



Registered Charity Number 1053044

# Drive on!

Welcome to York IAM Group Newsletter **SUMMER 2023**

## Forthcoming Events – dates for your DIARY

### AUGUST 2023

**MEMBERS - APOLOGIES – MEETING POSTPONED**

### SEPTEMBER 2023

Thurs 7 <sup>th</sup>	7.00pm	Pike Hills	Observer’s Meeting
Sat 9 <sup>th</sup>	9:30am	Pike Hills	Course LAUNCH morning
Weds 13 <sup>th</sup>	7.00pm	Easingwold	Committee

### OCTOBER 2023

<b>Tues 17<sup>th</sup></b>	<b><u>7.30pm</u></b>	<b>Pike Hills</b>	<b>Members Meeting</b>
	<b>Note later start...</b>		<b>REG LOCAL</b>

### NOVEMBER 2023

Thurs 2 <sup>ND</sup>	7.00pm	Pike Hills	Observer’s Meeting
Tues 7 <sup>TH</sup>	7.00pm	Pike Hills	Meet the Examiner
			<i>Members welcome by arrangement...</i>
Weds 15 <sup>th</sup>	7.00pm	Easingwold	Committee

## NEWS from our Chair & Membership Secretary



Thank you to all members and guests who attended our recent meetings – it is delightful to see so many of you!

In March we learned a lot about court procedures and how traffic offences are dealt with from Julian Fowell JP.

June was a very interesting session with Jon Hunter - North Yorkshire Police Traffic Management Officer.

See detailed reports on page four.

Our Observer team is growing and everyone is working hard to achieve IAM's goal of upgrading all Local Observers to National status by 2025 – thanks to Ian and his training team we are on target. See Ian's report on page three.

Fifteen Associates are currently driving with the team – most of whom started with us in May with our (now normal) launch morning. We also have another three on our waiting list and several expressions of interest for the next course.

### **MEMBERSHIP** – work ongoing

Our growth is continuing, which is good news. With 100+ established FULL members we are constantly planning to provide events of interest, and with a growing training team, we are always available to offer refresher drives – see Ian's page for details.

Thank you to everyone who contributes to our wonderful ROAD SAFETY charity – please do remember to pay our local subscription if you wish to continue to receive information / newsletters from us!

Do you have IT / computer / social media skills? If so please do come and talk to us if you have some time to give in support of the Group.

SUE KEMP



## News from our Chief Observer Ian Goring



Our observers with associates report all doing well and already we have one or two passes at test and one given a First with others close behind.

This year's new observers have settled in very well and have so far achieved such a standard that they can now go solo with their associates. We are very fortunate to have such a team here in York, volunteers who make sure all the best instruction and guidance we have is given to all associates to help them progress to a higher standard than they had before coming to us.

What is important is that, if you still believe in the benefits that advanced driving give us, then it is prudent to remember that we need to maintain that standard. This can be done by remembering to drive to that standard every trip you take and/ or have a free check drive to have it confirmed.

So for those of you who have passed your test in the last 3 years then it might be worth considering to give me a call to arrange a check drive. It takes approximately an hour and you will have the knowledge of knowing that you are still driving at the standard when you completed your test or reached your desired target. I await your call.

In the meantime drive safely and if you know of anybody who you think might benefit from doing the course then do please point them in our direction.

IAN GORING

### Members' Refresher Drives

These can be arranged by contacting Ian Goring Chief Observer on 01904 700489. Member's Refresher Drives offer the free opportunity to check your driving skills with one of our qualified Observers. Times and dates by individual arrangement to suit members.

Usually arranged to start from DOBBIES Garden Centre Car Park YO26 6QE.

## June – Jon Hunter, Traffic Management Officer, North Yorkshire Police

Jon was keen to develop our knowledge of the responsibilities of his role in York and North Yorkshire, covering areas such as traffic calming, anti-social behaviour in driving, road traffic collision investigation and consultation, speed limits and safety cameras and highway and junction design.

We learnt that North Yorkshire has twelve camera vans and two camera bikes, where cameras are placed on a tripod. Most of the people at the meeting agreed speed cameras are a good thing. Their primary purpose is to slow drivers down and when someone flashes you to warn you of a camera van, the traffic officers like it, because it extends the area that they cover. Logical, when you think about it. The camera works up to 900m away, but normally pings and locks onto a vehicle at 3-400m, so they can get a decent picture of the registration number and the driver. The officer's job behind the camera is extremely boring, so Jon suggested we give them the thumbs up as we drive past.

Traffic calming – Jon told us that there is a village near Kirkbymoorside that was fed up with drivers speeding through, so they released several battery farmed chickens into the village. Now everyone slows down. Sorted!

In Boston Spa, there are 30 and 20 mph signs, but the most effective way to slow the traffic, is to allow parking on both sides of the road. It acts as a free traffic calming strategy. There was a concern on Temple Lane in Copmanthorpe that the speed limit was unclear along stretches of it, so a layby was installed for camera vans to park and help the situation.



## June – Jon Hunter, Traffic Management Officer, North Yorkshire Police - continued

Coldhill Lane near Sherburn in Elmet is a long, clear road with a national speed limit. But, it has a sharp bend – 90 degrees alongside a duck pond that is causing problems, mainly by motorcyclists doing 70 mph. There is nowhere to park a camera van, or stand with a hand-held device. Many accidents occur on the bend and involve the duck pond.... Jon said he would like to remove the road surface there and replace it with cobbles!

He was pleased to report that serious RTCs are going down. There has been a very successful initiative in secondary schools, as most of the fatalities are between 18 and 25 years old. Thirty years ago, there were 140 – 150 fatalities each year. Now it's down to 30 – 40 a year. That's a success story – but work still needs to be done.

Jon talked about the dangers of drink/drug driving. We learnt that he witnessed a drug driver “driving at 150 mph and doing really stupid things.” They are completely irrational and, these days, there are far more arrests for drug driving than for drink driving.

We heard about plans for new roads, which, these days, need a series of safety audits to be carried out, measuring sight lines, making sure contours connect and designing staggered junctions instead of cross roads as they are deemed to be safer, as are compound bends, which start off gently and become tighter.

Jon suggested we alert the authorities about such things as hidden speed signs, or white lines that have worn away. There is an online Speed Complainer form from York Council, the NYCC website or from the Police that the public can access to report problems.

Finally, Jon informed us that people seem to be overtaking less. An interesting fact. Is overtaking becoming a dying art? I hope not.

A really good, informative talk, Jon. Thank you.

*Ali Moore*



## April – Julian Fowell - JP

Julian explained that the role is unpaid. There are over 12,000 volunteer magistrates in England and Wales. Almost all criminal cases are brought to the magistrate's court. The court usually sits with three magistrates of mixed gender. The case before them has to be proved 'beyond reasonable doubt' before the defendant can be found guilty. If the decision is guilty the prosecutor outlines any previous offences and the defence has the opportunity to tell the magistrates of any mitigation. The magistrates have strict guidelines for all offences so are restricted by these in any penalty imposed.

All Magistrates receive extensive training but do not need any legal background. Legal Advisors manage the court proceedings; their duty is to give guidance to the magistrates ensuring they have looked at all the facts. They are not allowed to make or influence the final decision.

Driving whilst under the influence of alcohol or drugs, if proven, normally means the driver will face a ban on driving. The guidelines are set down as to the length of the ban and the fine depends on the means of the driver. A driver charged with multiple motoring offences will only be sentenced on the most serious. For example, a driver charged with no insurance, no MOT and no licence, the penalty will be on on the “No insurance” charge. This is a band C fine equivalent to one week's income, e.g. £160 less 1/3 for pleading guilty so this defendant would face a fine of £110. The fine must be capable of being paid over the period of one year.

Members were given an opportunity to ask questions of which there were many.



Jon Hunter was delighted to present certificates to recent successful members at our June meeting.

**ADAM COOPER**

Worked really hard  
- determined to achieve the F1RST...  
Due to unforeseen circumstances, he actually took the test in a car which he does not drive every day!!  
WELL DONE ADAM  
and his Observers  
Peter and David!!



**MARTIN RAMSEY**

Drove with Ian Goring who had to work hard to fold himself into Martin's classic Porsche.  
However, any discomfort was forgotten whilst experiencing some really good driving!  
WELL DONE BOTH!!



## The Road to **Advanced Driving** – the York **IAM** way

When associates join the York IAM Group, they have a structured program to lead them to become advanced drivers. The Group run four introductory sessions a year lead by Sue Kemp and Ian Goring.

Each associate is invited to a Saturday morning launch meeting. This session introduces them to their Observers and goes into more detail as to what is involved in the course, and, of course - expected of them in terms of practicing.... They each have a log book and are shown videos explaining IPSGA, POWDERY and TUG. They are asked to record details of the car they are going to use for the course. Each observer then takes their associate to their car and shows them the correct sitting position and introduces their first POWDERY experience!. Associates often learn about things on their car that they didn't know. Before they leave they arrange a day, time and place to start their first observation.

Approximately mid-way through the course, all associates and observers are invited back to listen to one of the examiners who describes what is expected on test day. Associates have a chance in a relaxed environment to ask the examiner any questions.

Hopefully when they go for the final test, they are more relaxed and fully informed – hence improving their chance of gaining the pass or even the coveted F1RST....



# IAM RoadSmart: news

## The importance of good eye health

What are the implications of poor eyesight and driving? According to official UK government statistics, in 2020, uncorrected or defective vision was a contributory factor in 10 fatal crashes, 56 serious injury crashes and 99 slight injury crashes. Drivers and riders must be able to read (with glasses or contact lenses, if necessary) a car number plate made after 1 September 2001 from 20 metres. The law only sets a minimum eyesight standard, and drivers can be fined up to £1,000 if you do not tell DVLA about a medical condition that affects your driving, and this could result in being prosecuted if you're involved in a crash as a result.

## What should I do if I feel my vision is getting worse?

The NHS recommends that you should have your eyes tested every 2 years (more often if advised to do so), and since your eyes rarely hurt when something is wrong with them, having regular eye tests is important to help detect potentially harmful conditions. According to ROSPA, conditions such as cataracts cause more significant impairments when driving than most other forms of poor vision, especially at night.

## Do you need to declare it to the DVLA?

Drivers and riders must tell the DVLA if they've got any problems with their eyesight that affects both of their eyes, or the remaining eye if they only have one eye - this does not include being short or long sighted or colour blind. You can report a condition to [DVLA here](#).

## Richard Gladman, Head of Driving and Riding Standards at IAM RoadSmart, said:

*"It is easy to allow your eyes to deteriorate gradually and develop coping strategies to convince yourself all is well. The problems will usually start as the light fades day to night, and you struggle to pick up movement in the shadows. If this is the case, try the simple 20-meter eye test in those conditions, and it's worth visiting your opticians for advice. If you have been recommended to use glasses or contact lenses when driving, don't take a chance without them - you wouldn't chance it with a missing brake pad, and this is equally important."*

*If you're wondering what eye conditions need reporting, please visit [DVLA here](#).*

### Contacting York IAM Group

Please contact any member of the committee via email [yorkdrivers@hotmail.com](mailto:yorkdrivers@hotmail.com).

Your comments and suggestions are always welcome.

### Would you like to receive 'Drive On' by email ?

The newsletter is also available in electronic form sent to your email address.

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### Contact Information:

Sue Kemp	Chair & Membership Sec	07837 629717
Ian Goring	Chief Observer	07988 740274
Peter West	Newsletter Editor	01904 764740
Sheila Jefferson	Secretary	07973 191080
Anthony Lawson	Treasurer	07502 884848