

## **Motorway Driving – Thick Fog & Snow Advice & Lane discipline**

This following advice used to be a 'FOG-CODE-OF-PRACTICE' back in the early to mid-eighties. The same Practice was to be used when driving in Snow. It was produced by the then, Department for Transport but seems to have faded out since very few people are now aware of it.

On a three-lane motorway:

All goods vehicles should use 'lane-one' in thick fog. This allows the hard shoulder to act as an escape lane in the event of a serious problem ahead.

All cars and coaches should use 'lane-two' in thick fog. This allows lane-three to act as an escape lane in the event of a serious problem ahead.

This 'Code-of-Practice' was put together to reduce the chances of any cars sliding underneath Lorries since the bodywork on coaches comes almost down to the ground. Cars and their occupants would be safer given this fact.

As far as the escape lane to be used in the event of an emergency is concerned, everyone would know then exactly what option was available to them in the event of an emergency. This would massively reduce the chance of any serious pile-up.

If this practice had been applied on the M42 several years ago in the 100 vehicle pile-up - as a 'Best Practice' it would never have had been anything like, as serious.

I made a couple of films 'Driving Skills for Life' 1992 (HGV) and Safer Driving 1994 (Rover Cars) and I included the Fog and Snow Code of Practice information within it.

When this information was originally submitted to the Driving Standards Agency (DSA) for endorsement, the DSA questioned its origin. They had never heard of it which is not surprising since the DSA themselves didn't form as an Agency until 1990. The Code of Practice was before their time. However they agreed that this was a good idea and ought to be included in the new Highway Code – but to date it never has been.

Perhaps one day the decision makers might see sense by re-kindling this code-of-practice and informing the rest of the country by including it in the relevant publications!!

**So the agreed 'Best Practice' advice being given is that:**

**ALL LGVs should travel in lane one of a three-lane motorway. This allows the hard shoulder to act as an escape lane in the event of a problem. Drivers of these vehicles will at least know what to do should the need arise.**

**ALL cars and coaches should travel in lane two of a three-lane motorway. This allows lane three to act as an escape lane in the event of a problem ahead. Drivers of these vehicles will at least know what to do should the need arise.**