

SIX P O I N T SIX

February 2013

website - <http://www.colchester-iam.org/>



***The Colchester Group of
Advanced Motorists***

affiliated to The Institute of Advanced Motorists



EDITORS NOTES:

Welcome to the first edition of Six Point Six for 2013, This edition includes articles on the new EU license, council car parking profits and the removal of some road signs.

Just a reminder that if anyone has any motoring stories they wish to include in the magazine; please E-mail articles to me or any other committee member who can forward it for you.

If anyone requires any IAM merchandise please contact Ron O'Hare

A WARM WELCOME TO OUR NEW MEMBERS

Matthew Young
Anthony Chyc
Anthony Anderson

Ann Hardwell
Stephen Wilson

FRONT PAGE PICTURE

The Great Bromley junction on the A120; possibly the worst accident black spot in the Colchester area.

WHY IS IT CALLED 6.6?

Did you know at 30 miles per hour you are travelling at 6.6m every half a second? This means if it takes you half a second to react, you have travelled another 6.6m – that is why **planning is better than reacting**. 6.6 magazine's title reminds readers of this fact.

The Colchester Group of Advanced Motorists is a Registered Charity - No. 1049474 and is affiliated to the Institute of Advanced Motorists Ltd.

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The views and opinions expressed in this newsletter are those of the individual writers and do not necessarily reflect those of the Colchester Group of Advanced Motorists or the Institute of Advanced Motorists Ltd.

John Holmes
Editor



MEETING REPORTS

DECEMBER'S MEETING

The December meeting was a training night on bends and cornering, unfortunately our chairman Pat could not make it for the meeting and so our hon. sec Robert Jezierski took over at very short notice. The meeting started off with the I.P.S.G.A. system of negotiating bends which stands for Information – Position – Speed – Gear – Accelerate. The Information part of the system overlaps the whole approach to the bend so that you are constantly re-evaluating your options. Your Position will be governed by other traffic and the type of road you are on, but generally position towards the centre line for left hand bends and towards the left for right hand bends to obtain maximum view, also oncoming vehicles will see you earlier. The Speed phase of the system is about deciding at what speed to negotiate the bend and how and when to achieve that speed. The Gear phase of the system will be governed by the speed we have reduced to, and the gear should not be selected until the Speed phase is completed so there is no overlap. On the Acceleration phase it does not necessarily mean going faster, it may be applying power to maintain a constant speed on the other hand if the road is opening up and your view is improving as the limit point is moving away from you then accelerating to maintain progress would be the option. So Acceleration takes us out of the bend and onto the next hazard where the system starts all over again.



Robert answering a question

Towards the end of the meeting different elements of the I.P.S.G.A. system were discussed and also went on to some questions from members and associates about Roundabouts both large and mini and how best to deal with them. The meeting ended with the Raffle draw where nearly everyone won a prize. This was a very informative meeting and a good debut from Robert.

JANUARY'S MEETING

This month's meeting was a quiz night organised by Pat, we got off to a bit of a late start due to Heather being poorly so there was no milk for tea's and coffee's , Nick volunteered to pop out to the shop to replenish the supplies of milk. With our drinks made and mince pies eaten the Quiz commenced.

We had managed to split up into three teams and Pat handed out three quiz sheets to each team, one on Christmas Carols, one on the old imperial money currency and one on general knowledge. The questions were testing our minds as some were a little cryptic, but at the end of the quiz all teams had performed well. With the answers checked we had joint winners. A very enjoyable evening was had which was followed by a raffle draw.





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The joint winners with question sheets and prize



Robert Jezierski



COUNCIL PARKING PROFITS SOAR BY 15 PER CENT

Councils in England made over £411 million in parking charges last year (2011/12) - an increase of 14.9 per cent - according to research by the Institute of Advanced Motorists. In 2010/11 Councils made £358 million. In 2009/10 councils made £322 million from parking charges making the three-year increase 27 per cent.

The top council earners in 2011/12, (with percentage increases based on the previous year) were: Westminster (£38m) up 8.7 per cent, Kensington and Chelsea (£27.5m) up 31 per cent, Camden (£25m) up 18 per cent

Outside of London the biggest earners were: Brighton and Hove (£13.7m) up 18.9 per cent, Milton Keynes (£6.5m) up 9.3 per cent, Newcastle upon Tyne (£6.2m) up 51 per cent

At the same time the amount spent by councils on road safety, education and safe routes to schools, decreased by 18 per cent, from £127.5m to £105m. Overall revenue spending on highways and transport reduced by 6 per cent between 2010/11 and 2011/12, while capital expenditure (on construction, tarmac etc) reduced by an estimated 13%. A Department for Communities and Local Government report from June 2012 estimates that capital expenditure on highways and transport will fall by a further 11% over 2012/13. IAM chief executive Simon Best said: "Councils are making record-breaking profits from parking, while cutting road safety spending on life-saving services such as, education for young drivers, cycle training, and safe routes to schools schemes. "At the same time cuts to road maintenance will mean a backlog of repairs which will simply cost more to fix in the long term."

2. Regional figures are:

Revenue from parking for councils in England by region

Region	Revenue 2010/11	Revenue 2011/12	% change
East of England	14,107,000	9,637,000	-31.686
East Midlands	13,221,000	14,774,000	11.7465
London	185,225,000	217,513,000	17.4318
North East	7,862,000	6,278,000	-20.148
North West	-1,560,000	11,424,000	-832.31
South East	48,933,000	60,475,000	23.5874
South West	48,226,000	41,411,000	-14.131
West Midlands	20,681,000	19,796,000	-4.2793
Yorkshire and Humber	20,107,000	28,841,000	43.4376



EXPERIENCE COUNTS IN THE DRIVE FOR SAFER ROADS

Older drivers are as safe as drivers from all other age groups, according to research published today by the IAM (Institute of Advanced Motorists). Contrary to widespread belief, the study shows they have better attitudes to safety, deal with hazards better than young drivers and use experience to increase their safety margins on the road.

The report reveals that drivers over 75 react just as quickly as other age groups when a vehicle emerges from a side road or if the car in front brakes suddenly on a rural road.

Official statistics show that people over 70 make up nine per cent of drivers but six per of driver casualties. This practical study found that where older drivers had slower reaction times, they used their experience on the road to compensate:

They drive at slower speeds on all occasions

They keep a bigger following distance than drivers from other age groups.

Whilst the study found little difference in driving performance across the ages it did highlight two surprising areas of concern:

Compared with other age groups, the eldest group appeared to stop short of the stop line at junctions and not look as often as others before pulling out.

Older drivers failed to look in their rear view mirror as much as other age groups on the motorway.

The report found that older drivers were likely to have less flexibility in neck movement and poorer vision standards but this did not translate into differences in driving performance. Neck flexibility varied widely with some older drivers as flexible as some in the youngest group

The IAM believes it is important these findings are used in on-road and online assessments to ensure that older drivers understand the risks they face and what they can do to improve their driving in key areas.

In the light of this new report the IAM is calling for:

- A government action plan for older drivers
- More car manufacturers considering older drivers in vehicle design
- Greater publicity to encourage health professionals to discuss driving
- Better information for older drivers and their families
- Online self-assessment tools for older drivers
- Wider availability of voluntary on-road driving assessments



- Better partnership working at a local level

IAM chief executive Simon Best said: “The government needs to create a strategy now to deal with the ageing driving population.”

“Older drivers, their families and friends deserve access to assessment and information to help them stay safe on the road. As well as this, car makers need to look at innovative ways to use technology to help this growing sector and the medical profession has to improve the way it delivers support and advise to keep drivers fit for the roads.”

TRL principal human factors researcher Nick Reed said: “This study for IAM using TRL’s DigiCar simulator revealed that in many of the driving scenarios tested, older drivers were typically as safe as their younger counterparts. It was notable that performance was more varied across the older participants; seemingly reflecting differences in the ageing process and highlighting how difficult it is to make judgments about driving ability based solely on age. It was pleasing to identify specific areas of concern for older drivers and perhaps to correct some common misconceptions about their driving ability.”



END OF THE ROAD FOR OVER 9,000 TRAFFIC SIGNS

Thousands of traffic signs are being brought down across the country as part of a government drive to rid our streets of clutter.

In London alone 8,000 repeater signs and 4,000 poles installed on the capital's roads in the early 1990s have been ripped out. The signs removed in London are red repeater signs. They reinforce the meaning of the restriction imposed by the double red lines – 'no stopping'.

A new leaflet "reducing sign clutter" has just been published with some of its recommendations below.

An example of overuse of regulatory signs is the use of signs placed upon bollards at pedestrian refuges and other islands to show keep left..

In many cases these are unnecessary and serve no purpose, particularly at traffic signals where the signal head itself gives plenty of warning of the presence of an island. There is no requirement under TSRGD (Traffic Signs Regulations and

General Directions) to provide these signs at refuges and islands, and by restricting their use only to those sites where visibility of an island is genuinely an issue, authorities will save money both on the cost of the sign itself, and on sign lighting. 'Keep left' signs might be needed at sites where the road layout could lead drivers to travel on the wrong side of a refuge or island. In this situation, a 'keep left' sign would highlight the correct path for drivers, and enable the associated offence to be enforced if necessary

Warning signs can play an important part in improving road safety. However, they should only be used where there is a specific safety issue or hazard, not to sign routine features of the road, such as bends and junctions. Overuse of warning signs can dilute their effectiveness. For example, it should not be necessary to place roundabout or traffic signal warning signs in addition to map-type advanced direction signs or where the traffic signals or roundabout are clearly visible. Similarly, junction warning signs should not be necessary in street-lit urban areas, where there are frequent side-road junctions.

Much local signing is unnecessary. Regular visitors and people living locally know where facilities such as schools, churches and surgeries are. It is often possible to consolidate existing signing, rather than adding new signs.

Tourist signs should only be provided for major destinations and not for facilities used primarily by local residents. Tourist signs should only be provided where existing directional signs are not sufficient. For most tourist attractions, and all tourist facilities, it is likely that signing would only be appropriate within the last two to three miles, or from where the route diverges from that to the nearest town or village.



Authorities should consider if temporary signs are necessary in the first place. These signs are often of only limited use to someone using a stretch of road for the first time. Local drivers are likely to have seen the scheme being implemented and will therefore be aware of the changes to the road layout already.

All temporary (white-on-red) signs should be removed as soon as they are no longer needed. Signs such as 'new road layout ahead' must, by law, be removed no later than 3 months after the completion of the works. Black-on-yellow temporary signs (fig. 4) for new housing developments must by law be removed within 6 months of completion of the development. Temporary traffic signs may be erected for a limited period to guide traffic to special events, such as major sporting events, shows or other public gatherings that are expected to attract large volumes of traffic.

The area-wide traffic sign authorizations issued in October 2011 to every local authority in England included approval to use 20mph roundel road markings on their own as a repeater sign within 20mph limits, without the need for associated upright signs. This does not extend to speed limit terminal signs, which must still be placed in accordance with TSRGD. Roundel markings or upright repeater signs may also be used within 20mph zones in place of physical traffic calming features where the speed of the road is naturally close to the speed limit.



SINGLE EU LICENCE TO BE ROLLED OUT

Motorists are set to be issued with a new-style driving licence to help unify the current system and bring EU member states under one set of regulations.

The new universal licence is designed to end the confusion of police and motorists, while helping to frustrate the efforts of criminals producing and selling fraudulent licences.

The scheme will be rolled out across the EU from January 19, with new rules regulating the design of the document and the validity of a particular driving licence.

New cards will only be issued when a motorist notifies the relevant authorities of a change in details or renews a license, while learner drivers will be issued with the new card.

Details on the back of the licence, which outline the type of vehicle which can be legally driven, will not change, while the card will show those categories of vehicles the motorist is not entitled to handle.

It is hoped the introduction of the single licence will give residents in the EU more freedom to drive around member states, knowing they only have to be aware of one set of rules.

The licence will be a credit-card-style, single plastic-coated document, very difficult to falsify. The document will be renewable every 10 or 15 years depending on the member state. The several member states will have the option to include a microchip containing information about the card holder on the card. This will prove extremely useful because police can access the driving licence in their own language. This would solve the problem with the three kinds of alphabet (Latin, Greek and Cyrillic) used in the EU. In addition, the fields of the driving licence are uniformly numbered, thus allowing the police to decipher the meaning of the fields without electronic access.

Some categories like C and D will be issued for five years only. After expiration, a medical check-up is necessary in order to renew the licence for another five years.

The directive stipulates that member states should adopt laws implementing the directive no later than 19 January 2011. Those laws should take effect in all EU member states on 19 January 2013. All licences issued before that date will become invalid by 2033.



COST OF MOTORING CREATES THREE MILLION 'GHOST CARS'

Nearly three million cars in UK now used less than once a week 40% of Brits say they now drive less than they did a year ago Almost half of these say they have cut down on driving due to financial concerns 2.9 million 'ghost cars' in the UK are now used less than once a week Britain's streets and driveways have become the resting place of 'ghost cars' as motorists are abandoning their vehicles or dramatically cutting back on journeys in a desperate effort to save money.

The RAC estimates that there are now 2.9 million cars in the UK which are being used less than once a week*. One in seven respondents (14%) said that their household owned a car which was only used occasionally, with the North East (22%) and London (20%) the areas where this was most common, probably due to their extensive public transport networks. Amazingly, one third of these unused cars are only one to two years old, meaning they are rapidly depreciating in value while they sit idle on the driveway.

In the study conducted by the RAC, 40% of people said that they now use their cars less than they did a year ago, compared to just 14% who said they drove more regularly. Almost half (45%) of those cutting down on their driving said that this was due to financial concerns, meaning trips to visit family, friends and other parts of the country could be being sacrificed to save on fuel.

With research now showing that the spiralling cost of motoring is forcing drivers off the roads, it believes reducing tax on petrol and diesel will help to stimulate the economy and actually generate more income for the Treasury.

RAC technical director David Bizley says: "The fact that there are almost three million 'ghost cars' on Britain's roads which are used less than once a week shows that UK motorists are being priced out of motoring. This research backs up our belief that reducing fuel tax would in fact help generate more revenue for the Treasury and act as a catalyst for the British economy as a whole."

This is based on a survey of 1,359 people conducted by the RAC where 14% of respondents said their household had a vehicle which was used less than once a week, multiplied by 20.5 million households in UK



SAFE DRIVING SYSTEM IN DEVELOPMENT

A new in-car safety system is being developed to replace the "voice in your head", or even that of a passenger, saying that you are driving too fast.

Engineers at Japan's Fukuoka Institute of Technology are developing what they call a "safe driving promotion system" in collaboration with heavy goods vehicle maker UD Trucks. The system will sense when you are driving too close to another vehicle to stop in time.

The immediate risk of your driving technique is then brought starkly home by an audible warning of how badly you would be injured if you crashed. This warning could take various forms, ranging from a blunt "you would die if you crashed at this speed," or "your car could burst into flames if it rolled over here," to a dramatic "dear God you're going to kill us all!"

Currently patent-pending, the system uses the cameras, radar, sonar and laser sensors already found in many modern cars to assess the distance to the car in front. It can then use data from your reaction time during previous journeys, ie. how quickly you have braked when another car's brake lights have come on, and uses this along with your kinetic energy at the time to calculate whether you would be able to stop in the event of an emergency.

The type of audible warning will depend on the severity of the impending risk.



WORKING DRIVERS 'POSE HIGHER RISK'

Grooming and texting behind the wheel make business drivers more likely to have an accident than other motorists, according to research.

Road safety charity Brake found 31% of those who drive for work admit to texting while driving, with 17% putting on make-up, brushing their hair or shaving and 76% speeding in built-up areas.

Working drivers account for some 30% of all road journeys and are up to 40% more likely to be in a crash resulting in a car insurance claim than motorists driving in their own time. Accidents caused by those driving for work kill around 10 people a week and injure another 100.

With working drivers more likely to take deadly risks than other motorists, Brake is calling for firms to act to make sure their employees drive more safely.

Brake's deputy chief executive, Julie Townsend, said they wanted employers to have safe driving policies in place and ensure staff know the dangers of speeding and being distracted while driving.

She added: "It is appalling so many people who drive in a professional capacity are taking such horrendous and unnecessary risks, doing things we all know are unbelievably dangerous behind the wheel."

Another study employing eye-monitoring equipment has revealed that drivers spend 18 per cent of their time behind the wheel not watching the road at all. The study, which utilizes the latest eye-tracking technology to record drivers' eye movements, found motorists using satellite navigation devices were even more distracted, with 22 per cent of their time focused away from the road.

Participants in the experiment wore special glasses that monitor the exact focus of the eye by tracking microscopic movements in the cornea. The experiment was captured on film and enabled researchers to establish exactly where drivers focus their vision. It found that when not looking at the road ahead; drivers tend to gaze at clouds, scenery, adverts and other non-driving related distractions, on average taking their eyes off the road every nine seconds.

The study into driver behaviour commissioned by insurer Direct Line shows that drivers with a satnav have their eyes fixed on the display for 12 per cent of their total journey time. Drivers using satnav also spend six times longer watching their device than oncoming traffic.

The average driver spends only 3.2 per cent of the total journey time checking their mirrors while, on average, drivers spend seven per cent of their time gazing at clouds and scenery and 0.8 per cent of their time observing adverts. Two per cent of their time is spent actually looking at oncoming vehicles and 0.6 per cent observing road signs.



Motorists spend the same amount of time (three per cent) watching pedestrians (who were neither on or crossing the road) as they did checking their mirrors. And while both men and women appear to have been distracted by good looking pedestrians, only men turned their heads completely away from the road as a result.

Simon Henrick, spokesperson for Direct Line, said, "For the first time we know exactly where people focus their eyes when driving and the results are frightening. Even when drivers appear to be watching the road, by tracking movements in the cornea we now know they are often watching clouds or shop window displays."

Video evidence also reveals drivers engaging in dangerous behaviours, such as changing between two satnav devices and gazing down at a mobile phone held in their lap to navigate.

The findings are backed up by the results of another survey, carried out on behalf of moneysupermarket.com, in which three quarters of motorists admit to being distracted behind the wheel and that one in 10 driving convictions is for using a hand-held mobile phone while driving.

More than half of those surveyed (54 per cent) admitted to changing music while driving; 47% eat, 47% drink and 16% send texts from a mobile phone. Six per cent admitted to using apps on a smartphone or tablet, updating their Facebook status or tweeting.

The research also found that motorists, as well as distracting themselves, are easily distracted by others. More than a third of people (35 per cent) admitted to being distracted by children or other passengers and one in five (20 per cent) said a good-looking person made them take their eyes off the road.

Kevin Pratt of moneysupermarket.com said, "We all lead busy lives and find ourselves trying to multi-task, but taking your eyes off the road for only a second could have disastrous consequences for yourself and other motorists and pedestrians. Using a mobile phone to text, call or tweet when behind the wheel is not only very dangerous but also illegal."



UK CAR SALES FIGURES FOR 2012

Car sales in the UK reached 2,036,101 in 2012, according to the year-end figures released by the Society of Motor Manufacturers and Traders (SMMT). The total, which represents an increase of 5.47 per cent, is an improvement of 105,588 on the previous year as the UK became the second largest car market in Europe behind Germany.

Ford's Fiesta was the top-selling car of 2012, although it was outsold in Scotland by the Vauxhall Corsa, which was the second best seller throughout the UK. The Ford Focus was the third highest seller overall in the UK, followed by the Vauxhall Corsa, Vauxhall Astra and Volkswagen Golf.

Ford enjoyed market share of 13.79 per cent, with Vauxhall in second at 11.36 per cent despite selling 2.6 per cent fewer cars than in 2011. Volkswagen was third overall with 8.96 per cent market share, with BMW and Audi in fourth and fifth (6.24 and 6.05% respectively).

The big losers include Renault (down 40.4% on 2011), Alfa Romeo (-37.3%) and Mazda (-16.1%). Some niche producers also fared badly, with Lotus down 58.4 per cent after selling only 137 cars in 2012, while Maserati fell by 20.4% and Aston Martin by almost 9%.

The final sales figures for December show that England was 3.82 per cent up on 2011 with 108,171 registrations. Sales in Wales were up by 16 per cent in December, at 4,238 units. Northern Irish sales improved, too, by 5.5 per cent, although the Scottish market declined two per cent in the final month of the year.

ASSOCIATE INFORMATION

As at 23rd January there were eleven associates awaiting an observer to come free; as soon as there is an observer free to take you on, you will be contacted and your first drive arranged.

The observed drive is not the only aspect of training, the training meetings are equally important and much essential information is obtained from them. Associates are reminded that attendance at these is mandatory and also demonstrates their commitment to the idea of advanced driving and the Colchester group.

While you are waiting to start the practical side, please read your copy of PASS YOUR ADVANCED DRIVING TEST. This will mean that when you do start you'll have a good idea of what's involved. If you want to ask any questions please feel free to give me a call, otherwise I am usually at the group meetings and will be happy to talk to you there.

Would all associates taking the test please let their observer know what the test date is and let me know the result. You may think HQ Test Examiners keep us informed, but it is not part of their brief so we will not know otherwise. Many thanks.

Our list of Observers

Pat Corps *	Louisa Davenall
Ralph Young*	Vicky de-Vries*
Brian Davies	Sarah Woodcock
Ian Scott-Thompson	

*DENOTES SENIOR OBSERVER

CONGRATULATIONS

Iain Farquharson who passed in December his observer was Ralf

Brian Davies
Associate co-ordinator











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CONTACT DETAILS







Colchester Group of Advanced Motorists - President: Ralph Young

COMMITTEE			
<u>Chairman</u> Pat Corps			
<u>Deputy Chair</u> Vicky de-Vries			
<u>Honorary secretary</u> Robert Jezierski			
<u>Membership secretary</u> Heather McCabe			
<u>Honorary Treasurer</u> Robert Murray			
<u>Associate/Observer</u> <u>Coordinator</u> Brian Davies			



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<p><u>Webmaster</u> Rob Wilson</p>			
<p><u>Newsletter Compiler</u> John Holmes</p>			
<p><u>Events co-ordinator</u> Barry Alexander</p>			
<p><u>Minutes secretary</u> Louisa Davenall</p>			
<p><u>Catering</u> Jane Wood</p>			
<p><u>Shop & Raffle</u> Ronald O'Hare</p>			



EVENTS

All evenings are for all members and associates these will be held at:

Marks Tey Parish Hall
Old London Road.
Marks Tey,
Colchester
CO6 1EN

All meetings will be held in the small room
except April, June and November
which will be held in the council
chamber

It is a requirement for associates to attend training sessions to enable them to be familiar with advanced driving techniques and skills, prior to, and alongside their observed drives. It is also important that those of you who have already passed your advanced test attend, to further your skills as an advanced driver

2013

January 15 th	Group meeting – Chairman’s quiz
February 19 th	Group meeting training night followed by Observers training
March 19 th	Group meeting – presentation by Autoglym
April 16th	Group meeting training night followed by Observers training
May 21 st	Group meeting – details to be finalised
June 18th	Group meeting training night practical training on manoeuvring followed by Observers training
July 16 th	Group meeting including AGM– details to be finalised
August 20 th	Group meeting training night followed by Observers training
September 17 th	Group meeting – Sir Bob Russell MP for Colchester
October 15 th	Group meeting training night followed by Observers training
November 19th	Group meeting – details to be finalised

All meetings start with tea and coffee

Training nights start at 7:30 and may include a raffle; followed by Observer training at 9:00

Other night’s doors open at 7:30 for an 8:00 start and include the buying of raffle tickets