

BACK ON THE ROAD!

The latest from IAM Lincolnshire

We're delighted to be back out on the road observing and improving road safety in our region.

We're also looking forward to returning to face-to-face events from 20 July and hope we'll be able to see many of you there.

Enjoy our Spring newsletter.

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Spring forward...

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

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Join us on     @IAMLincolnshire

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CHAIR/CHIEF OBSERVER UPDATE

Our return to making better drivers

After only being able to deliver six months training in the past seventeen months, we were very keen to start observed drives again as soon as circumstances permitted on 17 May.

Initially, we contacted our observers and were very pleased to find that almost all of them were available to resume observed drives. We say farewell and a big thank you to Trevor Kerry, Alison Shelton and Peta Steadman Bee for all their support in the past. At the same time we welcome three new observers, Colin Robotham, Francis Hughes and Thomas Holm-Johansen.

Equally encouraging was the response of our associates who had been waiting to complete their Advanced Driving Courses, 88% confirmed that they were ready to resume their training.

Once we had established our observer capacity and our associate demand, we were able to plan our re-start from 17 May. Several associates were 'test ready' when we went into lockdown last October, so we hope to get them ready for their tests again as soon as possible. This will enable us to free up our observer capacity and allow us to take on new associates including PCC Young Drivers who are waiting to start their courses.

Apart from the loyalty of our observers and associates Ashley and I would like to record our thanks and appreciation to our group members for all your support through this unprecedented period. Over 90% of our members have now renewed their group membership and for this we are very grateful. We also welcome several new IAM RoadSmart members to the group.

Let us hope that the world continues to recover from this awful pandemic, our lives can subsequently return to normal and we, as IAM Lincolnshire, can continue to make our contribution to road safety throughout the region by making better drivers.

Roger Hicks

Andy makes Master Tutor grade

We would like to congratulate our observer, Andy Coward, who has been elected as a Member of the Institute of Master Tutors of Driving (IMTD).

Andy has been an advanced driver with IAM RoadSmart for many years and is our only current observer who is also an ADI (Approved Driving Instructor).

The IMTD's members are some of the best, most experienced and highly qualified road safety practitioners and ADIs in the UK. They come together to share views and advice on the driver training industry. They comment on government proposals and consultations on road safety matters and are seen as a recognised 'expert' organisation on road safety and driver training.

Well done Andy on a great achievement.



OBSERVING FAREWELL

A message from Peta Steadman Bee

Unfortunately we have to say farewell to Peta as she has now moved to the south coast and can no longer continue as a National Observer with our group. As well as being a very valuable member of our observer team, Peta also contributed to the success of the group through her committee role arranging external presentations etc.

Peta kindly sent the following article for the newsletter.

We will miss Peta both as a colleague and a friend and we wish her well for the future.

Roger Hicks

It is a pleasure to add these few words about my time as an IAM Observer because my association with the Lincolnshire Group has been entirely that, a real pleasure.

As an Observer, I felt it was a way of contributing to society in general by helping to reduce road accidents but on a personal level, I was given back so much from my associates.

Small insights into their circumstances such that they chose to improve their driving skills often having felt insecure and vulnerable possibly for years or from inexperience. Seeing confidence grow during their weekly sessions and

helping them build a skill set was so enjoyable for them and for me.

I can also recommend the role of an Observer because it keeps your own driving up to the IAM standard practicing every time you accompany your Associate albeit from the passenger seat!

The support from our group with ongoing training was invaluable and excellent organisation made the whole process run smoothly & efficiently.

Peta Steadman Bee



Roger Hicks (Chair) and Ashley Behan (Secretary) pictured with Peta

PASSING A HORSE SAFELY

Advice from IAM RoadSmart

Now that lockdown restrictions are beginning to ease, the number of riders looking to take their horses out on the road is likely to increase. Horses are powerful animals and have extremely heightened senses, so passing them in a car or on a motorbike needs to be done safely to protect the horse, rider, and yourself.

Unfortunately, the [British Horse Society](#) has reported that nearly two horses are killed each week on UK roads. With that in mind, here are some tips from Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, on how best to pass a horse safely.



If you're approaching a horse from behind:

1. Slow down and hold back. Make sure it's safe to approach and overtake. Stay at least three car lengths behind and be careful to not move into this space. Be prepared to slow down further or even stop to protect yourself and the horse and rider. Avoid any sudden movements and loud noises such as revving the engine and playing your music loudly. Most riders, and occasionally their horses, will be in hi-vis so you should see them and able to slow down in good time. Remember in the countryside they could be around any corner.
2. When passing the horse and rider make sure you give plenty of space. We recommend at least a car's width and ensure it's done slowly. Remember to always pass "wide and slow" and to stick to 15mph or under. Take a look at this video explaining it from the British Horse Society: <https://www.youtube.com/watch?v=VJfZM41oUOE>

3. If you're on a country road and there's not much room to manoeuvre around the horse, the rider may decide to trot towards the nearest lay by or grass verge. Do not speed up to match their trot, stay back and allow the rider to get to safety before overtaking.
4. Often when you see two riders side by side it is for safety reasons. This could be an inexperienced rider or nervous animal being coached along by a more experienced companion. Be patient as you might have to give them extra time and space.
5. Be gentle with acceleration to pass the horse and when moving away, consider a higher gear to reduce engine noise. Both rider and horse may both be inexperienced and nervous in traffic; do your bit to keep them safe.
6. If there are grass verges, many riders will take the option to move themselves up onto them and allow you to pass. Please continue to pass slowly as the noise of your engine can still spook the horse.

If a horse is approaching on the other side of the road:

1. Slow down safely and consider putting on your hazard warning lights for anyone that may be behind you.
2. Be prepared to stop completely to allow the horse and rider to pass you safely, if it is safe to do so.

Richard says "Horses are intelligent animals that may have anxieties just as we do, driving in a manner that allows the horse to stay calm and the rider to remain in control is the safest thing for all of us. A few moments out of your day to make sure everyone is safe is worthwhile. Riders are encouraged to take the BHS safety course and make sure they are well prepared. As drivers we can do our part by making sure we share the road space safely." If you see any incidents involving a horse and rider please contact the police with any information you have. You're also able to report an incident through this website: <https://www.bhs.org.uk/our-work/safety/report-an-incident>

TYPICAL STOPPING DISTANCE

IAM Lincolnshire Observer, David Hosegood, shares his tip on how to memorise them

I've tried to make it very easy to remember these figures by separating them into two sections with only 3 numbers in each. All you have to do is remember these two sets of numbers as they correspond with the numbers below.

I'm sure you can work out for yourself that the MPH numbers below start at "20" and end in "70"

Say these 6 numbers below to yourself a few times and you've got it (remember to say the first 3 followed by the second 3).

"12" "23" "36" and **"53" "73" "96"** (STOPPING DISTANCE IN METRES)

Each number below corresponds with each of the numbers above road speeds above set out in the Highway Code.

"20" "30" "40" **"50" "60" "70"** MPH

Thinking Distance

To remember the THINKING DISTANCE is very, very easy. If you take any speed limit be between 20 and 70 mph and knock off the "0" and multiply what's left by 3 and you have the thinking distance.

Example 1, 50mph without the "0" gives you 5, which you multiply by 3 and you have 15 metres thinking distance.

Example 2, 70mph without the 0 gives you 7, multiply by 3 and you have a thinking distance of 21 metres.



Braking Distance

The actual braking distance is just a matter of subtracting the thinking distance from the stopping distance.

David Hosegood, Observer

MY IAM STORY

IAM Lincolnshire Observer, Martin Dodsworth

A rather long-winded story about how and why I became an advanced motorist.

OK let's get the important bits over with first. I'm a Yorkshire lad. Yes, I'm from the land of the silent H. As in Alifax and Uddersfield. And even Arrigitt unless you're posh and call it Harrowgate! We weren't posh. I had a very happy childhood (have you noticed they all say that), and only ended up with a few scuffs and scrapes and a couple of broken bones.

I left school at 17 and started my first job the very next Monday. Much of my working life after the first few years involved staff training and also running workshops and giving talks to the general public. That's not the easiest thing in the world when a good proportion of the public really don't like what you do. No I wasn't a traffic warden, I was the often dreaded taxman. The job involved tens of thousands of miles each year so it was very fortunate that I really loved driving.

So let's rewind to 1945. I was born in Bradford within an hour of someone dropping something very nasty on Hiroshima. Second shock to the world I suppose. Well that's what my Mum said!

My Dad was a typical Yorkshireman, and very proud to be so. But in true Yorkshire fashion his first question was always " 'Ow much? " when asked to pay for school trips, or driving lessons, or just about anything else. This was then followed by " sorry son, I don't think it's worth it ". Mum could usually talk him round though.

He was a Master Grocer by trade, and that helped a lot when he was called up at the start of World War 2. He spent the entire war on the front

line. That is the front line for grocers. He was based near Haywards Heath in Sussex .

Dad held a driving licence before compulsory testing was introduced, and that licence seemingly covered just about anything and everything. So he drove an army truck from time to time.

After the war Dad didn't drive anything at all for the next 15 years. That was when he bought his own corner shop. He also bought a little



Ford van and without a further thought simply jumped in and drove. Again no lessons, no test, and to be honest no idea. My sister and I always said he was one of those who never had an accident but probably caused quite a few.

My first driving lesson was just a couple of days after my 17th birthday, and I was told that my instructor was a retired police driving instructor and examiner. He was excellent, and I passed my test first

time after just 3 months. He also taught me some useful and interesting words and phrases to describe drivers similar to my Dad. Incidentally the same man started teaching my wife Denise a few years later, but she soon drove him to drink poor man. He gave up his driving school and ran a pub instead .

Raymond was a family friend. He had a lovely shiny Rover with an equally shiny IAM badge fixed to the front bumper. So when I asked Dad if I could try to get myself one of those shiny badges the perpetual question was again asked. " 'Ow much? " . I assume you can guess the outcome. A shiny badge was "not necessary" and a "waste of money" AND "your driving's not bad now". I hope you didn't miss the huge compliment.

So the IAM was put on hold. Then in 1966 Denise and I were married. Eventually two daughters arrived, and of course they went on all the school trips (I couldn't say no could I ?), both went to university, both carried on in education after uni , and so both cost us a small fortune. But of course it was an investment which we have never ever regretted. They both deserved every penny.

So they've grown up, we have 4 grandchildren we're retired and each year I am asked the most difficult question. "What do you want for your birthday / father's day / Christmas dad? Of course I'm reluctant to suggest a Land Rover Disco, a BMW 5 Series or an Audi Quattro. Clothes are out of the question. I've already got several items that I'll never wear. (It's a matter of taste) . Then the penny dropped. I asked for a contribution towards an IAM course. So there you have it. It took me over 50 years but I finally got there. And again it was a really first class investment.

Martin Dodsworth, Observer

AUTONOMY THE FUTURE?

Government paves the way for self-driving vehicles on UK roads

Motorists could see self-driving vehicles on British roads for the first time later this year, the Department for Transport has announced on 28 April 2021.

The first types of self-driving vehicles could be on UK roads by the end of this year in a plan for journeys of the future which could ease congestion, cut emissions and reduce human error.

Automated Lane Keeping Systems are a first example of self-driving technology, and will be limited to speeds of up to 37mph on motorways.



Following a landmark call for evidence, the government has set out how vehicles fitted with Automated Lane Keeping System (ALKS) technology could legally be defined as self-driving, as long as they receive GB type approval and that there is no evidence to challenge the vehicle's ability to self-drive.

Designed for use on a motorway in slow traffic, ALKS enables a vehicle to drive itself in a single lane, while maintaining the ability to easily and safely return control to the driver when required.

The technology could improve road safety by reducing human error, which contributes to over 85% of accidents. The driver will be able to hand control over to the vehicle, which will constantly monitor speed and keep a safe distance from other cars.

The announcement comes as a [consultation on The Highway Code rules](#) is launched to ensure the first wave of this technology is used safely and responsibly. This consultation will conclude on 28 May 2021.

Transport Minister Rachel Maclean said:

This is a major step for the safe use of self-driving

vehicles in the UK, making future journeys greener, easier and more reliable while also helping the nation to build back better.

But we must ensure that this exciting new tech is deployed safely, which is why we are consulting on what the rules to enable this should look like. In doing so, we can improve transport for all, securing the UK's place as a global science superpower.

Self-driving technology in cars, buses and delivery vehicles could spark the beginning of the end of urban congestion, with traffic lights and vehicles speaking to each other to keep traffic flowing, reducing emissions and improving air quality in our towns and cities.

Not only are automated vehicles expected to improve road safety, the technology could also improve access to transport for people with mobility issues and lead to more reliable public transport services, helping to level-up access to transport in historically disconnected and rural areas.

As we build back better, connected and autonomous vehicle technology could create around 38,000 new jobs in a UK industry that could be worth £42 billion by 2035. Over 80% of these jobs are expected to be in professional, technical and skilled trade occupations.

SMMT (Society of Motor Manufacturers and Traders) Chief Executive, Mike Hawes, said:

The automotive industry welcomes this vital step to permit the use of automated vehicles on UK roads, which will put Britain in the vanguard of road safety and automotive technology. Automated driving systems could prevent 47,000 serious accidents and save 3,900 lives over the next decade through their ability to reduce the single largest cause of road accidents – human error.

Technologies such as Automated Lane Keeping Systems will pave the way for higher levels of automation in future – and these advances will unleash Britain's potential to be a world leader in the development and use of these technologies, creating essential jobs while ensuring our roads remain among the safest on the planet.

The UK is already a world leader in connected and self-driving vehicle innovation, and British companies are working on and developing the next generations of automated vehicles.

FORDIE'S WORLD

The thoughts of IAM Lincolnshire member, Graham Ford

It is sometime since I have been in this position, faced with a blank screen and not a clue what I want to write. Maybe inspiration will strike me sharply about the head! I have found it useful when nothing comes to mind to WAFFLE and boy!, am I in full waffling mode!

Sometime later and some ideas suggest themselves. First, I see in the daily papers there is growing comment on electric cars, particularly charging. Can there ever be enough charging points? Can the country generate enough power to cope? Will battery range be sufficient to cope with long journeys, especially if using lights, heater, wipers, radio etc? I know, I've gone on about this before so if the press and wider media have got hold of this, maybe the "powers" will engage in some "revised" thinking but don't hold your breath!

In the light of fatal accidents on smart motorways, I note that some of the bereaved families are considering legal action against "Highways England" (if that's their correct title). In my opinion, directors and other high-ranking officials should be "brought to book" for not providing sufficient safety zones for breakdowns. Charges of manslaughter would not be out of place, once again – a personal opinion.

Another point that has been raised is the suggestion that drivers of 70 years and older should be restricted in their journeys after dark. WHICH IDIOT DREAMED THAT UP? I would feel very patronised if that were to become law, as I'm sure many older members of the IAM would be. Yes, there are older drivers who are none too safe after dark, there are plenty of young ones too!

Why is it, that at 69 years and three hundred and sixty-four days old you are a safe driver, a day later, on your 70th Birthday, you are considered a menace on the roads? I suspect the insurance companies have a hand in this as an excuse to screw more money out of us! However, I mustn't let cynicism cloud my thinking!

Something else that I hadn't really noticed during

lockdown was the lack of learner drivers taking lessons, it seems lessons have restarted but that there is a long waiting list for tests. I am tempted to reiterate my view that licences have to be earned, they are NOT a right!

Of course, parallel with that, IAM observed drives have been put on hold, so I imagine our observers will be working their socks off very shortly.

Having noted in the last newsletter about my cataract operation, I then had to have laser treatment on the corrected eye, this involved two trips to a private clinic at Willerby, on the outskirts of Hull (NHS paid), fortunately a good friend provided transport, which alleviated a whole host of transport problems. The downside to all this treatment? Though my eyesight is as good as it's been for years, it's cost me a small fortune in new specs!

On a very personal note, my wife of 47 years now has fairly advanced dementia so likes to be taken out in the car on an almost daily basis. Once again, as when I was working driving lorries, I am noticing, shall we say, declining driving standards, such as ignoring speed limits, poor road positioning and tailgating, to name but three. Maybe too many drivers have been off the road for too long during lockdown.

To conclude, though life has been somewhat "topsy-turvy", I've really got to grips with driving my car as it should be driven, and I'm "NOT ALF" enjoying it!

For now, stay safe and hope that come the middle of the year, we can meet en-masse for our social evenings.

For die



KNOW YOUR STUFF

Penalty points and bad driving habits

92,000 motorists are at risk of losing their driving licence with just one more motoring offence resulting in a ban, a Freedom of Information request to DVLA* by IAM RoadSmart, the UK's largest independent road safety charity, reveals.

There are some 92,000 drivers currently with 9, 10 or 11 points on their licence who face the real risk of losing their licence with another 3 points pushing them on or over the 12-point ban threshold.

This could be through everyday driving habits, ignorance or judgement errors – such as speeding, overtaking on a double white line, parking in a dangerous place, not stopping at a school crossing, carrying too many passengers or overloading the vehicle.

Many drivers may also be unaware that a lack of basic vehicle maintenance could also land you with points – such as defective tyres, blown headlight or brake light bulbs, cracked light covers, smeary windscreen wipers or worn suspension components.

Specifically, at present there are 80,484 motorists in the UK with 9 points on their licence, 7,804 with 10 points and 4,313 with 11 points.

Meanwhile, there are nearly 8,800 motorists still driving with 12 points or more on their driving licence, with IAM RoadSmart once again renewing its call for a full review to ensure that drivers with multiple points are always treated in the same way. Until these anomalies are removed confidence in the simple "12 points and you are out" system will continue to be undermined.

Reasons that these drivers can keep their licence include exceptional hardship, such as loss of employment.

Neil Greig, IAM RoadSmart Director of Policy & Research, said: "The number of motorists still driving on UK roads with more than 12 points, or just under the driving ban threshold, is alarming.

"It is also an opportune occasion to educate motorists on some motoring laws that they might be unaware can result in licence points, so that motorists can change their driving habits and carry out regular basic checks of their vehicle to help make the roads safer for all users."



Further data revealed by IAM RoadSmart's Freedom of Information request also highlighted the postcode areas with the highest number of drivers with penalty points. These include Birmingham with 74,397, Sheffield with 56,876 and Nottingham with 56,245.

Top five most common driving offences which result in points:



Speed limits

1. SP30 - Exceeding statutory speed limit on a public road - 3 to 6 points
2. SP50 - Exceeding speed limit on a motorway - 3 to 6 points

Insurance offences

3. IN10 - Using a vehicle uninsured against third party risks - 6 to 8 points

Construction and use offences

4. CU80 - Breach of requirements as to control of the vehicle, such as using a mobile phone - 3 to 6 points

Traffic direction and signs

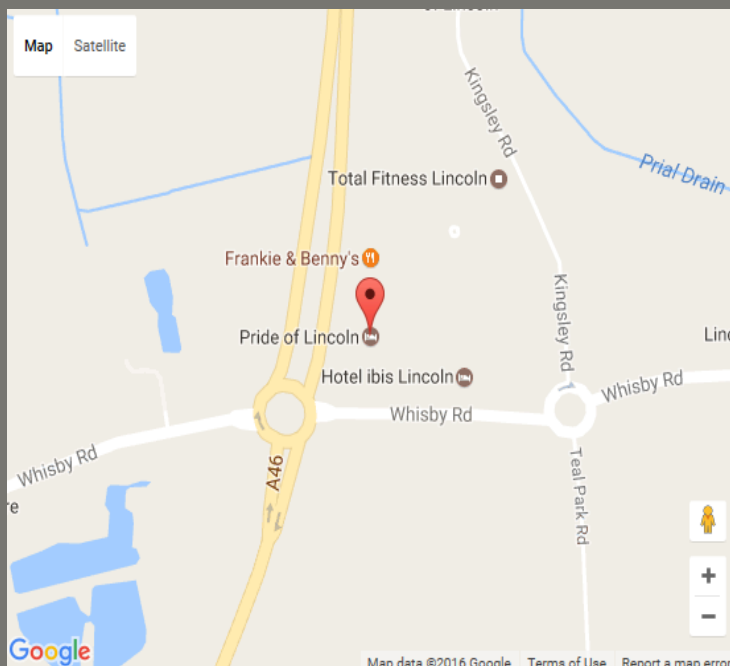
5. TS10 - Failing to comply with traffic light signals – 3 points

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

Tuesday 20 July 2021

Annual General Meeting and IAM RoadSmart Chairman, Stuart Donald QPM

Wednesday 15 September 2021

Doctor Simon Topham, Medical Director at LIVES (Lincolnshire Integrated Volunteer Emergency Service)

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 Summer21