

Scunthorpe & Grimsby Advanced Motorists

Group No 7080 Charity No. 10631 April 2022 Edition

Full members - 80; Associate members - 8; Total - 88

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Hi!

Welcome to the April edition of the SAGAM Newsletter! Did you remember to put the clocks forward lol? This month's edition brings a really easy Easter treat as well as some very interesting information regarding mobile phone usage, the motorway red X signs, some information regarding the North Lincolnshire areas and the write up from the February Social Night as promised, so I think there will be something for you to enjoy.

I'm sure you are aware of the increase in the Advanced Driver Course which comes into effect today. This has been discussed amongst the committee members and you will find more information on this in our Chairmans' Chatter on page 3.

24th February saw the beginning of Vladimir Putin's forces' invasion of nearly 200,000 men into Ukraine which has since turned into a horrible, horrible time for the poor people who live in the cities of Kharkiv, Mykolaiv near Odesa, Lviv and Mariupol amongst others. The ongoing efforts of people in the UK to support those affected are phenomenal. The refugee hosting campaign; the charities helping to welcome the Ukrainian people; those taking supplies to the Polish/Ukrainian border; individuals donating items of clothing, toiletries and baby necessities, all have to be admired for their bravery, thoughtfulness and kindness. The Ukrainian President, Volodymyr Zelensky is such a hero and I agree wholeheartedly, when they suggest (and have got thousands of signatures) that he should be awarded the Nobel Peace Prize for the outstanding commitment he has shown to his country. Let us all hope and pray, that although Russia have now agreed to lessen the attacks on Ukraine, the invasion comes to an end sooner, rather than later.

On page 5, you'll find the form for you to nominate your committee members with. This must be completed and received at the address given, no later than 7 days before the AGM, which is on the 27th April 2022 please.

Don't forget, thanks to Mick Harris, we have 50 **FREE** young driver courses on offer at the minute, funded by Safer Roads Humber. The young driver has to be between 17 and 24 years old and they could access free taster drives which may lead onto a fully funded Advanced Driver Course and because the IAM has agreed to keep the price at the amount prior to the rise due today, (1st April), these are worth between £65 and £149. Do you know anyone who would benefit from one of these? If so, please get in touch with us at one of the addresses or phone numbers in the committee list or visit;

[Free Courses for Humberside | IAM RoadSmart | UK Road Safety Charity](#)



Did you find the Ad Lad? No? Well I never.....I looked for him too but couldn't find him, then I got a text from him saying he was off looking for his football.....naughty boy! I told him he had to come back right away so if you can find him in this edition, let me know and I'll put your name in the newsletter for May.

Easter Day falls on the 17th April this year as it is always on the Sunday following the first full moon after the first day of Spring. Celebrating the resurrection of Jesus Christ, it is a central belief for Christians worldwide and the focal point of their faith. Religious scholars believe the event occurred three days after the Romans crucified Jesus in roughly 30 AD. Christians therefore derive hope that they too will experience a resurrection in heaven. The egg is used to represent new life and rebirth and it's thought that this ancient custom was absorbed into Easter celebrations. During Lent, when Christians fasted to mark Jesus' time in the wilderness, eggs were one of the foods that people weren't allowed to eat (incidentally, this is why we make pancakes on Shrove Tuesday). So I hope you have a Happy Easter....but don't eat all the chocolate at once!



Welcome

To our new members;

Marion Coulton & Richard Clipson



Chairman's Chatter

Hi everybody, it's time to bore you again! I do hope your all managing to stay well !

Well, as we come ever closer to getting on with normal things, it then appears suddenly to be whooooooooo, don't be too quick taking that mask off. I just hope common sense rules the day ! I have to say that the committee have been meeting quite frequently on zoom, to deal with quite a few issues, ranging from resuming face to face social meetings to the forthcoming AGM in April, to outings with the MDU, but most recently, dealing with the new price increase ! Some of you may not know but the IAM have put the price up for the full package, from £149 inc, to £175.00! The implications are obvious really, and unfortunately we cannot do anything about it, except look for other ways to offset this or help in any way we can. Of course it's an added blow to us with fuel being so expensive too. Without any doubt, recruitment for the group will be at the very least, a painful process but we will never stop trying to move the group positively onward and upward as they say.

As I briefly mentioned the Annual General Meeting earlier in this post, I would like to express my most positive wish that we get some new blood in the veins of the group. We need new ideas and more new ideas to help us through these still tough times. Do you think you could help ? If so please get in touch with myself or any other committee member. It doesn't have to be real time consuming either, we're looking for new ideas and new feedback sometimes from existing issues. If on the other hand you would like to be considerably more involved, then we can accommodate that too. Please get in touch if you're interested.

One of the programmes we've been discussing at length is the young drivers programme, sponsored by Safer Roads Humber. I'm sure there are a lot of our members out there with young family members, or friends that would benefit from such a course. I would ask that we all try to promote this fantastic opportunity to the younger generation, after all it is free!

Cheers for now Terry Heath

Observer Team News

Hi everyone, welcome to our latest Team News.

I am pleased to say that since our March update, all of our Northern Power Grid associates have been successful with their ADC test. Congratulations to you all, the team are proud to have been part of your success.

Well done to those who have taken and passed since our March news; Adrian Lowes and James Pitt (both NPG).

We have at time of writing, six associates allocated to observers for ADC training, all at various stages of development. The Team wish you well as you progress.

One of our Fellows members is due shortly, to undergo their regular retest to maintain the standard required.

As you can see, the team are active in one way or another, with progress still being made on other projects as you will see elsewhere in the newsletter.

The Team will be having our regular meeting via Zoom, subject to confirmation, on Tuesday 3rd May 2022. Invites to Team members will be sent soon.

We look forward to seeing you all at the April AGM/ Social Evening and that our successful associates can be present to receive their ADC certificates.

Meanwhile, we wish you all a happy Easter and safe driving.

Paul Cassell.

On behalf of the Observer Team

SAGAM CONTACTS & OTHER DETAILS

The Area Service Delivery Manager for the East Midlands and North Yorkshire region is Peter Serhatlic
peter.serhatlic@iam.ork.uk or via 07703 718907

CHAIRMAN

Terry Heath
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chairman@scunthorpegrimsbyadvancedmotorists.org

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.

VICE-CHAIRMAN

Paul Johnson
Tel: 01724 721156

SOCIAL MEETINGS

The following are dates for our 2022 Social Meetings: Redbourne Club, Scunthorpe

TREASURER

Malcolm Gothard
01724 764237

27th April (AGM) 22nd June, 24th August,
26th October.

SECRETARY

Jan Burditt
Tel: 07834 170 678

NEXT ISSUE

April 2022
If you have any articles, photographs or anything you feel may be of interest for the **May** edition, please feel free to email me at publicity@scunthorpegrimsbyadvancedmotorists.org no later than **15th May please.**

GDPR

Mick Harris
Tel: 01469 531625

MDU/EVENTS/GROUP CONTACT

Paul Johnson
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Scunthorpe & Grimsby Advanced Motorists

Find us here:



[WEBSITE](#)



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Advanced Motorists

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Committee Meeting Dates for 2022 are:

13th April; 11th May; 8th June; 13th July; 10th August;
14th September; 12th October; 9th November;
14th December.

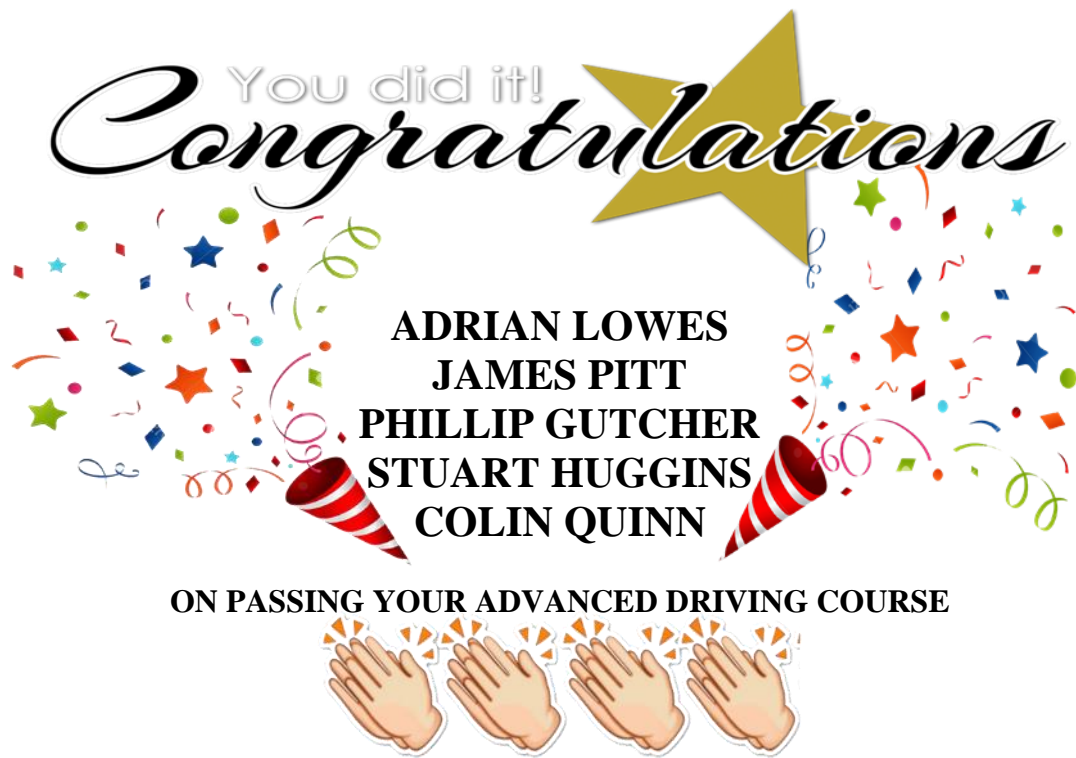
PLEASE NOTE: Meetings are to be held via Zoom until further notice.

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LOCAL OBSERVER ASSESSOR SCUNTHORPE/ ASSOCIATE COORDINATOR

John Wigmore
07751 608 127



We will warmly welcome nominations for anyone who would like to join our committee and as our AGM is on the 27th April, it's important to vote for your committee members in advance.

Please find below a nomination form for you to print off, complete and then return to the address below no later than 20th April 2022. Any form received after that date will not be included.

Nomination Form

To: Secretary,
Scunthorpe and Grimsby Group of Advanced Motorists
45, Blyth Way
Laceby
DN37 7FD

With regard to the forthcoming election of Officers and Committee Members for the year commencing 27th April 2022, I would like to propose that

Mr/Mrs/Miss
Address
Post Code Telephone No

stands for election as Chairman/Vice Chairman/Secretary/Treasurer/Committee Member (delete as appropriate).

Signed Seconded

This is to certify that I am in agreement to my name being put forward for election to the above post and that, if elected, I am willing to act in that capacity.

Date Signed

Note All signatories on this form **must** be group full members.

A little bit of what you fancy! - Easter Biscuits – suitable for vegetarians too!

Ingredients

300g plain flour , plus extra for dusting

- 150g white caster sugar
- 150g slightly salted butter , chopped
- 1 large egg
- 2 tsp vanilla extract or vanilla bean paste

For the iced option

- 500g royal icing sugar
- your favourite food colouring gels

For the jammy middle option

- icing sugar , for dusting
- 400g apricot jam , or lemon curd



Recipe taken from bbcgoodfoodguide.com

1 Weigh the flour and sugar in a bowl. Add the butter and rub together with your fingertips until the mixture resembles wet sand, with no buttery lumps. Beat the egg with the vanilla, then add to the bowl. Mix briefly with a cutlery knife to combine, then use your hands to knead the dough together – try not to overwork the dough, or the biscuits will be tough. Shape into a disc, then wrap in cling film and chill for at least 15 mins. Heat oven to 180C/160C fan/gas 4. Line two baking sheets with baking parchment.

2 Dust a work surface with flour. Halve the dough, then roll one half out to the thickness of a £1 coin. Use an egg-shaped cookie cutter (ours was 10cm long; you could also make a cardboard template to cut around) to stamp out as many cookies as you can, then transfer them to one of the baking sheets, leaving a little space between the biscuits. Repeat with the other half of the dough. If you want to make jammy biscuits, use a small circular cutter to stamp holes in half of the biscuits (where the yolk would be). If you intend to make both iced and jammy biscuits, only stamp holes in a quarter of the biscuits.

3 Bake for 12-15 mins, until the biscuits are pale gold. Cool on the sheets for 10 mins, then transfer to a wire rack to cool fully. Once cool, decorate to your liking (see next steps). *Will keep in an airtight container for up to five days.*

4 To decorate the biscuits with icing, add enough water to the icing sugar to make a thick icing – it should hold its shape without spreading when piped. Transfer about a third of the icing to a piping bag fitted with a very small round nozzle (or just snip a tiny opening at the tip). Pipe an outline around the biscuits, then draw patterns in the middle – lines, spots and zigzags work well. Leave to dry for 10 mins. Divide the remaining icing between as many colours as you'd like to use, then use the gels to dye them. Loosen each icing with a few drops of water, then transfer them to piping bags. Use the coloured icing to fill the empty spaces on the biscuits. You may need to use a cocktail stick to tease it into the corners. Once covered, leave to dry for a few hours.

5 To make the jammy middle biscuits, dust the biscuits with holes in the middle with a heavy coating of icing



[CLICK HERE TO FIND OUT MORE](#)

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

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The cost of advertising is:

Full page - £40.00: Half page - £20.00

Costs are per annum and there are 12 monthly issues

AGM – 27TH APRIL 2022

**Don't forget to complete your nomination form and post to the address
on page 4 to arrive no later than 20th April 2022**

Celtic Saints

Most people will know that the four Home Nations of the United Kingdom each have their own Patron Saint. However less is known about the Saints themselves, their birth, life and death. Last month we considered the history of St. David and St. Patrick, but now it is April, let's have a look at the patron saint of England.

St. George

Everything we know about Saint George is of doubtful origin, so the following should be taken as apocryphal, rather than real.



It is likely that he was born in the third century AD, in Cappadocia which is now in Turkey. His parents were ethnically Greek from Lydda in Palestine, now the Israeli city of Lod. Despite coming from a Christian family, he joined the army of largely pagan Rome.

Although he served with honour, George refused to renounce his Christian faith and make sacrifices to pagan gods. This so enraged Emperor Diocletian, that he had George dragged through the streets before being publicly beheaded on 23rd April 303 AD.

As so often is the case, legend followed martyrdom. Numerous stories grew around his ideals of honour, bravery and gallantry, leading to his beatification in the thirteenth century and also his becoming the Patron Saint of England.



Of all the stories of St. George, that of the dragon slaying is probably the best known yet least understood.

Tradition tells that a fierce fire breathing dragon had long caused panic in the Libyan city of Silene. In order to appease the dragon, the people of Silene first gave it two sheep each day. It soon became obvious that the sheep were not enough to satisfy the dragon and human sacrifice was called for. Each day another hapless victim was elected by the people of the city, and this continued until inevitably the king's daughter was selected. The call went out but nobody was willing to take her place.

This was when St. George came on the scene. In order to save the princess from an untimely end, St George slew the dragon with a lance. Duly impressed, the king offered him a substantial reward. St. George declined the riches himself but instead distributed it to the poor, in an action that is broadly

believed to have established Christianity in North Africa.

So although the story of "George and the Dragon" is not literally true, it does continue to engender thoughts of honour and bravery.

Article very kindly supplied by John Wigmore

Ambulance crews urge drivers to respect the Red X

National Highways and ambulance crews ask drivers to respect the Red X and give them the space they need to reach incidents and treat casualties.



Ambulances on a blue light run need to get to their patients as quickly as possible without the fear of encountering motorists who obstruct their route, delaying crucial time to life-threatening incidents.

Using Red X signals, National Highways can close lanes to allow ambulance crews and other emergency services to have a clear route. Traffic officers can also close lanes to provide ambulance crews with a safe working environment while they are on scene dealing with casualties and saving lives.

National Highways has joined forces with ambulance chiefs to raise awareness of why it is so important to comply with a Red X.

Association of Ambulance Chief Executives (AACE) Managing Director, Martin Flaherty OBE, said:

"The Association of Ambulance Chief Executives fully supports the National Highways campaign to improve public understanding of the important role Red X signs over closed motorway lanes play in helping protect drivers and other road users from imminent dangers ahead. It is important to remember that 999 ambulances on blue lights may be trying to reach critically ill patients on motorway lanes where Red X signs are in force, for example, after a serious road traffic collision. If those lanes are blocked by drivers who should not be there, ambulance crews could be delayed in reaching patients who urgently need our life saving skills. We want drivers to understand that the Red X lane is closed for the safety of all – and especially to protect the scene of an accident and those emergency and essential services who may be on the carriageway to deal with the aftermath."

National Highways' Road Safety Team Leader, Jamie Hassall, said:

"Ambulance crews do an amazing job in saving lives but need space to work safely. Although it may not be immediately obvious why a lane is closed, we will have done so for a good reason so it's important for drivers to respect the X and move out of the closed lane. A Red X signal is there for the safety of everyone on the road – people in difficulty, traffic officers, recovery and emergency services helping them, and all other road users besides. Thankfully, the vast majority of drivers do comply with the signals but those who don't put themselves and others at risk."

In June 2019 there was a change in legislation which meant cameras can now automatically detect vehicles that ignore a Red X so the police can take enforcement action. It has been an offence for more than two decades to drive in a lane closed by a Red X and can result in a fixed penalty of up to £100 and three points or, in some cases, more severe penalties or a court appearance.

In April 2021 National Highways committed to accelerating the completion of its camera upgrade programme regarding the automatic detection of Red X offences. This means by the end of September this year it will have upgraded all cameras that automatically detect vehicles passing illegally under a Red X or entering the lane beyond a Red X. This is 10 months earlier than previously planned.

The Red X signals are one of a raft of measures to help keep people safe if they break down on motorways. National Highways has this month relaunched a campaign to remind drivers what to do in the event of a breakdown. The campaign aims to help drivers feel safer, particularly when travelling on busy motorways, and is offering clear and simple advice on what to do in an emergency – go left, get safe, get help.

If drivers have vehicle trouble and cannot leave the motorway the advice is:

Go left:

- put your left indicator on and move into an emergency area, onto a hard shoulder, motorway service area, left-hand verge or A-road lay-by.
- switch your hazard warning lights on, even during the day. If it's dark, use side lights and in poor visibility use fog lights as well.
- on a motorway without a hard shoulder, it should be possible for most vehicles experiencing a problem to reach an emergency area. These are regularly spaced and are marked by a clearly visible orange road surface and blue signs featuring an orange SOS telephone symbol.

Get safe:

- if it is safe to do so, and you can get out with any passengers, exit your vehicle on the side furthest from traffic. If it is not safe to do so, stay in your vehicle and wait for help.
- Keep well away from moving traffic and your own vehicle. Get behind a safety barrier where there is one, and where it is safe to do so. If you're on a verge, be aware of any unseen hazards such as uneven ground or debris.

Get help

- contact National Highways on 0300 123 5000 and then a breakdown recovery provider.
- if you are unable to exit your vehicle and get to a safe place, have stopped in a live traffic lane or feel your life is in danger, stay in your vehicle with your seatbelts and hazard lights on and call 999 immediately.

Drivers should always speak to National Highways before leaving an emergency area as operators can set signals, close a lane and warn approaching traffic that a vehicle is about to exit the area to help them re-join the motorway safely.

Visit the website for advice about [what to do in a breakdown](#).

National Highways has also launched a new [Driving on motorways hub](#). It provides information about the main features of smart motorways, and advice and guidance on safer driving and what to do in an emergency.

Article very kindly supplied by Bruyan Woods via Terry Heath



Did You Know? – Some (Unusual) Facts about North Lincolnshire



1. Scunthorpe is the largest steel (left) processing centre in the country and is also known as the 'Industrial Garden Town' for this reason. The Iron and Steel Industry in Scunthorpe was established in the mid-19th century, following the discovery and exploitation of middle Lias ironstone east of Scunthorpe, Lincolnshire, England. Initially iron ore was exported to iron producers in South Yorkshire. Later, after the construction of the Trent, Ancholme and Grimsby Railway (1860s)

gave rail access to the area local iron production rapidly expanded using local ironstone and imported coal or coke. The local ore was relatively poor in iron (around 25% average) and high in lime (CaCO_3) requiring co-smelting with more acidic silicious iron ores. The growth of industry in the area led to the development of the town of Scunthorpe in a formerly sparsely populated entirely agricultural area. From the early 1910s to the 1930s the industry consolidated, with three main ownership concerns formed – the Appleby-Frodingham Steel Company, part of the United Steel Companies; the Redbourn Iron Works, part of Richard Thomas and Company of South Wales (later Richard Thomas and Baldwins); and John Lysaght's Normanby works, part of Guest, Keen and Nettlefolds.

2. Barton upon Humber is the most Northerly town in North Lincolnshire.

St Peter's church (right) has a Saxon tower and close by a cemetery where remains of 227 Anglo Saxon individuals. In a prime position on the east coast, beside the Humber, Saxon Barton, was wide open to Viking raiders, traders and settlers. The settlers, originally pagan, soon adopted Christianity, helping to fuel a great boom in church building of which St Peter's was a part. The first Christian use of this site was in the late 9th



century. The stone church visible today was first built in about 970, comprising a tall tower flanked by a baptistery and a chancel. It has distinctive Saxon features, such as the use of large stones for doors and windows and a series of vertical stone strips around the tower – a technique derived from timber-framed buildings, but here largely decorative. Some of the stone was reused from Roman buildings and was probably transported by river from Yorkshire. There was room here for only a small congregation. The church was probably built to serve a major residence to the east, which was a forerunner of the present manor house.

3. Crowle (below) was developed in the 11th Century and grew in population until the late Middle Ages. Crowle is situated on one of a series of hills which form the Isle of Axholme, left exposed when the area emerged from the Glacial Lake Humber after the last Ice Age and is separated from the main raised area to



the south by a low-lying strip of land. The Isle of Axholme was formerly surrounded by several rivers, and much of the low-lying marshland was regularly inundated by water. The River Don flowed in a north-easterly direction just to the west of Crowle, to join the River Trent at Adlingfleet but the hydrology of the area was radically altered in the seventeenth century, when Cornelius Vermuyden was appointed by Charles I to drain Hatfield Chase. Major rivers were diverted, and the

numerous canals and drainage ditches that cross the fields give the whole area a Dutch character. Archaeological evidence for early settlement suggests that there were occupation sites scattered throughout the area, rather than a village or town. There is evidence of Neolithic settlers in the form of stone axes and arrowheads, as well as the waste left by tool-making. Shards of Early Bronze Age pottery have been found, and in 1747, a hoard of spearheads and bronze rapiers were found on Crowle Moor, suggesting that settlement continued through the third, second and first millennia BCE. It continued through the Romano-British period, with finds in the parish suggesting a number of farmsteads, similar to those found in excavations at nearby Sandtoft during the construction of the M180 motorway. The grouping together of individual settlements to form a community probably took place in the Anglo-Saxon period.

4. Did you know that Catherine Parr, (right) the sixth wife Henry V111 once lived in the village of Kirton in Lindsey. Catherine lived in the town with her first husband Sir Edward Burgh before he died in 1533. At the age of about sixteen, Katherine set out on a long journey to the northern part of Lincolnshire, to marry Edward. The journey, of some 135 miles would probably have taken around 10 days to two weeks, depending on the route taken, and the time of year. The obvious route, which we can follow today is up the Great North Road (the A1). A detour may have been made into Northamptonshire to visit other family members. There was a whole cluster of cousins, the Vaux, the Cheyneys and the Throckmortons settled in that county, not far from the road north. On reaching Newark, the party would have had the choice of turning off the Great North Road to visit Lincoln, which, with its Cathedral and Castle was a major town. Given that the itinerary followed by Henry VIII on his Northern Progress in the 1540s stopped at Lincoln, before proceeding to Gainsborough, we may infer that that is the route used at the time. Otherwise, Katherine's party would have continued north, turning off the Great North Road, as the modern traveller does, onto what is now the A1133 to Gainsborough. When Katherine arrived in Gainsborough she is likely to have felt quite at home in the delightful modern manor house, Gainsborough Hall, that had been built by her new husband's great-grandfather, some sixty years earlier. For the modern visitor, the area is quite built up, but in the 1520s the whole area was still heavily forested.



Curiously, Kirton is also home to what must be one of the smallest listed buildings in the country. The Grade II listed Whipping Post (left) has stood outside the Old Police House on Spa Hill in the town for more than a century, and hosts three pairs of iron shackles. It is thought that the post must have been a feature of the town's old prison, or in the town's old market place to facilitate public punishments.

5. Were you aware that in 1968 road workers found a huge stone coffin (below) whilst working close to the Winterton on the A1077. The coffin contained a skeleton which was later identified as that of a young woman aged between 20 and 25 years. The high quality coffin suggests that she was of high status and it is assumed that she might have been the owner of a local Roman villa. The coffin was made of a single block of limestone, and the body had been laid on a large sheet of lead.



6. One of the most Haunted places in North Lincolnshire is reported to be the Old Rectory in Epworth (left) where a gardener has been regularly seen. He was linked to the original Wesley family and died in 1716.



The Epworth Rectory haunting also known as the "Wesley poltergeist" is one of the best-known English poltergeist claims. From December 1716 until January 1717, it is said to have been plagued by a series of regularly occurring mysterious loud noises and knockings, claimed to be caused by a ghost that Wesley's fourth eldest daughter Hetty nicknamed "Old Jeffrey", who is said to have made his presence

known to all on Christmas Day 1716. In Mrs. Wesley's words,

"there was such a noise in the room over our heads, as if several people were walking, then running up and down stairs that we thought the children would be frightened".

According to the tale, as she and her husband searched the house in vain for the culprit, Old Jeffrey continued "rattling and thundering in every room, and even blowing an invisible horn at deafening decibels "Old Jeffrey" supposedly disappeared in January 1717 just as suddenly as he had appeared. Addington Bruce (1908) noted that the earliest records that document the haunting have large discrepancies from later reports. According to Bruce the original records from the 18th century reduce the "haunting" to nothing more than some alleged creaking noises, knocks, footsteps or groaning sounds. Bruce commented that

"we are, therefore, justified in believing that in this case, like so many others of its kind, the fallibility of human memory has played an overwhelming part in exaggerating the experiences actually undergone."

He suggested that Hetty had produced the phenomena fraudulently.

7. It may be the Industrial Garden Town but Scunthorpe has 550sqkm of Natural Beauty around the area. The Wolds (right) are formed largely from a series of pure marine limestones formed during the Cretaceous period, known collectively as the Chalk Group. The chalk overlies a series of other sedimentary strata of late Jurassic/early Cretaceous age. The strata dip gently to the east and form a scarp which runs southeast from Barton upon Humber via Caistor before it loses its identity north of Spilsby. To the north of the Humber Gap, the same formations continue as the Yorkshire Wolds

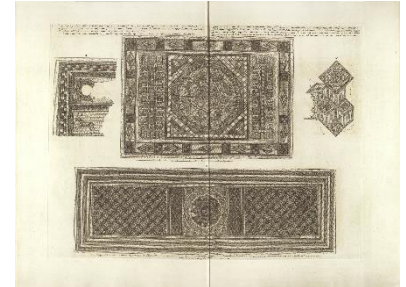


8. Brigg was originally known as Glanford Brigg, (left) a name linked with the Anglo-Saxon period at the crossing of the river Ancholme. Glanford Brigg was a rural district in Lincolnshire, Parts of Lindsey from 1894 to 1974. It was formed under the Local Government Act 1894 from the Glanford Brigg rural sanitary district. It entirely surrounded the borough of Scunthorpe. The town dates from before 1183, and a short time later formal charter was given for a weekly market and yearly fair to be held. Glanford Brigg (also seen spelt as Glandford Brigg or Glandford Briggs) Poor Law Union was formed on the 18th January 1837. It's operation was overseen by an elected Board of Governors, 54 in number, representing it's 50 constituents' parishes. A workhouse (left) was built in 1835, after the Poor Law



Commissioners authorized and expenditure of £5,600 for its construction. Accommodating up to 200 people, it was built on the western side of Wrawby Road by the architect William Adams Nicholson who was also responsible for the Lincoln workhouse. The workhouse had a separate fever ward and in 1914-1915, a new infirmary was erected at the east of the workhouse to designs by a Mr Butterwick.

9. The history of Winterton goes back to Roman times and there are a number of examples of Roman mosaics pavements and remains which have been found in the area. (below) Vetusta Monumenta, depicts three fourth-century CE Roman mosaic pavements. The two at the top depict two large nearly intact pavements, the Ceres and Orpheus Pavements, with a related fragment, all discovered at Winterton in 1747. The bottom picture shows a fragment of a large geometric mosaic discovered nearby at Roxby in 1699. Engraving by George Vertue after Charles Mitley. 441 x 591 mm (bifolium). Published by the Society of Antiquaries of London in 1752. Current locations: Some fragments of the Orpheus Pavement are in the North Lincolnshire Museum, Scunthorpe, Lincolnshire; the Ceres Pavement has been reconstructed and is on display at University Campus North Lincolnshire, Scunthorpe, Lincolnshire and fragments of the Roxby pavement remain buried in situ at Roxby, Lincolnshire.



10. A ferry to Hull over the River Humber began in 1351 being granted by Edward the second. This ferry was superseded by a new ferry located just down the road at New Holland in 1820. After the war, when



ownership of a motor car was a rarity and the "public" in "public transport" was a reality, the Humber ferries were at their busiest. In 1947, 1948 and 1949, they carried a million passengers every year between New Holland on the Lincolnshire shoreline and Hull. But in 1848, and before the pier at New Holland



was built, this journey was no joke for the crinolined ladies of those times. Wet feet – and cold feet – were the orders of the day and the three-mile crossing was seldom accomplished dry! The vessels in which these crossings were made had to be boarded and left in small boats. These were reached by landing planks laid across mud flats and stones. From ancient times, ferries have plied the Humber. The Romans had a ferry near Ermine Street, one of their main arteries, which stopped on its way to York near Winteringham. Barton on Humber was another


crossing place. In 1848 an Act of Parliament put a steam service on a sound basis and enabled the Manchester, Sheffield and Lincolnshire Railway Company, which had laid a line from Grimsby to New Holland, to take over the service between New Holland and Hull which was to last for 125 years. And it was that company which built the 1,500ft pier (right) at New Holland to allow sailings to take place whatever the state of the tide. Improvements were made continually and, in 1935 in collaboration with the Hull City Council, floating pontoons were built each side of the river to speed up embarkation.

Since the railway companies became involved in the ferry service, at least 11 boats have plied the Humber, all of them shallow draught paddle steamers. The first were the Sheffield and the Manchester and a third, the Liverpool, was added in 1855. By 1876 the first two had been replaced by the Doncaster and a second Manchester. Then came the Brocklesby, then Killingholme and then Cleethorpes. Older people may well remember that trio for they were replaced by the final Castle Class paddle steamers, Lincoln, (left)



Wingfield and Tattershall, the last built in 1940 and able to accommodate 1,200 passengers and 20 cars. The Tattershall replaced (specifically) the Killingholme which was used as a depot ship by the RAF barrage balloon section during the war. During the war the ferries maintained their hazardous service despite the sometimes intense enemy action above both Grimsby and Hull. After it, the Tattershall benefited from one of war's spin-offs – radar – enabling her to work

throughout the dense fogs which are the mariner's worst enemy and the age-old bugbear of all cross-river traffic.

What am I?  *I am as light as a feather, yet no one can hold me for long.....
Last Months' answer - A Candle*

Caught my Eye..... Peugeot 308

I decided to choose this car specifically, because we have a 1600 Peugeot 308 SW SE HDI Diesel Estate (not a new one but I would like a new one please)

What is it?

It's the new 308. Peugeot has evidently abandoned levelling up its numerical nomenclature - 309 has been used, of course, and very nicely in GTI form for those of us with long memories.

Depending on various factors, this could be your new family transport, company car, or possibly something you'll end up renting. Peugeot has shifted in excess of 1.3 million 308s in its lifetime, so whatever it is, it's highly significant to the company's bottom line. It's available as a five-door hatch or SW semi-estate form.

What's new?

The big step forward here is the arrival of a plug-in hybrid. Beyond that, the 308 represents further evidence of Peugeot's concerted push both upmarket and its commitment to delivering something palpably different. Few mainstream car companies have executed a more convincing design about-turn than these guys, and the new 308's dramatic aesthetic keeps the faith with the quasi-concept car look of the [2008](#) and [3008](#) crossovers.



The front end positions the bold new Peugeot badge in the middle of an equally punchy grille, the long nose doing most of the visual heavy lifting. The wheelbase has grown by 55mm for more room in the rear compartment, and it sits 20mm lower than the previous model. It's also impressively slippery with a drag coefficient of 0.28, and Peugeot has pumped up the colour palette. Even the Olivine Green is pretty extrovert.

It looks... striking.

True, it isn't an inherently pretty car but nor does it look like anything else out there, which automatically makes it more interesting. And French. Vive la difference etc.

The, erm, challenging i-Cockpit has received some ameliorations, the standard 10-inch touchscreen reworked and newly available with a row of 'i-Toggle' short-cut buttons. Peugeot calls it i-Connect Advanced. The steering wheel still looks like a TIE fighter from the *Star Wars* universe and sits unusually and, for many, uncomfortably low. We like the fact that Peugeot has stuck to its guns on this, but it's so wilfully idiosyncratic that it risks overwhelming the driving and ownership experience. Don't let it be a deal-breaker.



Peugeot's aim – get this – is to be an 'inventive high-end generalist' brand, marketing gobbledigook that disguises a range of cars that are as well-engineered and robust as any of its more apparently esteemed rivals. So talk of the 308 mixing it with the likes of the [Audi A3](#), [BMW 1 Series](#) and [Mercedes A-Class](#) isn't too far-fetched, alongside C-segment stalwarts such as the [Ford Focus](#) and [VW Golf](#).

The range is admirably streamlined for the UK and starts with the 1.2-litre PureTech 130 or the 1.5-litre Blue HDi 130 diesel. There are two plug-in hybrid powertrains, in 180 (177bhp) or 225 (221bhp) forms. Both of these are powered by a 1.6-litre petrol engine augmented by an 81kW (109bhp) electric motor and a 12.4kWh lithium ion battery, and use the e-EAT eight-speed automatic transmission. Range prices begin at £24,000 for the PureTech 130 in Active Premium form.

What is the Verdict?

"Peugeot has rolled the dice on design, inside and out... but on top of that there's quality of execution"

The 308 lands in a class that is absolutely rammed with talent, endless possibilities and where deals can be done even in chip-limited times.

Peugeot has rolled the dice on design, inside and out, which might deter the more conservative elements of the customer base. The rest of us should applaud this refreshingly emboldened approach, but on top of that there's quality of execution, lots of tech, and more than competent dynamics. The Hybrid 180, in particular, ticks most of the boxes.

What's it like to drive?

We start with the Hybrid 180, which immediately prompts the question: what does Peugeot actually stand for in 2021? It's a question we kicked around with the boss, who may have been bemused to hear me say '205 GTI' and positively startled when an even more sage-like colleague ventured 'Africa'. Truth is it's both, depending on how far back you want to go: the venerable 504 survives in some far-flung places around the world to this day, while plenty of us cling to memories of the company's fabled ride, handling and commitment to affordable high performance.

The 308 lightly stokes the embers while failing to set your trousers aflame. Instead, it majors on qualities that are probably more relevant nowadays: refinement and efficiency. The 308 uses an updated version of the EMP2 platform that underpinned the previous model and which will be widely utilised across the Stellantis group (Peugeot, Citroen, Vauxhall and more). It uses McPherson struts upfront and a torsion beam rear so on paper it's off the pace compared to the Ford Focus and pricier versions of the Merc A-class.



What about on the road?

Our route took us out pretty much immediately onto the A8 autoroute near the Cote d'Azur fleshpot of Cannes. The 308 is wonderfully quiet at motorway speeds, suppressing all but the most intrusive of surface bumps and undulations. The fact is, whichever era of Peugeot floats your boat – and the brand is evidently still a mystery to some – the new 308 offers class-leading refinement.

Generous sound-proofing helps – the windows are thicker and laminated side glass is available – and only a modest amount of kerfuffle around the A-pillars and door mirrors upsets the sense of calm. Especially so in

full electric mode, in which the promised 37 miles of range seems realistic, but even the arrival of the combustion engine is seamless and remains a distant presence. A little panel and raised controller on the driver's side allows you to flick smoothly and swiftly between reverse, neutral and drive. Ideal for doing three-point turns as you bail out of a petrol station queue. In addition, there's a 'driving style selector' that governs various modes: electric, hybrid, eco, normal and sport, depending on powertrain. Needless to say,



the 308 is fitted with the full suite of what Peugeot calls 'class leading technology and driver aids'; as usual, the lane keep assist was the first thing we turned off (not as easy as Peugeot claims, by the way, but not as buried in sub-menu hell as it is in the VW Golf). There's also adaptive cruise control, automatic emergency braking, driver attention alert, blind spot assistance and rear cross traffic alert.

A Drive Assist pack will be available by the time the car is on sale in the UK, which includes such innovations as

semi-automatic lane change, anticipated speed recommendation, and curve speed adaptation, the latter 'optimising the car's speed according to the severity of the bend'. As ever, we wonder how much of this stuff is dictated by the marketing uplift a five star Euro NCAP rating generates versus actual usefulness to the end user. But it would be a brave car maker that decided not to bother.

How punchy is it?

Peel off onto the more challenging back roads, and the sparkle comes off a bit, not least because the hybrid is obviously managing extra mass (312kg more than the petrol 130). But it steers with above average alacrity, turns in nicely, and has decent body control. Ultimately, there's more fun to be had in other quarters, but the 308 strikes a well-judged compromise between ride, handling and overall entertainment (0-62mph takes 7.6 seconds although that's hardly relevant).

The 225 is obviously a bit punchier, maybe even nibbling into quasi warm hatch territory though still some way short of full GTI status. We'd say that the Hybrid 180 is more than good enough in most circumstances, as well as being notably more affordable. It also emits an average of 24g/km of CO2 versus 27 for the more powerful iteration. On a near 40-mile loop, we stayed in electric mode for about half of it, resulting in fuel consumption equivalent to about 80mpg (note the claimed figure is 235mpg). The eight-speed auto does its thing unobtrusively and Peugeot seems to have resolved the software issues that caused a degree of hesitancy that affected earlier iterations.

The diesel is best suited to high mileage motorway drivers, an otherwise gruff reminder of where we've been rather than where we're going. The 1.2-litre three-pot is surprisingly charismatic (aka a bit vocal), but a decent steer all the same. Real world fuel economy should be around 40mpg.

Overall, the 308 is a perfectly harmonious thing to drive. And Lord knows, harmony is a commodity we should all cherish right now.

What's it like on the inside?

And so to the i-Cockpit. Peugeot's decision to reinvent the wheel definitely takes some getting used to, but there's no doubt that the cabin environment is as striking as anything else out there – and better to use than many. Taller drivers might struggle to drop the seat low enough in order for them to find a position that's comfortable while actually being able to see the instruments. The seats themselves are superb, especially in top GT Line trim where they've won a certification of excellence from a German Campaign for Healthier Backs body (called AGR). Don't underestimate the importance of the combination of this and the 308's terrific rolling comfort in everyday use.



Less immediately convincing is the 308's instrument layout. Assuming you *can* see it, the main display itself is pretty busy and a little difficult to read on the move. GT and GT Premium Lines get a cool but faddish 3D 'floating' display, and the whole lot can be endlessly configured to suit driver preference. We like it, but once again have to query exactly how useful it all is. You'd most likely pare it back to its most minimalist and therefore easy-to-read set-up.

The central touchscreen is good, though. The main functions are clearly marked below the principal display and from Allure trim up you can programme a further row of toggles for your short cuts. There's a bit of lag as you scoot between settings, and the graphics are crisp if not quite in the Mercedes league. Eight different drivers can set their own profile, there's wireless screen mirroring, and two phones can be connected to the Bluetooth simultaneously.

What else should I know?

A three-finger press can bring up the application list, and a home button returns you to the main screen. You can also move widgets about. A permanent banner at the top displays exterior temperature, air con settings, connectivity data and the time. There's also voice activation. Audio is taken care of by excellent French specialist Focal, with an optional 10-speaker set-up available. In other words, it's possible to have a 308 that punches way above its weight. And even rental spec cars have a genuinely premium feel at a time



when the established big guns in terms of perceived quality aren't always on target.

Rear seat space is on the tight side. The five-door hatch with petrol or diesel has a 412-litre boot capacity, the hybrids slightly less at 361 litres. The SW estate can swallow 608 litres (or 548 for the hybrid), and 1,634 with the seats folded. Inside, there are two big cup holders, two USB-C sockets, and storage space of 34 litres.

Buying - What should I be paying?

UK prices start at £24,000 for a PureTech 130 in Active Premium trim. Standard equipment includes the 10-inch touchscreen, DAB radio and smartphone mirroring for Apple and Android, 16-inch alloys, rear parking sensors, black door mirror facings, and LED head- and tail-lights.

Then you're on a journey through Allure, Allure Premium, and GT and GT Premium, topping out at £40,000 for the fully loaded 308 SW Hybrid 225. The Hybrid 180 costs from £33,900 in Allure Premium spec. Fitted with the optional 7.4kW on-board charger, it takes 1hr 55mins to fully replenish the battery using a 7.4kW wall-box; otherwise it's 3hr 50mins.

Remote charging and pre-heating can be done via an app. The 12.4kWh battery has an eight-year/100,000 mile warranty. Peugeot will contribute £350 to the cost of fitting a home charge point if you have off street parking, plus a free six-month subscription to BP Pulse. A single service plan is also available.

Which one to go for? We really liked the Hybrid 180, whose electric range up to 37 miles would likely be sufficient for most drivers to get about on zero emissions. That's a big draw nowadays, regardless of the extra initial outlay, not to mention the clear benefit-in-kind advantages for company car drivers (it's 11 per cent BiK). Otherwise, we reckon a 1.2-litre 308 SW in GT spec might make for a useful and enjoyable bit of kit: it's £29,850.

Specs & prices - 308 Hatchback 2021

Title	0 – 62	BHP	PRICE
Peugeot 308 1.6 Hybrid 225 GT 5dr e-EAT8	8s	225	£37,145
Peugeot 308 1.2 PureTech GT Premium 5dr EAT8	9.7s	131	£29,975
Peugeot 308 1.6 Hybrid GT Premium 5dr e-EAT8	7.6s	180	£37,345
Peugeot 308 1.6 Hybrid 225 GT Premium 5dr e-EAT8	8s	225	£38,745
Peugeot 308 1.2 PureTech Active Premium 5dr EAT8	9.7s	131	£23,765
Peugeot 308 1.2 PureTech Allure 5dr EAT8	9.7s	131	£25,615
Peugeot 308 1.6 Hybrid Allure 5rd e-EAT8	7.6s	180	£32,945
Peugeot 308 1.2 PureTech Allure Premium 5dr EAT8	9.7s	131	£26,515
Peugeot 308 1.6 Hybrid Allure Premium 5dr e-EAT8	7.6s	180	£33,845
Peugeot 308 1.2 PureTech GT 5dr EAT8	9.7s	131	£28,415
Peugeot 308 1.6 Hybrid GT 5dr e-EAT8	7.6s	180	£35,745

Dates in April 2022

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

April Fool's Day - 1st Apr 2022

Celebrated all over the world as a morning of jokes and tricks - but don't play a trick after noon - or you are the fool! And don't forget to do the Pinch, Punch First of the Month to the first person you see!!

World Autism Awareness Day - 2nd Apr 2022

Autism-friendly events and educational activities take place all through the month of April to increase understanding and acceptance and foster worldwide support.

[Website](#)

International Children's Book Day - 2nd Apr 2022

Held on or around Hans Christian Andersen's birthday, which is celebrated to inspire a love of reading and to call attention to children's books.

[Website](#)

Good Friday - 15th Apr 2022

A bank holiday in the UK, this Christian celebration commemorates the crucifixion of Jesus and his death at Calvary. Hot Cross Buns are traditionally eaten today.

[Hot Cross Buns Recipe](#)

Easter Day - 17th Apr 2022

Easter is the Christian celebration of Christ's resurrection, adopted as a secular celebration with bunnies and chocolate eggs.

[Everything Easter - Crafts, Movies, Gift Ideas and Printables](#)

Easter Monday - 18th Apr 2022

The day after Easter Day is a Bank Holiday in the UK and many countries around the world.

[The 10 Best Bunny Movies for Easter](#)

World Heritage Day - 18th Apr 2022

International Day for Monuments and Sites, better known as World Heritage Day, promotes awareness about the diversity of the cultural heritage of humanity.

[Website](#)

Earth Day - 22nd Apr 2022

Worldwide event to raise awareness of the environmental issues which face the whole of planet Earth.

[About Earth Day](#)

National Shakespeare Day - 23rd Apr 2022

23rd April was both Shakespeare's birthday and date of his death. Celebrations are held in his home town of Stratford-upon-Avon and around the UK.

[Website](#)

St. George's Day - 23rd Apr 2022

Annual celebration of England's Patron Saint. Turn back to page 7 to see who St George was.

International Jazz Day - 30th Apr 2022

International Jazz Day brings together communities, schools, artists, historians, academics, and jazz enthusiasts all over the world to celebrate and learn about jazz and its roots, future and impact.

[Website](#)

The following article, very kindly supplied by Martin Dale, is about problems the mobile traffic cameras are having in Cyprus. I think throwing oranges at mobile units, although not a great thing to do, is a lot less severe than setting fire to the static cameras we have. The one on the A46 near me has been set alight a few times!

Stones and oranges thrown at mobile traffic camera operators



As motorists are growing accustomed to the island's new traffic cameras, some get so angry that they go as far as to attack staff of the public company contracted with the system. This is what Philenews reported on Tuesday, adding that stones but also oranges were thrown at mobile traffic camera vehicles with operators inside.

Police also said threats against traffic camera operators were made at social media outlets as well and that legal measures will be taken against those acting in this unacceptable way.

Meanwhile, as from next month, the traffic camera network will be enhanced with 16 more mobile and 20 fixed cameras installed in towns all across Cyprus. And another 66 devices will be imported by the end of the year. Once the €34 million system is fully operational, there will be 90 fixed units in 30 locations and 20 mobile cameras which police will determine their place of operation. **Many thanks Martin.**

Footage shows Driver making rude gesture to police whilst driving without a seatbelt and on mobile

A van driver without a seatbelt takes one hand off the wheel and both eyes off the road to use a mobile phone while driving along the busy A1(M), but what he doesn't realise is the vehicle alongside him is a National Highways unmarked 'supercab' – and there are two police officers inside. When he sees he's being filmed, he makes a rude gesture. The driver was using a mobile phone and wasn't wearing a seatbelt as he drove along the A1(M). The footage, taken on the A1(M) near Wetherby by North Yorkshire Police, captures one of over 26,000 offences recorded by officers in the Operation Tramline HGV cabs since the national safety initiative was launched by National Highways. The driver was issued with a fixed penalty notice for not wearing a seatbelt and using a mobile phone. He was handed six penalty points and a £200 fine. The cabs are now being used as part of a multi-agency campaign on the A1, running from Monday, 21 March to Friday, 1 April, which aims to reduce the number of incidents on the busy route and highlight the risks of dangerous driving. Under the banner of Operation Mainline, the campaign takes place along the A1 from Northumberland down to North Yorkshire. Three police forces will be taking part – Northumbria, Durham and North Yorkshire. See more here; [Footage shows Driver making rude gesture to police whilst driving without a seatbelt and on mobile \(saferhighways.co.uk\)](https://www.saferhighways.co.uk/footage-shows-driver-making-rude-gesture-to-police-whilst-driving-without-a-seatbelt-and-on-mobile)

Safer Highways to support Passive Safety UK "Passive Safety Crash Demonstration day"

Taking place on 6th July 2022 at the Darley Moor Racing Circuit, near Ashbourne, Derbyshire, the event will offer attendees a unique opportunity to witness, first hand, a unique, exciting and informative event where attendees can witness *crash demonstrations* including: a traditional, unforgiving 140mm diameter steel post struck at high speed; an aluminium passive post installed within the working width of a TCB restraint system; 15m Steel HE class KAPU Passively Safe Lighting Column; an aluminium passive post supporting a VMS, solar panel and wind turbine assembly and a new fibre composite signal pole, complete with energised signal heads and an electrical isolation system. Scan the QR code to see the rest of this report and the You Tube video. Places are **FREE but are strictly only available when booked in advance**. Admission to the site will only be granted to those whose booking has been confirmed. **Places are limited and these events are often over-subscribed, so you are advised to book early to avoid disappointment.**

See more here; [Safer Highways to support Passive Safety UK "Passive Safety Crash Demonstration day"](https://www.saferhighways.co.uk/safer-highways-to-support-passive-safety-uk-passive-safety-crash-demonstration-day)

Now's the time to switch to carbon-friendly fuel

The UK Government has set out a number of measures to meet their 2050 net zero carbon targets, including a recent new rule for red marked fuels, commonly known as “red diesel”. These legislative changes are now just around the corner, so the built environment sector has a short time to prepare for the impending ban. And with white diesel prices already rising, the industry can no longer drag its heels in switching to alternative fuel types.

From 1st April 2022, the price of red diesel (also known as gas oil, generator diesel and agricultural diesel, used to operate off-road vehicles and machinery) will rise due to removal of UK Government rebates. HMRC has confirmed it will take a pragmatic approach to enforcement and consider the steps taken to switch to using fully duty-paid diesel, but have stated that they will go as far as to withhold equipment, and issue fines and penalty charges.

The UK is seeing a record rise in white diesel prices (taxed diesel used in most road vehicles), with recent data from suppliers Crown Oil and construction company Speedy Hire suggesting that prices could be 80% higher by the end of 2022. The increased fuel charges come at a worrying time for the construction industry, with material prices 21.5% higher at end 2021 than they were in December 2020.

UK red diesel use generates almost 14m tonnes of carbon dioxide emissions a year, so it's easy to see why the Government is adopting more stringent measures. It is anticipated that the new rules will prompt users to invest in cleaner alternatives - but what are the options currently available?

HVO fuel

Green D+ HVO fuel is the current alternative fuel market leader. It is compatible with all diesel engines and plant equipment and manufacturer testing shows up to 90% less CO₂ emissions compared to regular diesel. It also generates up to 30% less NO_x and up to 85% less particulates, which helps improve the environments we ask our operatives to work in. On Mace projects, 12% of our fuel usage in 2021 came from HVO, saving close to 475 tonnes of CO₂e.

Battery powered electric plant

Smaller battery-powered machines offer like-for-like performance when compared to diesel-powered machines – i.e. no less powerful or productive. They can be powered by 100% renewable electricity (generating zero carbon emissions), however, there is still a little uncertainty regarding battery end of the life disposal or reuse. Electric plant is the most sustainable option in the marketplace at this present moment in time.

Hybrid options

A mix of battery power and fuel - typically 70% fuel and 30% electrically powered. If used correctly, plant such as hybrid Mobile Elevating Work Platforms can save 9~10 kg CO₂ emissions every operating hour.

Hydrogen

A hydrogen fuel cell produces electricity where the only by-products are water and heat, and have recently been used on several Mace sites for small scale power generation – such as CCTV cameras and site lighting.

2021 saw Mace continue to push forward in our pursuit of a sustainable world. In 2020 we committed to become a net zero business and in 2021 launched additional carbon commitments: to reduce our residual corporate emissions by a further 10% every year, and to save 1 million tonnes of client carbon by 2026. But the industry's net zero journey is one that is only just beginning. While several leading UK construction bodies have recently called for a [12-month delay to restrictions](#), perhaps rather than focus on the costs associated with the new legislation, we should instead see this as an opportunity. A moment to seize with both hands. A real chance to drive change by implementing sustainable solutions on a widespread scale. And another significant step forward on the road to net zero carbon.

Above three articles very kindly supplied by Bryan Woods via Terry Heath



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 Twitter: @ANDGRIMSBY



20% Discount on Advanced Driver & Rider courses with:
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Now rider and driver groups are permitted to resume, as a current member of any of the above groups, you will receive a 20% discount when you sign up to an Advanced Driver or Rider Course in Lincolnshire.

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A.R. Course, Lincolnshire Advanced Motorcyclists: Tel: 01427 616864 or lincs-am-sec@pobroadband.co.uk

A.D. Course, Scunthorpe & Grimsby Advanced Motorists Tel: 01652 655601 or terryheath@sky.com

Here's something for the Driving Instructors amongst us.....

Update to list of cars not suitable to use on driving test

From today 7th March), DVSA is adding the Smart Fortwo (2 door) to the list of cars that are not suitable to be used on a driving test.

It has been added as the car restricts the driving examiner's view, especially over the right shoulder.

You can view the full list of [cars that are not suitable for use on driving tests](#) on GOV.UK

And something for everyone else.....

Changes to vocational driving licence acquisition

On March 1st, expected changes to manual/automatic transmission vocational driving licence entitlement came into effect. Providing a candidate holds a manual licence for either a car, lorry, bus or minibus, they will receive both manual and automatic entitlements when passing their driving test using an automatic vehicle for the following:

- Car and trailer (BE)
- Medium sized lorry (C1)
- Medium sized lorry and trailer (C!E)
- Minibus (D1E)

The change is not automatic; if a licence class indicates automatic transmission only, then it is still restricted until the request to change the record has been made

'The control room just aren't picking up breakdowns on the CCTV'

Traffic officers who patrol the M62 smart motorway have admitted even they think the system is "unsafe". Insiders have warned of staffing problems, drivers getting 'stranded' after breaking down, faulty signals and lane closures signs being ignored. Following a government decision to 'pause' the construction of new smart motorways which include the use of the hard shoulder as a working lane, the Manchester Evening News has spoken to traffic officers who patrol the region's roads.

The latest concerns raised by staff come after the admission last year of a series of technical faults and oversights, many of which have now been addressed.

Although National Highways (formerly Highways England) admit that some signals are still broken, they deny there are staffing problems, insisting that, despite the impact of Omicron, they have 'well-rehearsed protocols to ensure adequate staffing levels...help keep motorists safe.'

However, traffic officers maintain that insufficient monitoring of CCTV means drivers are having to wait in lives lanes to be spotted by either them or fellow drivers.

One insider told the Manchester Evening News:

"I've seen smart motorways unroll and I've seen smart motorways unravel. They are not a good idea, full stop. They are not safe. We are pulling our hair out, the control room just aren't picking up breakdowns on the CCTV. We are forever on different radio channels to different regions because they are covering and they don't have the local knowledge. Sometimes the control room in the South-West is dealing with our calls."

The traffic officer says this lack of 'local knowledge' means controllers can send patrols that are further away from the incident than the nearest available crew. They also claim they are frequently told to park up rather than patrol to avoid 'generating new jobs'.

They added:

"It's not the control room's fault, there just aren't enough of them and stuff isn't getting spotted. They are not picking up broken-down vehicles until someone driving past reports it in. They are supposed to be spotting them, not waiting for another driver to notice. They end up looking for it on the screen after it's been reported. Drivers are regularly picked up after long waits on all-lanes-running sections. All the smart motorways in this region are monitored by the same shift of staff and it's affecting them all."

Another insider added:

"I'll go out to breakdowns and someone will have passed through a line with a red 'X' and I'll say 'didn't you see the sign?' And they will say 'what sign?'. Even when the technology works they aren't safe, because smart motorways are only as safe as the weakest link."

Drivers on the smart motorway are alerted by more than 200 digital screens to potential hazards including changes in the speed limit, lane closures and incidents. Where there is no hard shoulder, such as on the M62 throughout the 10-mile section between junctions 10 and 12 and between junctions 18 to 20, these screens become more important to avoid accidents.

In October, the M.E.N highlighted that 24 of 37 roadside message signs were broken between the Croft interchange and the Eccles interchange - less than a year after they came into operation.

National Highways have said these have now all been fixed, but admitted two signals - used, for example, to close a lane or give a speed limit, between Warrington and Manchester - were still broken, 'to be fixed as a matter of priority'. They said when one part of the system is broken 'other parts remain active to help keep traffic moving safely'. A spokesman also accepted they were still experiencing issues with 'remotely operated roadwork signs' but maintained there were 'mitigation measures' in place, including hard signage. They said rolling road blocks were also used to 'keep traffic moving' during roadworks. A key concern for insiders is that the technology has floundered so rapidly. In April 2020, the M62 between Warrington and Manchester opened with four lanes and a 50mph speed limit in place while signalling and signs were installed and tested.

From November 2020 to March 2021, only some of the technology was up and running .

So all the technology has only been in operation for less than a year. On staffing, National Highways initially denied there was a problem, adding: "Sickness or absence may vary from shift to shift." "We have a dedicated rota team ensuring we maintain the correct level of cover. We also have contingency plans in place for other Regional Operation Centres to take over call handling should this be necessary."

Above Article very kindly supplied by Bryan Woods via Terry Heath

Our Social Night was on the 23rd February and the following is a write up.....by Jan Burditt

Our Chairman introduced Simon Jesson as the system manager for Northern Power Grid and although his role included many aspects, the main bulk of the talk was about E-cars/vehicles and the preparation of National Power Grid for the influx of electric cars. Simon began by letting us know that NPG have prepared by looking at varying scenarios including the future uptake of the amount of electric the new cars will be using. The area NPG look after is quite large in fact it runs from Northumberland including Cleveland, County Durham and Gateshead and covers all of South Yorkshire and North Lincolnshire. So, their predictions have to include a high number of possible electric vehicle charging points on houses, supermarkets or elsewhere.

An Intergovernmental Panel on Climate Change has said that CO₂ must be reduced to meet the Global Warming requirements and so by 2030 all new cars must be electric, new boilers will be heat pumps by 2025 and by 2040, all new vehicles will be low-carbon. He went on to say that the Global Warming Report states that we need to reduce our CO₂ emissions to net-zero by 2050 in order to limit Global Warming to less than 1.5°C. Simon told us that the ongoing decarbonisation programme is getting lots of applicants for solar panels which along the east coast, are all connected to NPG. Simon also said that transport, including diesel and petrol, is one of the largest emitters of CO₂ and as such, NPG are looking to introduce e-vehicles and put in charging points. Nissan are a partner of NPG and have what's known as Silent Power vans which are used during power cuts rather than the current generators. The vans hook up to the network and having a large capacity battery, are able to supply homes with power instead of generators.

NPG powered approximately 18 thousand electric vehicles in 2019 and approximately 4.2 thousand in 2020 so we can see the huge increase already.

Simon paused throughout for any questions regarding his presentation and one came from our Chief Observer who asked about the reports that the M180 is to be used to trial electric HGV's. Simon said yes, they have included electric HGV's in their scenarios but he hadn't heard about the M180 being used as a trial area, however, he said he would look into it and get back to us so once the answer comes along, I'll let you know. There will be suitably large charging facilities made available for them at strategic points which will enable them to move through the country smoothly. Another member asked about the spike in demand for e-car charging at, for example, a football match or when everyone is leaving work at the same time. Simon said NPG are fully expecting people to plug in at these specific times and will ensure that enough energy for charging points are made available. This is because it is not a matter of how many charging points there are, so much as will they all be used at the same time. (Demand spike) Car owners will therefore have contract with the electricity supplier who will encourage the owners to go on flexible tariffs i.e. charge their car at specific times to reduce the overall demand and so peoples behaviours may change to accommodate their charging requirements. Simon was then asked if NPG will be able to cope with the rise in demand on cables, switches and transformers. He said NPG should be ahead of it so the network can cope but if not, they would have to buy a new transmission system in order to cope.

Another aspect of the switch to electric vehicles is that the vehicle owners will at some point be able to sell the power in their car battery to help balance the transmission system.

Further information can be found here: <https://datamillnorth.org/dataset/northern-powergrid.dfes-2020>

*Laughter is always the best medicine.....
especially if they are April Fools Jokes*

*** Why was everyone so tired on April 1st
Because they just finished a long 31-day March.*



**** Babies born on March 31st are the easiest to prank on April Fools'.
They were literally born yesterday!*



***** Why can April jump so high?
It's spring*



The Highway Code: update to rules on using mobile phones

On 25th March, rules in The Highway Code came into force making any hand-held use of a mobile phone while driving illegal, except in limited circumstances.

The changes were supported by 80% of respondents in a public consultation in 2021.

This means you must not use a device in your hand for any reason, whether online or offline. The law applies to you if you're:

- supervising a learner driver
- stopped at traffic lights
- queuing in traffic
- driving a car that turns the engine off when you stop moving
- holding and using a device that's offline or in flight mode

There are exceptions, such as if you need to call 999 or 112 in an emergency or making a contactless payment in a vehicle that is not moving.

[You can find the full rules on using a phone, sat nav or another device when driving on GOV.UK](#)

The government's award-winning THINK! team have launched an [awareness campaign](#) to remind drivers not to use a hand-held phone at the wheel and the penalties of choosing to ignore this new law. You can get 6 penalty points and a £200 fine if you hold and use a phone, sat nav, tablet, or any device that can send and receive data while driving or riding a motorcycle.

You'll also lose your licence if you [passed your driving test in the last 2 years](#).

You can get 3 penalty points if you do not have a full view of the road and traffic ahead or proper control of the vehicle.

You can also be taken to court where you can be

- [banned from driving or riding](#)
- get a maximum fine of £1,000 (£2,500 if you're driving a lorry or bus)

Why staying up to date is important

It's important that everyone – not just learner drivers – understand their responsibility for the safety of other road users.

Many of the rules in the code are legal requirements, and if you disobey these rules you're committing a criminal offence.

If you do not follow the other rules in the code, it can be used in evidence in court proceedings to establish liability.

How to stay up to date: The full version of [The Highway Code is available, free of charge, on GOV.UK](#).



And finally.....don't forget to look us up on the links below:



Group Website

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



SAGAM can be found on Facebook at: [@SGAMG1](#)



You can Follow us on Twitter: [@ANDGRIMSBY](#)

DON'T FORGET OUR AGM ON THE 27TH APRIL 2022