres with the back seats in place and 1,300 with them folded. Not acres, but enough. And yes, there's a 20-litre frunk for small items under the front clamshell which will prove more useful than you think.

An interesting point might be that badge-snobbery has a hard time here. Go on the actual product and you'd be hard-pressed to find something that really stood out compared to much more established names.

### WHAT SHOULD I BE PAYING?

That base EV6 costs just under £41 thousand pounds. And if you want a slew of numbers as we have them, the GT Line with rear-wheel-drive costs £43,895, and if you spec the 4x4, it's £47,395. Same deal with the GT-Line S: £48,395 for the RWD version, £51,895 for the more powerful all-wheel drive.

### WHAT DO YOU GET FOR THE MONEY?

As standard, all EV6s get the cool stuff. As we said, they all get the big battery and 800v charging system. They all get the big screens, LED headlights, vegan leather upholstery, heated front seats and steering wheel, air-con, parking sensors and lots of driver assistance systems, apple Carplay and Android Auto and



all the usual electronics. If you upgrade to the GT-Line, you get different 19-inch alloys, electric seats with folding 'relaxation' option, the vehicle-to-load plug (you can, in theory, charge another electric car, or just use a kettle/hairdryer), some different styling and some other bits. And GT-Line S adds 20-inch wheels and more plush - stuff like a Meridien stereo, more sensors, the augmented reality head-up display, a panoramic sunroof and power tailgate. The full-fat GT gets bucket seats and electronically

controlled suspension, 21-inch wheels, a limited slip differential for sporty driving, and interestingly, it's the only model with an energy-maximising heat-pump as standard.

### SPECS AND PRICES

EV6 Electric Estate (2021) specifications for each derivative					
Title	0-62	C02	BHP	MPG	Price
<a href="#">Kia EV6 166kW 77.4kWh 5dr Auto</a>			226		£40,840
<a href="#">Kia EV6 166kW GT Line 77.4kWh 5dr Auto</a>			226		£43,840
<a href="#">Kia EV6 236kW GT Line 77.4kWh 5dr AWD Auto</a>			321		£47,340
<a href="#">Kia EV6 166kW GT Line S 77.4kWh 5dr Auto</a>			226		£48,340
<a href="#">Kia EV6 236kW GT Line S 77.4kWh 5dr AWD Auto</a>			321		£51,840

Extract taken from BBC Top Gear

I must say that this car sounds fabulous and to be honest although I've said for a while that I don't think I would like an electric car, I wouldn't mind having one of these! Looking at the price range though, unless we win the lottery or something, it won't be anytime soon.

Paul Cassell, SAGAM's observer trainer, arranged for our observers to go into the Pentagon Showroom in Scunthorpe after hours to view, and in some cases, try out their Seat and/or Peugeot electric cars. I was invited to go along too, so you could also have the opportunity to experience the night through the write up, which will be in December's edition.



*Laughter will always be the Best Medicine ~ ~ ~*

*I got pulled over by the police ...He came to the window and said papers ...  
I said - scissors, I win - and drove off*

*He must have been desperate for a rematch 'cos he chased me for ages!*





# Safety Alert

## PHEV extension lead charging

5 October 2021

### Background information

- A plug-in electric hybrid vehicle (PHEV) was being charged through a connection of an extension cable at an outstation.
- The extension lead was a three-pin (G-type) connection, which was then plugged into a socket in a store room.
- The extension lead had been used to charge vehicles for some time, sometimes with two vehicles being charged at the same time.
- An employee who was attempting to charge the one of the PHEV using this method, when they noticed that the vehicle was not charging and began investigating why.
- The switch had not tripped and the extension lead was checked using another electrical device. There was no action from the device.
- The extension lead was completely disconnected from all devices and the employee opened the plug. This showed the damage to the plug around the fuse area, as shown in the image.
- The duty Team Manager was informed of the event and the extension lead method of charging discontinued.
- Guidance had previously been issued by the Vehicles team regarding the vehicles, which includes charging.



### Lessons Learnt

- No vehicle should be charged via indoor mains supplies.
- Only use dedicated PHEV charging points.
- Only use equipment that you have been briefed on its correct use, if in doubt ask.
- If any equipment appears defective, do not use, quarantine and report the defect.
- Do not tamper with or disassemble any equipment which you are not trained or authorised to do so.
- If you are unsure or do not understand a briefing or guidance issued, ask.

### NHa272

If you have any queries about this safety alert information announcement or any other safety announcement then please contact [Bobby.McHale@highwaysengland.co.uk](mailto:Bobby.McHale@highwaysengland.co.uk)

**home safe  
and well**

## Back Care Awareness

These days and with the current situation seemly getting worse by the day, more people than ever are working from home, either temporarily due to social distancing (also called physical distancing), or permanently as a remote professional. If you've found yourself and your laptop at the kitchen table or at a makeshift desk, do what you can to make your workspace as supportive and comfortable as it can be. After all, you don't want working from home to be a pain in the neck – or shoulders.

### Position Yourself for Success






How you sit while working makes a difference. While your home may not be the best work environment long-term, do the best you can to safeguard your joints and muscles. It might be a good idea to check your home for props, such as stacks of books to raise your monitor and to get yourself and your equipment positioned the right way. If you can, work from a firm chair positioned at a desk or table. A soft couch isn't your friend for hours on end. Sit right, and don't forget to get up and shake it out to avoid aches and pains.

Set a timer to remind yourself to get up once an hour to:

- Stretch and walk around
- Bend over and touch your toes
- Do some jumping jacks
- Run in place
- Roll your shoulders slowly
- Do arm circles to get your blood flowing

These activities won't just help your body, they will also help your mind and concentration. If you use a lumbar support cushion, change its position on your chair. If you can, do some of your work, such as phone meetings, while standing or even walking.

### Ways to Avoid Neck and Shoulder Pain When Working from Home

	<b>Tip 1:</b> Feet firmly on the ground. Keep your feet flat on the floor and slightly ahead of your knees, which are bent at a 90-to-120-degree angle. Use a lumbar support cushion or if one is not available, grab a small throw pillow to alleviate back pain.
	<b>Tip 2:</b> Shoulders relaxed and natural. Shoulders are relaxed, upper arms fall normally at your sides and elbows are close to your body. Head is generally in line with your body — not thrust forward — and the middle of your computer monitor is at eye level
	<b>Tip 3:</b> "Arm" yourself for success. Hands and forearms are parallel to the floor. The ideal keyboard position is slightly below the height of your elbows and sloped slightly away from you. This position allows your upper body to relax and keeps circulation from being cut off in your lower arms and hands.
	<b>Tip 4:</b> Neck-free when talking. Use earbuds, a headset or speakerphone so that you don't have to tilt your head and hold the phone between your neck and shoulder.
	<b>Tip 5:</b> Keep moving. Even with the best posture, you can get aches and pains from sitting in one position for too long.

### Other Ways to Relieve Neck and Shoulder Pain

If you do develop [neck](#) and [shoulder pain](#) that you can't manage from your home office:

- Take a hot bath with magnesium sulphate (Epson salt)
- Alternate ice, then heat on the affected area
- Have your family member give you a massage

*Extract taken from Highways England October Newsletter, provided by Brian Woods, via Terry Heath. Source: Gov.uk*

## New Crash Statistics reveal e-scooter casualties for the first time

The UK's largest independent road safety charity, IAM RoadSmart, is calling for the Government to make up its mind now to drive down injuries on UK roads caused by e-scooters. The plea comes after Department for Transport's (DfT) latest findings in: Reported Road casualties Great Britain, annual report: 2020 revealed for the first time that there were 484 casualties involving e-scooters, of which one person was killed, 128 were seriously injured and 355 slightly injured.



These findings come after e-scooter firms were given the green light to start trials on UK streets in July 2020, sparking a surge in e-scooter usage. This decision was made in light of COVID-19 and social distancing regulations, which meant people needed to get around without resorting to buses and trains. However, the results of these pilot schemes have been delayed again and again, meaning a full review of the status of this new form of transport is yet to be established.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "By delaying yet again the results of the pilot schemes we have another Christmas looming where people will be buying and using a totally unregulated form of transport in the UK. The pilots were launched in July 2020 and are now not due to finish until March 2022, plus the time required after that for analysis and legislation – this has taken far too long in our opinion. In the meantime, the police should make it absolutely clear that anyone caught riding an e-scooter outside private land or a trial area will have their vehicle seized immediately. E-scooters may have a role to play in the future transport mix, but this can only happen once their legal status has been made completely clear and that cannot happen soon enough"

The need to clarify their legal status is further stressed by safety concerns revealed in a [recent survey by IAM RoadSmart](#), which received over 1,850 responses. Indeed, the survey uncovered that the safety of pedestrians and cyclists was the most important consideration (94%) for formulating new legislation on e-scooters. The DfT's latest report also revealed that between 2004 and 2020, serious injuries of cyclists (adjusted) rose by 26% and fatalities increased from 134 to 141 (5%). However, this is because pedal cycle traffic has also risen between 2004 and 2020, at a rate faster than serious injuries. And in the period from 2015 to 2020, an average of 2 pedal cyclists died and 83 were seriously injured (adjusted) per week in reported road casualties.

Neil added: "While there are signs of improvement, with cycle traffic increasing at a faster rate than serious injuries, it is important to recognise that cyclists are one of the most vulnerable road user groups. Cyclists are harder to spot for drivers on the road, and they are not protected by a metal cage in the same way car users are. The most common factor allocated in pedal cyclist versus other vehicle collisions was 'Driver or rider failed to look properly', underlining the critical importance of observation and anticipation in ensuring we can all share the roads safely."

The full report from DfT can be found [here](#).

*Extract taken from IAM Newsletter posted on 01/10/2021*



Just a reminder.....

**IAM RoadSmart warns of the impact Covid-19 could have on your road safety if your MOT is due soon** A small minority of drivers and riders are risking their lives by putting off their annual vehicle check (MOT). It's not just about their own safety, as they could be affecting other people's lives by gambling with their vehicle's fitness for the road.

[Find out more](#)

## John Gillespie Magee

(9 June 1922 to 11 December 1941)

As well as being the eightieth anniversary of the Battle of Britain, this year will be the eightieth anniversary of the untimely death of John Gillespie Magee - poet and fighter pilot. Although he died in Lincolnshire, Magee's life started in Shanghai China, where he was born to an American father and British mother, who were both serving as Christian missionaries. After spending his early years in China, Magee was sent to Boarding School in Rugby, England where he excelled in English and even won a prestigious poetry prize.



The year 1937 saw the Japanese invasion of China, and his parents fled to the United States, which initially remained neutral, even after the outbreak of the Second World War. In 1940 Magee joined his parents in America, but remained determined to join the conflict in Europe. At the age of eighteen he decided to forgo his place at university, and crossed the border to Canada. Although he was an American citizen

and the States were still officially neutral, he was permitted to join the Royal Canadian Air Force, where he learned to fly and was selected as a fighter pilot. He was posted to Britain and specifically Llandow in Wales, for Spitfire training. It was a training flight here that prompted his best-known poem "High Flight". A few days later, 3<sup>rd</sup> September 1941 he committed it to paper on the back of a letter to his mother, with the comment that he started it at 30000 feet and finished it soon after he landed.

Magee served in Royal Canadian Air Force 412 Squadron at RAF Digby, part of 12 Group, Fighter Command. Situated about 12 miles south of Lincoln, Digby and its nearby satellite airfield of Wellingore were initially populated with Supermarine Mk 2a Spitfires, but by Magee's time these had been replaced with the Mk5b variant. It was in one of these (registration VZ-H) that he saw his only action on 8<sup>th</sup> November 1941. Whilst on bomber escort over Lille in northern France he expended 160 rounds of .303 calibre ammunition but did not score any hits. It was barely a month later when, on 11th December following a routine training flight in the same aircraft (VZ-H), he was descending through cloud towards Digby and was in collision with another Spitfire. He attempted to bail out but was too low and was killed instantly. The other pilot Ernest Griffin attempted a crash landing but was also killed. Both are buried in the local War Grave site at nearby Scopwick Lincolnshire. As well as being considered the National Anthem of pilots, his poem "High Flight" became a more fitting memorial than any statue when President Reagan quoted it during his eulogy for the Challenger Space Shuttle disaster in 1986.

*Oh! I have slipped the surly bonds of Earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
of sun-split clouds, — and done a hundred things  
You have not dreamed of — wheeled and soared and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air....  
Up, up the long, delirious, burning blue  
I've topped the wind-swept heights with easy grace.  
Where never lark, or even eagle flew —  
And, while with silent lifting mind I have trod  
The high untrespassed sanctity of space,  
- Put out my hand, and touched the face of God*

Pictures: John Gillespie Magee. The CWGC cemetery at Scopwick, Lincolnshire. Magee's grave, Scopwick CWGC Cemetery. Challenger Memorial. Article very kindly supplied by John Wigmore



## Speed limiters to be fitted on all new cars by 2022



The top speed you can legally drive on UK roads is 70 mph. So why can cars reach speeds up to 100 mph?

The [European Transport Safety Council](#) has investigated this. It says that 26,000 road deaths happen in Europe every year, and speed is one of main reasons for this figure. As a result of this research, new speed limiting software called the Intelligent Speed Assistance system (ISA), has been developed. The software will be mandatory for all new cars from next year, despite the UK leaving the EU.

### How does the Intelligent Speed Assistance system work?

The ISA uses either a video or a GPS-linked system to detect speed signs. The system alerts the driver if they're [going over the speed limit](#), and if the driver doesn't slow down the ISA should intervene. The system doesn't involve the car's braking system, though. After a series of alerts, if the driver doesn't apply the brakes, the vehicle reduces power to the engine. The car should then naturally slow down to the new speed limit. Automatic detection of pedestrians and cyclists was also approved alongside the ISA.

### Is the ISA responsible for keeping the car at the correct speed limit?

Matthew Avery, director of research at [Thatcham Research](#) warns that there are limitations to the technology when it comes to detecting speed:

"Speed signs can often be obscured or inaccurate, while GPS mapping can be out of date. Temporary limits and road works can confuse the system too. This could lead to speeding fines if the system isn't picking up the limit correctly. And drivers will still be liable, whether they were relying on the system or not."

[The ETSC](#) says that the technology used in ISAs has a high level of accuracy. It has the ability to detect temporary speed limits, digital signs and overhead signs. ISAs also have an in-built function which means it can detect over-the-air updates to speed limit information. But ultimately, the car's speed is the driver's responsibility, The ETSC says:

"ISA is a driver assistance technology: the driver, not the car, is responsible for obeying the current speed limit at all times."

If the ISA detects a lower speed limit than permitted the driver would be able to override the system. The same applies if the ISA detects a higher speed than allowed. The driver would have to slow the car to the correct speed. Driving assistance tools like ISAs are there to 'assist' drivers, not take full control of the vehicle. So even with the system, you're not guaranteed to escape speeding penalties.

### Will the Intelligent Speed Assistance system affect my car insurance?

The European Transport Safety Council believes that the technology could reduce road collisions by 30% and deaths by 20%. If those forecasts prove accurate, then as well as making the roads safer there should be fewer car insurance claims. Fewer claims could see premiums fall. After all, insurers base their premiums on risk. And if there's a lower risk of a claim being made, the cost of insuring your driving could be reduced

### Will I need to install the Intelligent Speed Assistance system in my car?

Not yet. ETSC have told us that these systems don't need to be retrofitted, so you won't need to fork out to get one installed in your motor just yet.

### Which cars have the Intelligent Speed Assistance system installed already?

Many Ford models already use the ISA system, as do Mercedes-Benz, Peugeot/Citroen and Renault cars. Volvo has welcomed vehicle speed limiters, too. It was the first manufacturer to roll out the system across all its models. The company will cap the speed of all new cars at 112 mph.

Avery goes on to say:

“Euro NCAP has tested manual speed limiters since 2009 and has long promoted their fitment to new cars. In fact, most new cars now have ISA fitted as standard. In 2018 manually-set ISA systems became a requirement as part of the five-star Euro NCAP rating for safety.”

Volvo is also developing ‘smart speed controls’ that should detect when a car is driving near a vulnerable site, such as a school or a hospital. It’s hoping to develop the technology to improve driver behaviour.

**Will the UK adopt speed limiters even though we've left the EU?**

[The Vehicle Certification Agency](#) will continue with EU regulations even though we’re no longer part of the EU, so the speed limiting rules will apply to the UK. Even if the rules didn’t apply, it’s unlikely that EU-based vehicle manufacturers would make models with different specifications just to please our market.

**Is there a way to override the system?**

The system has an on/off switch. The default setting for the system is on, but the speed limiter can be disabled by being switched off – at least for the time being. It’s possible that the authorities might scrap the option of [turning it off in the future](#). If you turn it off, it should stay off until you restart the vehicle. Even when the ISA system is on, there are some circumstances when you can override it. An example of this is if you’re overtaking on a road where there’s a decrease in speed limit. After alerting you, the car should automatically start to slow down. By pushing down hard on the accelerator, you can override the system and complete the manoeuvre safely. If you stay above the speed limit, the system should sound a warning and display a visual alert. The alerts remain on until the driver is within the speed limit.

**What are the benefits of the Intelligent Speed Assistance system?**

Besides the life-saving potential of the technology, it’s thought that [car insurance](#) premiums could be lower. [Fuel efficiency](#) and CO2 emissions might also improve as a result.

Could the new system spell an end to [speeding fines](#), too? It’s certainly possible, and it’s a feature that Ford has capitalised on when promoting the ISA in its vehicles. But this also relies on the driver responding to the ISA alerts.

Avery says:

“Many drivers want to remain safe and drive within the law, however changing from one speed limit to another can be difficult and distracting. In this respect, Intelligent Speed Assistance (ISA) systems help to not only keep drivers safe but also legal.”



The new automatic detection software spots walkers, cyclists and vulnerable road users. With the new software in place, people may feel safer and be more likely to walk or cycle.



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## Dates in November

Events, celebrations, awareness events, saint's days, annual campaigns - UK and Globally.

### Guy Fawkes Night

5th Nov 2021

When the British celebrate the Gunpowder Plot conspirators' failure to blow up the Houses of Parliament.

[More about Guy Fawkes Night](#)

Related: [Guy Fawkes Night Crafts For Kids](#)

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### Remembrance Day

11th Nov 2021

The day when we remember those members of the armed forces who gave their lives in conflict. The date was chosen to commemorate the end of hostilities of the First World War on 11th November 1918.

[Event Website](#)

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### World Kindness Day

13th Nov 2021

A day to celebrate and promote kindness in all its forms.

[Event Website](#)

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### Road Safety Week

15th Nov to 21st Nov 2021

The campaign aims to inspire thousands of schools, organisations and communities to take action on road safety and to promote life-saving messages.

[Event Website](#)

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### Anti Bullying Week

15th Nov to 19th Nov 2021

A week for learning about the causes of bullying, identifying bullying and encouraging people to speak up against bullying, both children and adults.

[Event Website](#)

- [Top Toys for Christmas 2021](#)
- 

### Universal Children's Day

20th Nov 2021

United Nations Universal Children's Day was established to promote international togetherness, awareness among children worldwide, and improving children's welfare.

[Event Website](#)

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### World Television Day

21st Nov 2021

A UN organised day, which recognises the impact of television on decision-making by bringing world attention to conflicts and threats to peace and security and its potential role in sharpening the focus on other major issues.

[Event Website](#)



*Who am I*  *I dig out tiny caves and store gold and silver in them. I also build bridges of silver and make crowns of gold. They are the smallest you could imagine. Sooner or later, everybody needs my help, yet many people are afraid to let me help them.*

*Last Months' Answer - Pencil Lead*





## Pets Corner – First Aid: Broken Bones & Seizures

### Broken Bones

Broken bones are extremely painful and require immediate veterinary attention. If your pet has broken a bone, be very careful when moving them. They are likely to be in a lot of pain and may bite you if they are scared and hurting, use a muzzle to protect yourself. Call your vet for advice immediately if you suspect your pet has a broken bone.

#### What to do if your pet has a broken bone

##### Step one: Check your pet

Check your pet for any other injuries. Have they been hit by a car? If so, they could have internal injuries. Do they have pale gums? Pale gums can mean they have lost blood, or that they are in shock. Do they have any wounds? If so, cover them with a clean bandage or cloth. Wounds around a broken bone can allow very serious infections to develop. Are they bleeding? Control bleeding by applying light pressure.

##### Step two: Move them to a safe place

Avoid touching or moving their painful area. Don't allow them to walk if they have broken a leg. Carry them using a flat surface such as a board if you suspect they have a spinal injury.

##### Step three: Call your vets

If your pet is unable to stand or walk, call your vet for an emergency appointment. If your pet is able to walk, call your vet for further advice. Do not give your pet anything to eat or drink until you have spoken to your vet.

### SEIZURES

Seizures can be distressing to witness, but remember your pet probably isn't aware of what is happening to them. Stay calm, keep your pet safe then call your vet for advice.

#### What to do if your pet has a fit

##### Keep your pet safe

Stay calm. Take children and other pets away from the area. Clear a space around your pet so they can't hurt themselves on any furniture or wires. If they are high up on a sofa, gently move them down. Turn off lights. Keep noise to a minimum. Keep your pet cool - don't wrap them up, they can overheat easily during a seizure.

##### Monitor the seizure

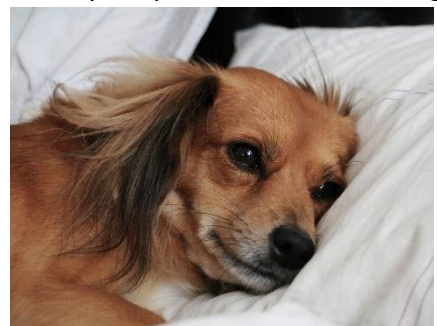
Time the seizure and make a note of how long it lasts. If possible, video the seizure to provide valuable clues for your vet. Don't try to restrain your pet - you might accidentally hurt them or they might accidentally hurt you.

##### Help your pet recover

Your pet will probably be very dazed and confused once they stop fitting. Give them somewhere quiet and comfortable to recover. Speak softly and gently to them. Your vet will give you more advice about how to help your pet recover.

##### Call your vet

Call your vet straight away if your pet has been fitting for more than five minutes or has had more than one seizure in a 24-hour period. Otherwise, phone your vet for advice once your pet has finished fitting. Your vet may not tell you to bring your pet in right away – it depends on how long their seizure lasted, how many seizures they have had, and other symptoms they are showing. Your pet's seizure may have been a one off, or could have been caused by an underlying illness or the start of epilepsy. Find more information about seizures in dogs here, [Seizures in dogs](#)



UK's first behavioural science trial into improving safety at pedestrian crossings has begun in Liverpool and Hull. Check out the one on Anlaby Road near the Diabetes Centre [#roadsafety](#) [#nudgetheory](#) [#behaviouralscience](#) <https://orlo.uk/4Boa3>



The above was taken from Facebook where there are some conflicting comments about this new type of pedestrian crossing. What do you think about it? Please let me know your thoughts and I will pop a follow up article in December's edition.



### How to check if your vehicle is affected by London's Ultra Low Emission Zone charge.

The boundaries of [London's Ultra Low Emission Zone](#) changed mid October. Vehicles that do not meet certain environmental standards must pay a daily fee to enter the ULEZ. If you travel to London for work or pleasure, here is everything you need to know about the new rules.

#### How has the ULEZ changed?

From 25 October, the ULEZ is expanding from central London to create a single larger zone up to the North Circular Road (A406) and South Circular Road (A205). The North and South Circular Roads themselves are not included in the zone. Even if you make a short trip in the zone using a vehicle that doesn't meet the ULEZ emissions standards, you need to pay the daily charge. However, if you are parked within the zone but don't drive, you don't need to pay the charge.

[You can use the postcode checker](#) here to see if an area is covered by the zone.

The ULEZ operates 24 hours a day, midnight to midnight, every day of the year except Christmas Day.

#### Do I have to pay the charge?

You can use [TfL's number-plate checker](#) to see if you have to pay the charge for your vehicle.

The ULEZ daily charge is: £12.50 for most vehicle types, including cars, motorcycles and vans (up to and including 3.5 tonnes). £100 for heavier vehicles, including lorries (over 3.5 tonnes) and buses/coaches (over 5 tonnes). This daily charge is in addition to the congestion charge if you drive in central London as well. If vehicles meet certain emissions standards, they are exempt from the fee.

For petrol vehicles that is "Euro 4" and for diesel it is "Euro 6". The ULEZ is enforced based on the declared emissions of the vehicle rather than the age. However: Petrol cars that meet the ULEZ standards are generally those first registered with the DVLA after 2005, although cars that meet the standards have been available since 2001 Diesel cars that meet the standards are generally those first registered with the DVLA after September 2015 TfL says:

"We prefer that you use a vehicle that meets the emissions standards rather than pay a daily charge."



You can email, tweet or post a letter to the following addresses; Terry Heath, 48, Vicarage Ave, Wrawby, Brigg, North Lincs. DN20 8RY Email: [terryheath@sky.com](mailto:terryheath@sky.com) Twitter: @ANDGRIMSBY



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**Laughter is still the Best ever Medicine!**


Overheard in the Doctor's Office:




I prescribed an inhaler for a patient's cat allergy. He came back a week later saying he was none the better. Turns out, he was spraying the inhaler on the cat.



As I leaned in to check her eyes, my older patient got a little frisky. "You remind me of my third husband," she said coily. "Third husband?" I asked. "How many have you had?" "Two."

Mr Harper sued a hospital, saying that after his wife had surgery there, she lost all interest in sex. A hospital spokesperson replied, "Mrs Harper was admitted for cataract surgery. All we did was correct her eyesight." 

A car belonging to a pregnant patient was broken into. The only thing that was stolen was a wine bottle in a brown paper bag. It turns out, that's where she was keeping her urine sample, which she'd brought in to be tested. 

**And finally.....look us up on the links below:**



Group Website <https://www.iamroadsmart.com/groups/scunthorpeandgrimsby>



SAGAM can be found on Facebook at: [@SGAMG1](https://www.facebook.com/SGAMG1)



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