Bourmemouth & Dorset Advanced Drivers

July Newsletter - 2025 (edition 121)

Differnt Counties

We all know the saying "it only a takes a few rotten apples to ruin the barrel", and I think this very much applies to the perception of drivers of motorised vehicles.

I'm sure that about this time last year I wrote in the Group's newsletter about a visit to the Isle of Wright with a group of like-minded cyclist friends. We completed an anti-clockwise loop from Yarmouth ferry terminal. Keeping with tradition, we headed out last weekend to do the same. In 2024 the day offered wall to wall sunshine which made for some lovely (if a fraction warm) cycling conditions – well at least for me. This year the weather was a little more dubious, as anyone who headed to the Sherborne Classic & Supercar Show at Sherbourne Castle may well attest to (hopefully more on that in a future issue). We arrived on the Isle to be greeted with slightly damp roads and a stiff breeze. We split into a number of groups based primarily on pace – if nothing else to make it more enjoyable for us, and to ensure that we weren't in a large group. We all know that some of the motoring public dislike cyclists, and we didn't want to do anything to add to that.

We had a lovely ride, stopping off at about 22 miles for coffee and cake at the Ventnor Botanic Garden, having traversed the hills on Military Road. Last year they offered some lovely descents, but this year the side wind was a bit testing shall we say! The next stop was in Wootton for a pub lunch and then shortly after a chain ferry ride over the Medina before the final stint back to the ferry. All in all we covered 66 miles and didn't encounter a single bad-tempered motorist.

The Isle of Wight locals must be used to cyclists popping over doing exactly what we did, as there are official signed routes, and likewise if there were any holiday makers they were all equally pleasant. It would be fair to say that the majority of the roads were very quiet for our visit.

Fast forward to the middle of this week, I was sad to read a comment on Strava (a social platform for runners, cyclists and the like) where a running club friend has been out cycling. She was being overtaken by a car while a motorbike heading towards them. The motorbike rider was less than impressed, and but turned around and chose to take out is anger on the cyclist, rather than actual party who was to blame – the car driver. There are obviously several lessons to be learned here, but the primary one seems to be that the motorbike rider needs to address their anger issues. Don't let anger cloud your judgement; shame on the motorcyclist, and likewise one assumes a poor decision was made by the car driver to execute the overtake. However not having been there I can't say for sure. If such as things do happen, stop at the first opportunity where it is safe to do so, and collect your thoughts and calm down – don't let the red mist win. We all share the roads together, the IAM teaches us this, so if you know anyone who is a little hot-headed then maybe sending them in the direction of an IAM course may not be a bad thing!

On a more positive note, I had a lovely ride out a café called Cherries on the outskirts of Abbotsbury where we encountered more tractors than cars on a Friday afternoon. The treat was a lovely slice of cake before heading home. A much more civilised way to end the working week, and prepare me for what is likely to be a manic week at 'the factory' from Monday.

Stay safe & happy motoring,

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New Associate Members of the Bournemouth & Dorset Group

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

Rik McCoy - (pending)

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):

Dirk Aldous Charles Pegman

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

Millions of drivers could be over the legal drink drive limit in the morning
from the IAM Blogs

- More than a third (38%) reveal they were still consuming alcohol after 9pm even though they were driving before 9am the following day
- A third of drivers (31%) have seen a friend or relative travel immediately after drinking alcohol
- Calls for drink drive rehabilitation courses to be mandatory for offenders

More than a third of drivers may have been driving while over the legal blood alcohol limit the morning after consuming several alcoholic drinks the previous night according to new research published by UK road safety charity IAM RoadSmart.

A survey of 1,072 motorists* in June 2025 found that of those who last consumed several alcoholic drinks the prior evening, 38% stopped drinking after 9pm despite needing to drive the following morning before 9am. Worryingly, this figure was one in five (21%) who supped their final drink after 10pm.

Guidance from Drink Aware** states alcohol is removed from the body at a rate of one unit per hour, though this varies depending on weight, liver health and metabolism speed. Alcohol Change UK's unit measurement means consuming three large glasses of wine (12%) or three pints of high strength beer or cider (5.2%) is the equivalent of nine units, therefore stopping drinking at 10pm means there could still be alcohol within the body at 7am or later depending on the person.

The research also found a third (31%) of drivers in the last 12 months had been in the company of a friend or a relative who had been consuming alcohol before that person got into their vehicle or onto their motorcycle. Positively, almost three quarters (72%) warned them that they shouldn't use their vehicle, indicating the Think! Campaign "Mates Matter***" is having an impact. However, a quarter (23%) did not take any action with 5% of this group believing it was none of their business to say anything. Almost two-thirds (62%) of drivers believe that the increasing prevalence of zero-alcohol alternatives can play an important role in reducing drink driving.

Separately, there were very high levels of support for drink drive rehabilitation courses, with eight in ten (80%) saying such courses are vital to reducing re-offending. A similar amount (81%) said such courses should become mandatory for anyone who has been convicted for drink drive-related offences, rather than the status quo of it being an offered option with no compulsion to complete the course. The impact of alcohol on road safety is seen as the most effective part of these programmes by 83%, with respondents also signalling support for additional modules that focus on the impact drink driving can have on victims.

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In 2022, an estimated 300 people were killed in collisions involving at least one driver or rider over the drink drive limit in Great Britain, the highest since 2009****. In Northern Ireland, there were 63 fatalities***** in the same year. Updated 2023 figures for Great Britain are due later this month. Department for Transport****** data shows that July has the highest number of drink drive-related casualties, higher than any other calendar month and worse than December which is traditionally seen as the period where more people are tempted to drink drive.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said:
"Drink driving is a killer, and drivers may be unwittingly getting into their vehicle in the morning unaware that they could be doing so illegally if they have been drinking alcohol the night before, posing a serious threat to the safety of others.

"Even if they are just inside the legal limit, the level of alcohol in their system will impair their reaction times. Moreover, consuming alcohol impacts on sleep quality, so at best they will be driving tired, with a groggy head and have slower reaction times, at worst they will be breaking the law or be involved in a serious collision.

"Our advice is always 'None for the Road', which applies when you're driving to a social gathering. If you are socialising the night before and need to use your vehicle the following morning, you should exercise caution in what you consume or delay your journey the following day.

"Many tend to associate a spike in drink driving over Christmas, but summertime is also a high-risk period, with people making the most of outdoor social gatherings and pub gardens."

Chief Constable Jo Shiner KPM, Roads Policing Lead for England and Wales said:

"We know that July is the worst month for collisions resulting in people being killed or seriously injured where drink or drugs is a factor and this is unacceptable.

"There is simply no excuse for getting behind the wheel when you are impaired through drink or drugs and this includes the morning after. If you choose to do so you are putting your life and the lives of others at risk.

"Throughout the month of July, we are running Operation Spotlight across the country targeting the fatal four which includes drink and drug driving. Officers will be out on the roads and whilst we cannot be everywhere we can be anywhere.

"When you are stopped by police you will be prosecuted and banned from driving. You will also be fined and could go to prison."

Sheena Hague, Director of Road Safety at National Highways, said:

"The statistics are concerning and act as a timely reminder to consider the implications of a previous evening's alcohol consumption before driving the following morning.

"Everyone using the road network has the right to complete their journey in safety and without it being jeopardised by others.

"Getting behind the wheel with alcohol in your system impairs your driving ability and puts lives at risk."

full references can found here:
https://media.iamroadsmart.com/pressreleases/millions-of-drivers-could-be-over-the-legal-drink-drive-limit-in-the-morning-3396543

Year	Month	Collisions	Casualties
2022 2022	**January**	**410**	**580**
2022	February	340	490
2022	March	350	490
2022	April	360	550
2022	May	390	610
2022	June	430	630
2022	July	410	630
2022	August	410	590
2022	September	390	600
2022	October	370	530
2022	November	380	540
2022	December	380	550
	Total	**4620**	**6800**

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Forthcoming Social events

7th August 2025
There is no social planned for August.

4th Setptember 2025
(tbc)
Time: 1900

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/

New data reveals bad business driver habits that could be putting motorists at risk and costing thousands
from the IAM Blogs

- 23 percent of business drivers admit to tailgating other drivers
- Almost a third of business drivers are not checking their mirrors or blind spots

Almost a third of business drivers are not checking their mirrors or blind spots, potentially endangering themselves, other drivers and more vulnerable road users like cyclists according to new research published by the road safety charity IAM RoadSmart.

Another fifth (23%) tailgate other drivers, a dangerous habit which can lead to rear end collisions.

Data taken from more than 4,500 participants in the charity's 'Driving for Work' training course revealed a series of potentially dangerous habits that are impacting both safety and fuel economy.

Some of the most concerning findings affecting safety included:

- Tailgating: 23 percent of business drivers do not maintain a safe following distance to vehicle ahead of them.
- Poor perception: 28 percent were failing to check their mirrors or blind spots; 22 percent were failing to observe the road ahead for potential hazards.

Meanwhile, there were several behaviours observed that have the potential to impact fuel economy for fleets. These included:

- 33 percent of business drivers were rated as below average for gear selection appropriate to their speed.
- 34 percent were classed as poor for being able to manage speed and space around their vehicle.
- 19 percent of drivers routinely failed to change gear at the correct time, leading to unnecessary revving.
- Commenting on the data, Nicholas Lyes, Policy & Standards Director at IAM RoadSmart, said: "These findings will make disappointing reading for many fleet managers who are on the frontline for ensuring safety and reducing their organisation's cost and carbon footprint.

"What these results show is that bad habits creep in over time, even with good drivers. The implications for fleets are significant, not only in terms of damage to vehicles, but for the safety of drivers and other road users and as a consequence, reputation. In far too many cases, drivers are failing to carry out even basic actions, like checking their mirrors or maintaining a safe distance from the vehicles in front.

"These actions also have cost implications – but a few small changes can make a big difference – such as eliminating over-revving and managing speed. By doing so, modestly sized fleets save tens of thousands of pounds each year, while larger fleets are potentially wasting more than £70,000 annually.

"Regular top-up driver training is the best way to maintain standards, keep safe on the roads and prevent the costs that come from poor driving behaviours from spiralling out of control."

IAM RoadSmart's flagship 'Driving for Work' training course has been created specifically with business drivers in mind and is designed to equip them with the knowledge and skills that help them to stay safe on the road.

For further information on IAM's Driving for Work course, visit https://www.iamcommercial.co.uk/driving-for-work/.

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