Bourmemouth & Dorset Advanced Drivers

iAM RoadSmart

September Newsletter - 2025 (edition 123)

Prolonging a healthy life

I saw this phrase in the Autumn issue of RoadSmart in relation to stricter punishments for rogue cyclists, and it got my minding going.

I think that we can all agree that there are some "bad" cyclists out there, just as much as there are "good" ones. Infact I'm sure that the majority of cyclists, much like car driver follow the rules of the road, now and then with the odd digression. Before I cause ultimate rage and cause your tea or coffee to be spat out, let me explain myself.

Generally, we seemed to be programmed to notice or remember the bad or worse examples of people's behaviour. Spotting one road user jumping a red light and they are rightly so tagged as a bad person, but what about all the other road users who waited at that the red light. 1 bad person vs 40 good people, but who do we remember? I think feel that this applies to almost all walks of life. On the roads, in a café or restaurant (isn't that the idea of tips – for quality service), even walking down the pavement – do you move to one side to aid passing of someone in the opposite direction, or just plough on regardless. We can all come up with many examples, but they tend to always focus on the negative.

Back to the title for this editorial, "prolonging a healthy life". By definition most cyclists are quite health (and yes, I mean those ones people love-to-hate at weekends!), rather than maybe the inconsiderate few zooming around on pavements on their electrical (modified) bikes – it only takes a few rotten apples as the phrase starts.

Recent(ish) changes to the highway code introduced a hierarchy of road users, based on safety, and generally the less metal work you have around you the less safe you will be – pedestrians, cyclists, motorcyclists, car drivers and so forth. I know from my summer cycling exploits that I would much rather be riding on the quiet country lanes heading to a nice café for a slab of Dorset Apple cake, rather than taking up a hospital bed with a broken back. i.e. we are generally risk adverse, but there will always be a few pushing the boundaries of what is acceptable – be that riding on a pavement, or nipping through a red light (but let's not pretend this activity is only reversed for cyclists), speeding (harder on a bicycle, but much easier in a car or motorbike, etc). The list goes on, however every time someone choices to take a gamble, they are calculating a risk and decide that they can get away with it. Maybe 99% of the time they will; but that one time when it does work out, the consequences can be life changing. I don't want that, and I'm sure the majority of us "good" people don't either – so if I can prolong my healthy life then I will.

Having said all that, I've barely had time to use my bike this year, and the next few weekends are tied up with running races (both road and off road), so that should keep me out of trouble and enjoying the start of Autumn.

Stay safe & happy motoring,

Matt Ames
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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:

Abigail Roberts	-	(pending)
John Fairclough	-	(pending)
Noah Glasse	-	(pending)

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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):

David Morcom — Charles Pegman

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

Forthcoming Social events

2nd October 2025
Steve Nicholson of SERV Wessex (Blood Bikes) will be talking to the Group about the vital services they provide in the local area.

Time: 1900
Location: Wimborne Town Football Club

6th November 2025
(tbc)
Time: 1900
Location: Wimborne Town Football Club

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/

100 motorists a day receive drink-drive endorsements as new research shows soaring cost for offenders
from the IAM Blogs

- 108,000 drink-drive related endorsements added to individual licences over a three-year period
- Drink-driving could be costing offenders as much as £80,000, up 15 percent on five years ago

One hundred drivers a day have had drink-drive endorsements added to their licences in the past three years according to new research from road safety charity IAM RoadSmart.*

Worryingly, young professionals aged 25 to 39 are the worst offenders, seemingly unaware of the consequences of drink-driving. Some 48,000 drivers in this age group have been rapped, closely followed by 40,000 midlifers aged 40 to 65.

This compares to 15,000 drivers aged 17 to 24 who got points on their licence, and just 3,000 in the over 65s from 2022 to 2024, according to a Freedom of Information request to the DVLA. The oldest person to receive a drink-drive endorsement (DR20) was 91 when this was added to their licence in 2023.

Motorists who are caught drink-driving will automatically lose their licence and may end up with a prison sentence and an unlimited fine. The endorsement will remain on their licence for 11 years, and a second offence in ten years will lead to an extended disqualification.

The figures have led to concern that people underestimate the impact drink driving has not only on people's safety but also on their finances and career.

Further research from IAM RoadSmart reveals that the cost of drink-driving has risen to potentially £80,000, up 15 percent on previous research the charity conducted five years ago.

This consists of the loss of 15 months' worth of salary equal to £46,800, legal fees of £13,600, fines costing up to £5,000, public transport costs of up to £2,500 and a whopping £13,700 in increased insurance premiums while the endorsement remains on the individual's licence over the course of 11 years.**

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The number of people killed in drink-driving incidents has risen over the past decade, reaching a 13 year high in 2022 and prompting concerns that existing road safety measures are becoming less effective.

A major overhaul of the UK's road safety laws is underway and this is set to be published as part of an updated road safety strategy in the Autumn.

Under the plans being considered by Transport Secretary Heidi Alexander, the drink-drive limit in England and Wales could be cut from 35 micrograms of alcohol per 100ml of breath to 22 micrograms.

This figure would be in line with Scotland, which cut its drink-drive limit in 2014, and much of the rest of Europe, where no other country has a limit as high as that in England and Wales.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "Drink-driving is a dangerously reckless act that puts other people's lives at risk. The fact that there were 1,860 killed or seriously injured in a drink-drive related collision in 2023 – the equivalent of five people a day - should be sufficient deterrent. But for some, the consequences might only dawn on them when they realise the wider cost.

"We hope that by calculating the potential cost to the individual, would-be law breakers will at the very least consider the impact on themselves and think twice before getting behind the wheel after a drink; it could end up being a very expensive pint if it puts you over the drink-drive limit. When you think about it, the cost of a cab is very little by way of comparison.

"We welcome plans to reduce the drink-drive limit and hope that it would prompt behavioural change with many not risking having a drink before driving.

"We know from delivering drink-drive rehabilitation courses to offenders, that many people struggle to calculate how many units they have had to drink, and whether they will be under the limit when they get behind the wheel. So many factors are at play, such as weight, age, metabolism and even stress levels, that you can never really be sure just what effect alcohol is having on your body.

"What we need is a shift in mindset, and lowering the limit and boosting enforcement would help send the message that having none for the road is best."

* IAM RoadSmart Freedom of Information request to the DVLA: FOIR12441 tables for media use.xlsx

** IAM RoadSmart calculated the cost of a drink-driving conviction at £81,591 as follows:

-£2,481 in public transport costs (source Bank of England inflation tracker)

-£5,000, formerly the maximum fine, although Government guidance indicates it is now unlimited (source DfT)

-£13,650 in legal fees, the industry average charged by solicitors for a not guilty plea at trial (sourced by IAM)

-£13,673 in insurance fees, based on the difference between an average annual premium for 11 years and the premium of someone with DR20 on their licence for 11 years. This is an estimate as premiums can significantly fluctuate over an 11-year period and is a guide only. Please use 'up-to' when quoting this update. (source ABI: https://www.abi.org.uk/news/news-articles/2025/2/motor-claims-hit-record-11.7-billion-in-2024 and Confused.com: https://www.confused.com/compare-car-insurance/drink-driver)

-£46,787 in lost earnings, based on a period of 15-months, the mean driving disqualification after conviction, for someone earning the average full-time salary of £37,430 (sources: ONS and DVLA)

Endorsement codes used within the release:

DR10 - Driving or attempting to drive with alcohol level above limit

DR20 - Driving or attempting to drive while unfit through drink

DR40 - In charge of a vehicle while alcohol level above limit

DR50 - In charge of a vehicle while unfit through drink

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