Bourmemouth & Dorset Advanced Drivers

October Newsletter - 2025 (edition 124)

The Summer has definitionally gone!

I think we'd all have to agree that the summer has gone. Whilst the sun may trick us into thinking it may be warm outside the chilling wind has other ideas. The outside temperature may not register too much with us while we are driving, but do keep in mind that a cooler temperature can mean that your tyres are a little less grippy then when it is warmer.

This coupled with trees shedding their leaves or a wet road surfaces could leave the more inexperienced (ie. non IAM RoadSmart) driver who hasn't taken into consideration these small 'micro- climates' in a bit more trouble. We all know that grip isn't infinite, and sooner or later given enough speed and cornering a vehicle will no longer end up heading where the driver wants it to go! Get it wrong and you end up in the hedge or worse.

This however acts a timely remind to give your car a quick once over for the winter months. Is the windscreen wash at the correct (winter) concentration so that it doesn't either freeze when it hits the windscreen, or worst still freeze in the pipes/jets meaning you can't clear your windows whilst driving. It is also worth ensuring that all the windows are clear both inside and out. I find that nice clean glass is less likely to mist up at the first sign of any moisture in the car.

You all know the drill, and hopefully our November speaker from ProTyre will be above to give a bit more of an insight into how tyres perform, both in the cold, and when they are approaching the end of their life (both tread depth & age of the tyre), and how different tyre compounds can really affect things.

Stay safe & happy motoring,
Matt Ames
Membership and Newsletter Editor
Bournemouth & Dorset Advanced Drivers
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 allocatations, where known are shown below:

Catalin Jechianu	-	(pending)
Michael Burrage	-	(pending)
Richard Knight	-	(pending)

Forthcoming Social events

6th November 2025
We are hoping to organise a visit from ProTyre.
Time: 1900

4th December 2025
(tbc) + Christmas nibbles
Time: 1900

January 2026
No event is planned

5th February 2026
The Groups Annual General Meeting (AGM) will take place
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/

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.

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):

Casey Cershinson Rangel John Graves

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

Older drivers: stay safe as the clocks go back
from the IAM Blogs

With the clocks having "gone back" evenings will get darker even earlier, making driving conditions more challenging. Here are some simple, practical tips to help older drivers stay safe and confident on the roads this autumn and winter.

Give yourself a "Driver MOT"
Just like your car needs regular checks, so do you: Eyesight check – make sure your glasses prescription is up to date. You should be able to read a number plate from 20 metres. It's a good idea to have your eyes tested every two years, and if you are over 60, it's free. Hearing check – being aware of sirens, horns or engine sounds is vital. Reaction time – if you notice slower responses, consider adjusting your driving habits (e.g. avoid busy times or tricky junctions). Medication review – some medications affect alertness. Ask your GP or pharmacist if you're unsure.

Watch out for headlight glare
Glare from oncoming vehicles can be more noticeable at night. Here's how to reduce the impact: Keep your windscreen clean – inside and out. Dust or smears make glare worse. Check your glasses – some lenses can make glare worse at night. Anti-glare coatings may help. Look slightly to the left of oncoming headlights to avoid direct exposure. Dip your interior mirror – use the night mode to reduce glare from cars behind.

Prepare your car for the season
Check all lights – make sure headlights, brake lights, and indicators are working. Replace wiper blades if they're smearing or skipping. Top up screen wash with winter mix to prevent freezing. Check tyre tread and pressure – good grip is essential on wet or icy roads.

Plan for shorter, darker days
Avoid rush hour if possible; roads are busier and more stressful at that time. Use well-lit routes – stick to roads you know and avoid unlit rural roads. Allow extra time – give yourself time to drive more slowly in low visibility.

Know your limits – plan alternatives
Don't feel pressured to drive if you're uncomfortable in low light or poor weather. Consider public transport, lifts from friends/family, or local community transport schemes. If you're unsure about your driving, a refresher lesson with an instructor can boost confidence.

Top Tip
Keep a "Winter Ready" kit in the car including, torch, blanket, water, snacks, phone charger, hi-vis vest, ice scraper and de-icer.

IAM RoadSmart Director of Policy & Standards Nicholas Lyes said: "The clocks going back not only means darker evenings, but they also bring increased risk on the road. Historically, November often sees a spike in the number of collisions as reduced grip and visibility catches out the unprepared driver. Now is a good time to check your car is winter-ready, particularly focusing on tyres, wipers, screen wash and checking your lights are working properly and aimed correctly. Drivers should give extra space to the vehicle in front and allow themselves more time for their journeys, particularly for the evening rush hour as this is the time of day when collisions are increasingly likely."

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.

Food deliveries soar but insufficient training and standards is putting thousands of gig economy workers at risk
from the IAM Blogs

- Orders through third party app-based delivery account for nearly 40 percent of deliveries
- One in five (22%) restaurants don't offer training with half (51%) saying they're not direct employees or not responsible for training
- E-bikes and e-scooters now being used by almost half and a third of workers

Hot food deliveries are now more popular than dining in or takeaway, prompting calls for the apps to take road safety more seriously.

For restaurants offering the option of ordering via a food app, takeaway, or dining in, nearly half of all orders (45%) were made on the apps, indicating that Brits would rather have a night in the comfort of their own home.

Only one third (31%) were prepared to venture out to a restaurant, and just one quarter (24%) opted for takeaway, according to research of 208 restaurants conducted by IAM RoadSmart, the UK's leading road safety charity. [i]

At the same time, work-related motorcycle collisions have increased by 6 percent; in 2021 there were 2,661 collisions, rising to 2,809 collisions in 2024.[ii]

Despite the concerning rise in collisions, IAM RoadSmart found that one in five (22%) restaurants don't offer any road safety training at all primarily because many of these workers are not directly employed. Only a third (31%) of restaurants surveyed said they directly employ delivery workers under contract.

Among restaurants that provide training and guidance, only one in three require mandatory participation in both practical and online courses. The most common form of support is informational resources (67%).

Only half of restaurants provide high-vis jackets and advanced driving or riding training.

Motorbikes and mopeds are the most common vehicle type for deliveries, with restaurant managers saying they account for just over half (62%) of drop-offs, with cars (59%) following closely.

However, many restaurants have workers using a variety of vehicles to take hot food to people's homes.

Almost half (48%) of restaurants say their delivery workers are using e-bikes and a third (33%) said e-scooters were being ridden.

IAM RoadSmart, which provides advanced driver and rider training, also found that many apps deploy pressure tactics designed to increase the number of hot food deliveries a worker makes, including awarding points for every completed order which can then be used to save on fuel and gym memberships.

The publication of this research follows a 2019 study by Professor Nicola Christie of University College London (UCL) which found that motorcyclists operating in the sector feel pressured and are likely to take more risks.[iii] The report also confirmed that app-based delivery causes greater distraction for the rider, and also that these riders are more likely to violate road traffic laws.

In 2023, there were an estimated 463,000 gig economy workers in the UK, with the CIPD assessing that there were around 80,000 working within the food delivery market.[iv]

Separate research by IAM RoadSmart shows that more than half (63%) of consumers think that delivery drivers and riders should undertake online road safety training AND on-road training before they can start work.[v]

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "People's appetite for ordering via

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.

the apps is strong yet the safety of those getting the food from the kitchen to the home continues to give huge cause for concern.

"Our research shows that the approach to delivery safety standards is at best fragmented and at worst almost non-existent.

"It also demonstrates how the method of delivery may now include devices that are not compliant with laws, for example private e-scooters or e-bikes.

"Use of such devices in a sector that rewards efficiency could encourage more workers to modify their vehicles, creating a more dangerous environment on our roads.

"The food delivery sector has seen rapid growth over the last decade, aided by third party apps, and the success of this model for restaurants has been a lifeline in challenging times such as covid.

"However, this must not come at the expense of safety and a new approach is needed. We're recommending changes that include better data collection and transparency, a more standardised approach to training and greater recognition for safe delivery workers."

The report "The Gig Economy: How can we reduce risk?" can be accessed here.

for references see
https://media.iamroadsmart.com/pressreleases/food-deliveries-soar-but-insufficient-training-and-standards-is-putting-thousands-of-gig-economy-workers-at-risk-3411271

IAM RoadSmart survey lays bare worrying lack of road safety policy among business fleets
from the IAM Blogs

- 80 percent of business fleets have no road safety policy for their drivers
- 48 percent do not conduct regular vehicle safety checks, while a further 53 percent do not have a health and safety officer
- 65 percent of fleets are not using telematics or GPS tracking systems, and 39 percent of professional drivers have never been offered driver or rider training or assessment

New research has revealed that 80 percent of business fleets do not have a road safety policy in place for their drivers.

The survey, conducted by leading road safety charity IAM RoadSmart, also revealed that 48 percent of firms do not carry out regular vehicle safety checks, while over half (53 percent) do not have a health and safety officer responsible for fleet risk management in place.

Meanwhile, the survey, of 2,010 adults in the UK, also found that 65 percent of fleets do not use telematics or GPS tracking systems, and a further 39 percent of professional drivers have never been offered driver or rider training or assessment.

These statistics come at a time when the latest government data shows that the number of road traffic incidents where people were either killed or seriously injured (KSI) has effectively plateaued in recent years, remaining around the 30,000 mark on an annual basis1, equating to more than 80 a day.

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "These findings are certainly alarming, especially in light of recent government data showing that progress on bringing down fatal and serious injuries has stalled. While most businesses will take road safety seriously, it's clear that some need to do significantly more to limit the risk that their drivers pose both to their own safety and that of other road users. Bad business driving not only poses a risk to health and safety but also threatens to inflict reputational harm on businesses and cause repair costs and insurance premiums to soar. Investing in regular driver training is one of the best ways for firms to promote good road safety, staff well-being and keep costs down."

Fleet managers who are keen to learn how best to manage the risks associated with driving for business purposes are invited to attend the online workshop that IAM RoadSmart is set to host on Tuesday 14 October.

Titled 'A Manager's Guide to the Risks and Responsibilities of Driving for Work', the course will cover a broad range of topics, including the importance of managing associated risks, the laws that apply to work-related road safety, and what should be included in a Company Driver Risk Management Programme.

To find out more about the workshop, and to book your tickets, visit https://www.tickettailor.com/events/driveandsurviveiamroadsmart/1821368

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

disclaimer The views expressed in this Newsletter are those of the contributors and do not necessarily represent the views of the Bournemouth & Dorset Group of Advanced Motorists. The editor reserves the right to edit any articles submitted for publication.