

# Bournemouth & Dorset Advanced Drivers



April Newsletter - 2025 (edition 118)

## How can you help to promote Advanced Driving?

We all have our own reasons for joining the IAM and working our way through the Advanced Driver test. For some it stops at this stage, for others this is just the beginning. I wonder what your reasons are?

For me, in many ways I think I bucked the IAM 'older driver trend' trend (although I'm slowly getting older now!). At the start of my working career was living in a village on the outskirts of Dorchester; but had a work requirement to travel to Farnborough most days. I, like many younger drivers had passed my "test" whilst taking my A-levels, and then headed off for 4 years at university with no car. I did spend quite a lot of time on my bike though, that love is still with me – infact I still have my bike from university days; it has outlived numerous cars (4 to be exact). However back to the real story, I had the theory of learning how to pass my test/how to drive still relatively fresh in my mind and was without a shadow of a doubt lacking too much practical experience. Certainly, having grown up on the top of Mendip, motorways and in for want of a better phrase "rush hour conditions" weren't standard as part of driving, nor was my then commute to work which mainly consisted of country lanes where I was more likely to see some horses in a field than encounter many other motorised vehicles. I used to see more deer bounding around the site than cars (if I used the West Gate for access from Gate-more Road).

Taking the Advanced Driver course (or as become known as for a while 'Skill for Life') seemed like the next logical step in gaining some more experience but more importantly enhancing my hazard perception skills along with being able to 'read' the environment better. What to look out; those tell tail clues along with a better thought process for what may happen next – how to be prepared, where to position the vehicle, plus that all important critical factor, the correct speed.

**email** [groupcontact@bdiam.org.uk](mailto:groupcontact@bdiam.org.uk)

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Ultimately skills which are always useful, and could be the difference between being involved in an accident or not – be that whilst out and out in my car, on my bike or even walking down the road, keeping a closer eye on what is going on around me and not with my face glued to a phone screen (while walking that is – no phones when driving or cycling).

Now that the summer season is here, we find that Dorset is very much of a tourist hotspot, so keep your wits about you.

Stay safe & happy motoring,

*Matt Ames*

*Membership and Newsletter Editor*

*Bournemouth & Dorset Advanced Drivers*

*[membership@bdiam.org.uk](mailto:membership@bdiam.org.uk)*

## New Associate Members of the Bournemouth & Dorset Group

We welcome the following new Associate members who have recent joined the Group. Observer allocations, where known are shown below:

Dirk Aldous	-	Charles Pegman
Felix Carmichael	-	(pending)
Joanna Iwaniuk	-	(pending)
Louise Carmichael	-	(pending)
Scott Bennett	-	Alan Glover

## How does Group Membership work?

IAM operates a two-tier level of membership. All members must be a member of the overarching IAM body (what I like to call HQ membership). HQ membership entitles Members to received printed newsletters through the post, along with a credit card sized membership card.

**web** [www.bdiam.org.uk](http://www.bdiam.org.uk)

**facebook** [www.facebook.com/BournemouthDorsetAdvancedDrivers](https://www.facebook.com/BournemouthDorsetAdvancedDrivers)

When an Associates join the IAM, normally via an Advanced Driving course this entitles them to a year of membership of both HQ and the Local Group (ie. Bournemouth & Dorset). Upon passing the Advanced Test we then then extended the now Full Members' membership to the Local Group to our next membership renewal period, ensuring that they receive at least a year of membership to the Local Group. If they were very lucky this could equate to 2 years of membership before we ask for local subs to be paid.

For anyone who reads these newsletters, you will no doubt remember that we had a year's grace period when the Dorset Group merged into the Bournemouth Group. 5 months on from that, the time has finally come to clean up our membership lists. Your Local Group membership fee helps to support us in our commitment to making safer drivers in Dorset, and to host monthly socials coupled with attending events where we can promote ourselves and in turn create more Advanced Drivers.

I am sure that all the Committee members would join me in thanking you all for your membership to the Local Group, and likewise we as a Group owe a massive thank you to our superb team of Observers who as you see from this newsletter and the ones before it have generated massive number of new Advanced Drivers.

*Matt Ames*  
*Membership and Newsletter Editor*

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### IAM Test passes for the Group

Congratulations to our latest Full members of the Bournemouth & Dorset Group who have recently passed their IAM RoadSmart test (observer is listed beside them):

Andrew Prynne	Martyn Mccarthy
Henry Merewether (F1RST)	Charles Pegman
Mark Simes (F1RST)	Chris Ward
Pete Greenfield (F1RST)	Gordon Smith
William Moore	Peta Steadman-Bee

Great driving and thanks to our Observer Team for helping you achieve your pass.

### Forthcoming Social events

#### 1st May 2025

David McWilliam from Ellis Jones Solicitors LLP will be talking about Personal Injury claims.

Time: 1900

#### 5th June 2025

Bruce Gridley, talking about Lightening. Please note the change of venue

Venue: Sandford Heritage Hall, Pine Martin Grange, Sandford Rd, Sandford, Wareham BH20 7AJ

Time: 1900

#### 20th July 2025

The group will have a stand at the Sherborne Classic & Supercar Show, so if you're visit the car show, why not pop along and say hello as well!

Venue: Sherborne Classic & Supercar Show in the grounds of Sherbourne Castle

Drinks can be purchased from the bar from 1900, talk starts at 1930. Accessing Wimborne Town football club can be a bit of a fine art. Recommended access is to follow Lonsdale Road (from the B3073) through the new housing estate, and then turn left onto Ainsley Road, and park in the ground's carpark on the right.

As always the latest information about Group Social evenings can be found on our website at: <https://www.bdiam.org.uk/social-events/>

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### Ten Commandments of Motoring

Richard Jolly & David Groom

1. Know the Highway Code by heart and put it into practice.

*Drive according to the Highway Code and you will drive safely and well.*

2. Concentrate all the time and you will avoid accidents.

*Concentration assists anticipation.*

3. Think before acting.

*Think and avoid accidents.*

4. Exercise restraint and 'hang back' when necessary.

*Whenever in doubt hang back.*

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5. Drive with deliberation and overtake as quickly as possible.

*Deliberation eliminates uncertainty.*

6. Use speed intelligently and drive fast only in the right places.

*Any fool can drive fast enough to be dangerous.*

7. Develop your car sense and reduce wear and tear to a minimum.

*Good car sense increases the life of your car.*

8. Use you horn thoughtfully; give proper signals; never black out headlights.

*Give good signals and earn the praise of fellow road users.*

9. Be sure your car is roadworthy and know its capabilities.

*Car and driver must blend harmoniously to ensure good driving.*

10. Perfect your roadcraft and acknowledge courtesies extended to you by other road users.

*Courtesy is a great factor in road safety.*

Concentration may be defined as the full application of mind and body to a particular endeavour to the complete exclusion of everything not relevant to that endeavour

Driver reaction time may be defined as the time that passes between the moment a driver observes the need for action, and the moment they take that action

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**Independent traders could save more than £500 a year at the pumps with some changes to their driving techniques**  
from the IAM Blogs

The average independent trader using a van is losing hundreds of pounds on fuel costs and replacing tyres more quickly than they need to while also pumping out unnecessary CO<sub>2</sub> emissions due to their driving style. This includes behaviour such as excessive speed, accelerating sharply, and braking suddenly, all of which puts extra strain on the engine, tyres and brake pads, as well as leading to more fuel consumption.

The research was collated through data from 4,500 participants in road safety charity IAM RoadSmart's 'Driving for Work' training courses.

1. If just one van driver was to adopt 'eco-driving', a driving style focused on maximising fuel efficiency and minimising environmental impact, they would save £539 a year in fuel alone, spend up to £144 less on new tyres, and emit 0.69 fewer tonnes of CO<sub>2</sub>, almost equivalent to driving a lap of Britain's coast.
2. 'Eco-driving' involves accelerating smoothly, maintaining steady speeds, refraining from braking sharply, and changing gear efficiently. Separate research from IAM RoadSmart revealed that the unbranded white van drivers (the so-called 'white van man') are perceived to be most likely to show aggressive behaviour such as tailgating, under-taking and gesticulating, compared to other road users.
3. Out of more than 2,000 IAM RoadSmart motorists that were surveyed, half said they thought 'white van drivers' were the most aggressive, followed closely by drivers of SUVs. Almost half believe that white van drivers were most likely to disobey road signs, park inconsiderately, or ignore traffic lights.



4. The findings have prompted calls for independent traders, fleet drivers and businesses operating fleets to consider a 'Driving for Work' course, which teaches 'eco-driving' which can hugely benefit driving style and cost efficiencies. Work journeys account for nearly one in three deaths on UK roads

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5. In addition, company drivers rack up an estimated 1.3 million penalties a year, costing almost £100m.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: “The findings from the data indicate that UK motorists feel that some van drivers can be quite aggressive, adopting dangerous and intimidating techniques like tailgating.

“While it’s understandable that some traders or couriers will spend lengthy periods of the day on the road leading to inevitable frustrations, this can lead to unsafe driving and increased costs. When the statistics show that work journeys account for nearly one in three deaths on UK roads, it is unsurprising that driving for work is one of the most dangerous activities workers can do.

“Driving aggressively is one of the most pointless things someone can do. It’s dangerous, stresses out the person doing it, angers other road users, costs you more money and will not get you where you want be any more quickly. In a nutshell, you are burning money, creating more emissions and risking a crash for absolutely no benefit.

“The data from our Driving for Work course shows that those companies not taking fleet training seriously are essentially pouring money down the drain by letting negative driver behaviours go unaddressed. By investing in driving efficiency training, businesses can take impactful steps towards eliminating poor driver habits and begin unlocking the big savings that come in doing so. They’ll also be helping to keep their colleagues safer on the road.

“For independent traders it will help dispel the perception that many have that they are more aggressive than other road users, ridding themselves of the ‘white van man’ stereotype.”

On-road training courses offer the most direct route to improved driver safety, helping employees to develop safer behaviours while bringing direct financial benefits to businesses also.

By supporting drivers in developing a calmer, more efficient driving style, companies can benefit from reduced incidence of collisions and associated downtime, improved fuel economy, and less wear and tear on

vehicles. Moreover, those driving for work may benefit from calmer and a less stressful driving.

For further information on IAM RoadSmart’s Driving for Work course, please visit: <https://www.iamcommercial.co.uk/driving-for-work/>

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### **IAM RoadSmart responds to AIA Report showing £16.8bn local road backlog repair** from the IAM Blogs

Responding to the publication of the AIA Alarm Report (Asphalt Industry Alliance) showing a one-off repair cost of £16.8bn to bring local roads up to an adequate standard, IAM RoadSmart Policy and Standards Director Nicholas Lyes said:



“The AIA’s report lays bare the inadequate repairs happening on our local roads, where despite spending billions on filling potholes, the backlog costs are increasing. Potholes are an expensive headache for drivers but for those on two wheels they pose a serious road safety hazard. Moreover, if drivers are swerving to avoid them, they are risking a collision. While filling a pothole provides temporary respite and a brief improvement in the safety of the road surface, it is essentially a sticking plaster because the section will crumble away under the weight of traffic and from the effects of a cold winter. We need to start properly resurfacing our roads to ensure we’re not throwing good money at bad but most importantly to ensure smooth and safe journeys.”