

THE LATEST FROM IAM LINCOLNSHIRE

Autumn news!

Welcome to our Autumn newsletter, we hope you enjoy it.

It's been a busy few months since our Summer newsletter. We've held our first two face-to-face events since the Covid-lockdowns, we've been out delivering Confident Driving presentations to external groups, several observers have achieved their Local or National Observer qualifications and there are many new Advanced Drivers across the county.

Find out more in this edition of our newsletter.



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Contact us... something you'd like to share in the newsletter?

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GROUP UPDATE

Observer/Associate update

We are delighted to announce that several associates have passed their Advanced Driving Tests since the Summer edition of our newsletter, many of these are young drivers undertaking the Police and Crime Commissioner sponsored courses.

There are still around 30 places left for young drivers on this project, the application form can be found on our website [here](#).

We would also like to say congratulations to Thomas Holm-Johansen and Gemma Melhuish who have passed their Local Observer qualification and Les Roby, Andy Coward, Geoff Coughlin and Mathew Goddard who passed their National Observer qualification.



31 new Advanced Driver in Lincolnshire in 2021—congratulations all

Associate	Pass Date	Observer	Check Drive Observer
Megan Gell	07/11/2021	Gemma Melhuish	Ashley Behan
Irina Mullen	06/11/2021	Tony Larvin	Roger Hicks
Carole Dickinson	30/10/2021	Tony Larvin	Roger Hicks
Gautam Paintal	16/10/2021	Simon Clayton	Ashley Behan
George Avison	16/10/2021	Richard Hardesty	Ashley Behan
James Broughton	16/10/2021	Ashley Behan	Gemma Melhuish
Emily Coughlin	07/10/2021 F1RST	Ashley Behan	Gemma Melhuish
Mollie Zalas	26/09/2021 F1RST	Roger Hicks	Ashley Behan
Danielle Bradford	26/09/2021	Mat Goddard	Ashley Behan
Edward Read	22/09/2021	Simon Clayton	Ashley Behan
Rod Inwood	20/09/2021 F1RST	Geoff Coughlin	Roger Hicks
Margaret Campion	18/09/2021	Bob Bates	Ashley Behan
Izzy Chetwynd	18/09/2021 F1RST	Geoff Coughlin	Ashley Behan
Harriet Campion	17/09/2021	Tony Lofts	Gemma Melhuish
Ryan Shaw	11/09/2021 F1RST	Steve Waltham	Francis Hughes
Kian Watkins	11/09/2021	Geoff Coughlin	Ashley Behan
Ravi Yawood-Paintal	07/09/2021	Tony Lofts	Ashley Behan
Sam Perkins	06/09/2021	Martin Dodsworth	Tony Lofts
Lucy Doyle-Thomas	03/09/2021 F1RST	Francis Hughes	Steve Waltham
Emily Barker	31/08/2021 F1RST	Richard Hardesty	Ashley Behan
Joanna Cain	26/08/2021	Tony Larvin	Steve Waltham
Alex Leek	23/08/2021 F1RST	Ashley Behan	Roger Hicks
Zoe Newnham	21/08/2021	Tony Larvin	Roger Hicks
Kevin Miller	02/08/2021	Ray Whitaker	Tony Larvin
Peter Smith	31/07/2021	Francis Hughes	Steve Waltham
Marianne Platt	24/07/2021	Bob Bates	Ashley Behan
Cathy Platt	24/07/2021	Derek Smith	Ashley Behan
Josh Stainsby	17/07/2021 F1RST	Roger Hicks	Ashley Behan
Jack Constable	01/07/2021	Ray Whitaker	Roger Hicks
Robert Harper	22/06/2021	Tony Larvin	Ashley Behan
Sarah Myatt	19/06/2021 F1RST	Les Robey/Thomas Holm-Johansen	Ashley Behan

GROUP UPDATE

News from our 2021 AGM

20 October 2021

Our second face-to-face event since the Covid-lockdowns, was our Annual General Meeting held at Windmill Farm in Lincoln.

We were delighted that nearly 60 attendees joined us for the evening, including a special guest - Marc Jones, Lincolnshire Police and Crime Commissioner. Our guest speaker on the night was IAM RoadSmart Chairman, Stuart Donald QPM.

The evening began with the formal AGM reports, starting with Chair/Chief Observer, Roger Hicks, who talked about the groups successes over the previous 12 months and thanked the committee and observer team for the results achieved. This was followed by a report from Les Robey, Treasurer, detailing the finances which remained in a healthy position. Richard Hardesty's Social Media Report covered the positive reach the platforms have and the great numbers of views of activity, especially via Twitter.

The success of new advanced drivers was celebrated, with a number of young drivers who completed their course via the PCC Project being presented with their certificates by Stuart and Marc.

Marc Jones gave a short talk, thanking IAM Lincolnshire for his invite and discussing his views on road safety and the importance of the work being done to improve the number of killed and seriously injured on the roads.

Following this, Stuart began his talk which focused on his career in the police and subsequent road safety work in the Middle East. Stuart spoke of his long term affinity to the IAM and how he is looking forward to taking the organisation forward.

Following his presentation, Stuart presented Marc Jones with a Certificate of Appreciation in recognition of his commitment to road safety across Lincolnshire and leadership by enabling young drivers to undertake the IAM RoadSmart Advanced Driver Course through his partnership with IAM Lincolnshire.

The reports, finances and draft minutes of the AGM can be viewed on our [website here](#).

Photos

Top: Marc Jones (left), presented with his certificate from IAM Chairman Stuart Donald

Bottom: A selection of young drivers receiving certificates from Stuart and Marc.



IAM SKILLS DAY REVIEWED

David Kirkup reviews IAM Skills Day at Croft

Drive your own car on a circuit... further develop your driving skills... the opportunity to explore the performance of your car away from the public highway!

These were some of the tempters offered in the promotional piece for the upcoming skills sessions – the latest in an ongoing programme being offered by IAM. Having recently changed my car, the chance to better understand its capabilities, along with the novelty of a circuit drive, were enough to tempt me into making a booking.

I chose Croft circuit near Darlington, opting for the morning session, which give me the opportunity to combine a short break along with the driving experience. Staying overnight at a superb farm B&B near Richmond, I enjoyed lunch and a wander around Richmond's lovely market place and town centre before heading to the B&B to check in.



I was fortunate that both days were mostly fine, sunny weather (only marred by some rain as I cleared Lincolnshire on the journey north) which enabled plenty of roof-down driving.

Arriving at Croft, the car park was already busy with other drivers chatting and enjoying the drinks and snacks from the catering trailer. I was impressed by the

range of vehicles ready to take part; everything from a Fiat Panda to a Jaguar XK! Clearly this was a day which was intended to cater for all participants.

After a short safety briefing participants were paired up to work with an instructor. My opposite number and I were introduced to Lilian who we were to spend the rest of the morning with. The format from then on was simple, but fun!

A series of sighting laps had been carried out to check the circuit whilst we were receiving our briefing. So, once we had tossed a coin to decide who Lilian took to the track first, we moved our cars into the pit lane, and I watched as Dave completed his first 5 laps with Lilian. This format was repeated throughout the morning, which was ideal; just about enough time to spend behind the wheel, but not too long to wait whilst watching from the pits.

We were briefed to take the first few laps fairly easily, in order to familiarise ourselves with the circuit. Croft is quite a twisty track and I hadn't done any pre-visit homework to get to know it (I would recommend that anyone who does a skills day, takes the opportunity to familiarise themselves via YouTube to try and save some of the early on-track learning that is inevitable – it's not easy at first to remember which bend is which!).

It took me a while to adjust my approach to driving from "road" to "track mode" (albeit this wasn't a full-on track day in the traditional sense, the idea was after all to explore the cars capabilities beyond what one would normally do on a public highway) but one doesn't instinctively push a car hard into a corner, especially under the watchful eye of an IAM observer! However, Lilian pointed out which line to take around the circuit and encouraged me to increase my speed as the morning progressed. The maximum permitted speed on the day was 90mph – which gave plenty of scope to explore the handling and performance of the car.

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IAM SKILLS DAY REVIEWED - PART 2

Track etiquette was to allow faster vehicles to pass, and we were briefed that our instructor would take control of the mirrors and give us instructions as to when we needed to keep to one side to allow a vehicle to pass or when we could overtake another car, all of which went smoothly throughout the morning. There was also a pit lane flag marshal who controlled entry onto the track. As you would expect, safety was very much a prime consideration, which was reassuring...

The morning passed very quickly but, in that time, I had had several 5-lap sessions on track, and during the last one Lilian kindly took some photos and video with my phone as a nice memento of the day. Also, the intervals between drives gave the opportunity to chat to some of the other drivers and hear about their cars and how they were finding the whole experience.

Was it what I expected? Well to be honest I got the impression from the pre-course literature that there would be more emphasis on what I would consider to be the "traditional" IAM teachings, whereas it was much more track-skills focussed. That's not a criticism – it makes sense given the circumstances, and it was most



enjoyable. I'd summarise it as "safe fun with your car, on a race track" – I'd definitely go again!

David Kirkup, IAM Lincolnshire Member

To find out more about IAM RoadSmart Skills Days visit <https://www.iamroadsmart.com/campaign-pages/end-customer-campaigns/skills-day>



SPOT THE IAM 2CV VAN

Classic coverage for IAM Lincolnshire



One of Lincolnshire's National Observers, Ray Whitaker, is the proud owner of a 1977 Citroen 2CV van. Ray not only takes it to Classic Car Shows but also drives it around the county on a regular basis.

Ray recently offered to have it signed with IAM logos promoting both car and motorcycle courses. This signage has been jointly sponsored by both IAM Lincolnshire and [South Lincolnshire Advanced Motorcyclists](#).

A very interesting and visually attractive vehicle it is already attracting attention wherever it goes and will hopefully create plenty of enquiries for both car and motorcycle courses.

DOUBLE SUCCESS

Mother and daughter pair pass Advanced Test - on the same day!

Congratulations to Cathy and Marianne Platt who passed their Advanced Driving Tests earlier this year.

The results were particularly pleasing as the Mother and Daughter pair passed on the same day, just hours apart with the same examiner.

The pair persevered with their Advanced Driver Course through the Covid-lockdowns and following the return to observed drives in May 2021 made the final push towards their test.

Despite having different observers for the course, they were ready to take their test on the same day. Cathy passed first and at the time, didn't know Marianne had her test booked for later that afternoon!

An excellent achievement, well done both.



STEPS TO KEEPING PEDESTRIANS SAFE

More incidents involving pedestrians during winter months

Now that summer is well and truly over and the clocks have reverted back by 1 hour, ([Fall Back, Spring Forward](#)) the colder and darker evenings are now drawing in. Statistically we see more incidents involving pedestrians and vulnerable road users from October to March than we do throughout the rest of the year, with most incidents happening between 3pm and 7pm. With this in mind we need to take special care to look out for pedestrians and other road users when it's dark.

IAM RoadSmart's Head of Driving and Riding Standards, Richard Gladman, shares his top tips for keeping pedestrians and vulnerable road users safe ahead of the clocks going back next weekend. Don't forget with the proposed changes to the Highway Code with regards to road hierarchy could see that those priorities change. This has been very [topical lately](#).

• Speed

When driving at 35mph, you are twice as likely to kill a pedestrian, than you would be when driving at 30mph. Be more alert near schools, the only predictable thing about children is how unpredictable they can be. Remember: in these areas 20mph really is plenty. With after school clubs and other activities children could be out and about well after the 3pm school bell.

• Children

They can be harder to see and may run out between parked vehicles. Remember to 'Look OUT': Over, Under and Through vehicles. You might just spot a child before they step into the road. Unfortunately, excited children won't always look before they take off or remember the rules of the road!

• Pedestrians

Pay attention to people who keep looking over their shoulder: they might be looking to cross the road. If you have a fair amount of space in front of you and vehicles following closely behind, the pedestrian may well run across rather than wait for all the traffic to come past. You also need to watch for mobile phone 'zombies': if you see someone fixated on their phone, they are not concentrating on the traffic, so be ready for them to just step out.

• Stationary vehicles

When passing stationary vehicles, keep at least a door's width whenever possible, not just for the car door that might open into your path but also to allow for someone or something emerging from between the vehicles.

• Parking

Be considerate about where you park. Parking too close to a junction can obstruct someone's view and make it harder to turn safely. Also beware of obstructing pavements and dropped kerbs. The darker nights could also mean a parking spot that has been clearly visible in the daylight but now after dark, is more challenging to manoeuvre in and out of.

• Rain

When it's raining and blowing a gale pedestrians are more likely to dash about and road safety often falls lower on their list of priorities than trying to keep dry. Rain can also be unpredictable, going from a heavy shower to a slow drizzle and back again in no time at all. Some rain is easier to see in and don't forget about condensation and clearing your car windows and mirrors before you set off otherwise you might not be able to see fully.

• Weather warnings

It's a good idea to check the weather and plan your journey before setting off. Use a reliable weather App or news channel to help you. Remember with high winds you can have a swarm or storm of leaves obscuring your view. Wind is also responsible for fallen trees and generally hindering vulnerable road users. Think about bikes swaying as well as vans in very high winds. Icy conditions will obviously make the roads more dangerous but also think about fully clearing your car of ice, snow and water. Steamy windows when you crank the heating up can affect your field of vision as much as ice. With colder days ice can make an appearance morning and evening so when you are setting out anytime of day.

With the clocks changing it can take cyclists a bit of time to get used to the fact that they need lights, and they may forget to use them – remember to look out for cyclists in the period after sunset, and if you're a cyclist yourself then make sure you spend some time preparing for the darker days ahead. It can also be the same for drivers, if they don't come on automatically, they may forget to switch lights on.

Richard said: "In a perfect world, it would be ideal if pedestrians would all stay on the pavement and would never need to cross a road; it would also be ideal if all pedestrians wore flashing high-vis. It's up to us to share the road and be aware and help where we can. An effort to be courteous will go a long way towards making someone's day and will help keep us all safer.

"Another good tip for pedestrians and those riding a peddle or motorcycle is to wear a pink high-vis vest. While yellow are more common they can blend in with the lights and pink definitely stands out more."

FORDIE'S WORLD

The thoughts of IAM Lincolnshire member, Graham Ford

Firstly, I must thank the committee and members of our IAM group for their sympathy and words of condolence on the passing of Liz, my wife.

As you know, Liz had been ill for some time and since the funeral, my life has changed immeasurably for the better. I was fortunate to be able to spend a week in a private and comfortable lodge close to Sheringham in Norfolk for a week of rest and relaxation.



Since the end of lockdown and the resulting increase of traffic, I have noticed a marked deterioration in lane discipline. I believe drivers NOT reading road markings or signs and speed limits are often suspect! One can only hope that reasonable level of skill and responsibility will return but I'm not holding my breath!

My next grump: electric scooters and pedal cycles on footpaths! They are a danger to all. Why are they NOT registered and insured and why, in many cases, is no protective clothing worn? Roads are for bicycles and powered scooters, I don't refer to mobility scooters. FOOTPATHS ARE JUST THAT, FOR FEET OR HANDS AND KNEES IF ONE IS INDISPOSED AS A SKUNK or otherwise afflicted by alcohol.

Something else that has caught my eye since the end of lockdown is the number of businesses that are advertising vacancies for staff, especially in shops and cafes, are people still scared by covid or have they lost the will to work. Will we ever return to normal? Never mind it will soon be Christmas!

It is not indiscreet to say a special friend was with me, we didn't go far, only up and down the coast, but we did visit the military collection at Muckleburgh. This is an excellent display of uniforms, weapons, models and a wonderful array of field guns, tanks and tank transporters, troop carriers, ambulances and my favourite: a world war two American Diamond T tractor towing a tank carrying trailer with a large tank! All up weight of around 70/80 tonnes... sadly they wouldn't allow me drive it!!

Stay safe, they're not all locked up yet.

After that, in early October we did a trip to visit friends and relations in Gloucester and Cheddar, in the process I rediscovered my love of long-distance driving and the confidence to drive trunk roads and motorways to IAM standards. That makes me grateful for the training I received some many years ago.

Talking with another long-standing member of the IAM, the fact that there is, or was, no recognition of 50 years membership. Maybe this is an oversight of the officials at IAM headquarters, but it wouldn't hurt to acknowledge long-term membership of the Institute.

For die



KNOW YOUR STUFF

Heard of the 'Dutch reach'?

With the government set to confirm major changes to The Highway Code, road users need to get up to speed with a range of changes to the rules of the road this autumn. The updates are the largest overhauls to the code since mid-2018, with a plethora of amendments and new rules including a hierarchy of responsibility that will affect all road users.

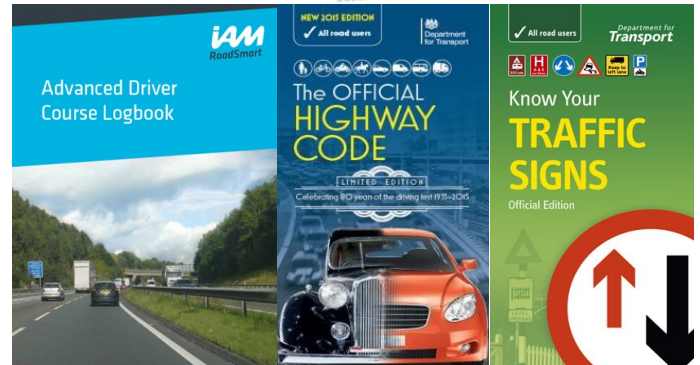
The Cycling and Walking Review and the recent Summer of Cycling show that government is firmly committed to promoting active travel alternatives to the car, although traffic levels are now quickly returning to normal. The focus of the review is to improve road safety for vulnerable road users such as pedestrians, cyclists, motorcyclists and horse riders in an effort to make active forms of travel easier and safer.

Among the highlights of the updated code is the inclusion of the Dutch Reach, the safety practice whereby drivers and passengers use the hand furthest from the door to exit their vehicle. This naturally turns the driver or passenger towards the window, making it easier to spot approaching cyclists.

Neil Greig, Director of Policy and Research at IAM RoadSmart, commented: "Due to blind spots, dirt, glare, or improper adjustment, mirrors alone are ineffective in attempts to put the brakes on cycling injuries and fatalities caused by drivers and passengers exiting their vehicles. The Dutch Reach is also especially important for rear passengers, who of course don't have the benefit of mirrors."

Despite this, worryingly, of 10,000 people the IAM surveyed among its members and the general public, a resounding 85% were unaware of what the Dutch Reach is. This highlights the need for all drivers, not just learners, to familiarise themselves with this new measure.

Another of the key additions to the code is the new 'hierarchy of road users', which ensures road users who have the potential to do the greatest harm have the greatest



responsibility to reduce the danger they pose to others. This means road users at the top are pedestrians, cyclists, and horse riders, while towards the bottom are motorcyclists, cars, vans and heavy goods vehicles.

Neil added: "IAM RoadSmart believes all road users should take equal responsibility for their safety on the roads and that the hierarchy may encourage some to take unnecessary risks. While the existing rule states drivers should watch out for pedestrians crossing a road into which you are turning and 'if they have started to cross', they have priority, the new code makes explicit that pedestrians and cyclists have priority when travelling straight ahead at junctions."

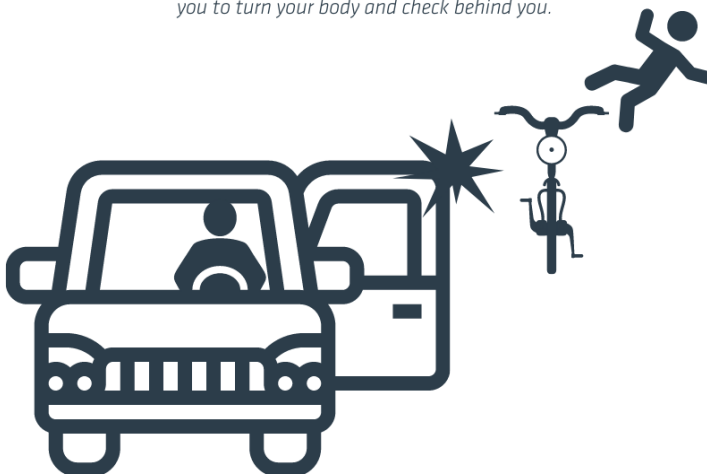
In a further effort to protect those at the top of the hierarchy of road users, drivers must now also give way to pedestrians waiting to cross a zebra crossing, and pedestrians as well as cyclists waiting to cross a parallel crossing. Previously, drivers only had to stop

once the road user had started to cross.

Neil concluded: "Recent times has brought to the public's attention the huge benefits of active travel to people's personal health and wellbeing, local communities and the environment, but people need to feel safe undertaking them. The new changes are substantial and the key to their success will be in communicating the new approach to drivers and riders who haven't read a Highway Code for years. IAM RoadSmart is working with the Department of Transport to develop clear and accessible information so that everyone gets the right message about the changes at the same time. Without this there is huge potential for more conflict on the roads rather than less."

Dutch Reach

In the UK, the Dutch Reach means the driver should open the door with their left hand and the front passenger should open the door with their right hand, forcing you to turn your body and check behind you.



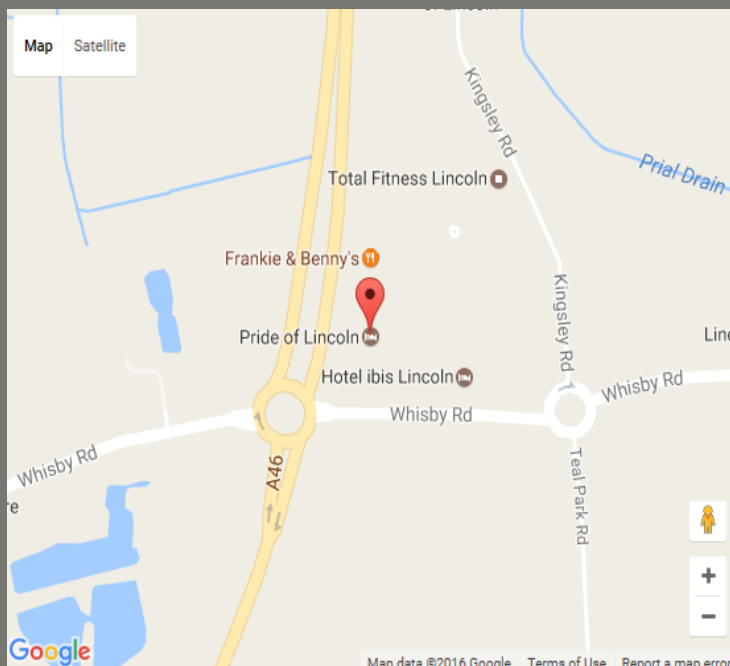
OUR VENUE

WHERE TO FIND US?

Windmill Farm Function Room for a **7pm start**
Kingsley Road off Whisby Road
Lincoln LN6 3QZ

Our events are subject to change; please visit the Events section of our website prior to attending and for further details about specific events.

2021 EVENTS



~~Tuesday 15 June 2021~~
~~(Zoom Meeting)~~

Safe, Smooth, Legal and Progressive Advanced Driving

~~Wednesday 15 September 2021~~

Dr Simon Topham, Medical Director of LIVES and Air Ambulance Doctor

~~Tuesday 12 October 2021~~

Annual General Meeting and IAM RoadSmart—Chairman, Stuart Donald QPM and special guest

~~***CANCELLED***~~

~~Tuesday 16 November 2021~~

Detective Chief Superintendent Andy Cox, Lincolnshire Police Head of Crime Intelligence.—National lead for fatal collision investigation reporting

Tuesday 14 December 2021

Christmas Quiz/Social Evening

NEXT EDITION *Winter21*