

# Bournemouth & Dorset Advanced Drivers



## November Newsletter - 2025 (edition 125)

### It was only a matter of time

I'm sure that one who owns or drives an Electric Vehicle or a Hybrid is slightly miffed at the announcements made earlier in the week, but these changes are still a couple of years away from happening.

Starting from April 2028, owners of EVs will be charged an additional 3p per mile, while Hybrids will pay 1.5p per mile. Up to this point EVs have driven on the UK road network with no Road Fund License to pay. These pay-per-mile tax rates will reportedly increase annually in line with inflation.

According to the Office for Budget Responsibility (OBR), the new tax on EVs is said to be half the fuel duty rate that petrol car drivers currently pay in the UK. When put like that it still sounds like EV owners are getting a better deal than their ICE owning counterparts.

Whilst the existing 5p fuel duty cut will remain in place until September 2026, after which it will rise annually based on the Retail Price Index (RPI), so there are further costs in store for non-EV owners, in addition to increase in the Road Fund License too.

It is currently not yet clear how this the mileage information will either be collated or tracked. For vehicles over 3 years old, this could be collected at MOT time, but that doesn't explain how new vehicles will be charged. Maybe it could be on faith, but there are still a few years to figure out the final details. Maybe all EVs and Hybrids will be 'always online' and report distance travelled on a regular basis, akin to how out Smart Meters at home work. Consideration will also need to be taken to not charge for miles driven outside of the UK.

However, it wouldn't be an editorial from me if there wasn't a mini rant somewhere. This month it is about

the design of some car's rear light clusters. I was recently following a modern Ford Puma. First popped on a small but suitably bright brake light (no issues so far). However, the vehicle was slowing more than necessary to continue along the road, but there was a petrol station to the left. I look again and now there is an even smaller left-hand indicator flashing. Did I miss it before the brake light came on? I don't think so, but very small and positioned beside to the brake light, so very easy to miss.

I suspect that light clusters are designed these days, at least by Ford, to look 'stylish' rather than to actually be useful! What happened to "animated" indicator lights for Audis and so forth from a few years ago. Initially I thought they were a bit of a fashion statement, but in reality, they are many times better than the latest offerings! I feel like this is most definitely a case of form over function. I'm sure I can't be the only person to have noticed this? What design of car parts seem silly to you?

Rant over and back to something more practical. I took the opportunity last Sunday to swap my summer tyres (and alloys) over to my winter ones. The whole process only took about 45 minutes, which included jacking the car up, removing the old wheel, popping the new one on, lowering the car and checking the torque on the wheel bolts. Once all four wheels were changed, I nipped around with my trusty pressure gauge and foot pump and made sure all the pressures were correct. Now that I'm ready for some snow, it is likely the sun will reappear! Either way they are staying on over the winter months!

Stay safe & happy motoring,

*Matt Ames*  
*Membership and Newsletter Editor*  
*Bournemouth & Dorset Advanced Drivers*  
*membership@bdiam.org.uk*

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

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

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

**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.

## November Newsletter - 2025 (edition 125)

---

### The Richard Jolly Observer of the Year Award Sue Whitcher

We are pleased to announce a new annual recognition  
**The Richard Jolly Observer of the Year Award.**

This award is established in memory of Richard Jolly who was our Chief Observer for many years. His dedication, integrity, and commitment to excellence set an enduring example for all who serve as Observers. Richard's passion for the role, his fairness, and his unwavering professionalism continue to inspire our group Observers

Each year, the Observer of the Year award will honour an individual who embodies these same values — demonstrating exceptional service, consistency, and a positive impact on the observer program.

This includes the number of Associates the Observer has had over the year, check drives administered and any behind the scenes activity that benefits our Observer Program.

We invite all members to join us in celebrating this meaningful tribute to Richard's legacy and in recognising the outstanding contribution of this year's recipient.

*Sue Whitcher*  
*Committee member and National Observer*  
*Bournemouth & Dorset Advanced Drivers*  
*swhitcher@bdiam.org.uk*

---

### 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 Barrett	Chloe Angwin
David Carey	Alex Money
George Pitt	Peta Steadman-Bee

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

### New Associate Members of the Bournemouth & Dorset Group

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

David Butt	-	(pending)
Jessica Dennes	-	(pending)
Leo Belcham	-	(pending)
Mark Gibson	-	(pending)

---

### Group Annual Membership fee

Many thanks to the 99 Bournemouth and Dorset Group members who have previously set up a yearly Standing Order to pay their local Group membership fees.

For those who may have forgotten, IAM operates a 2-tier level of membership, where you are required to be a member of IAM 'HQ' before you can join your local group. Thankfully our local Group costs are very reasonable at just £10 per year, and your membership helps us to continue making more Advanced Drivers in Dorset. If you have recently passed your IAM test, then we offer a year's free local Group membership.

In order to keep my life as simple as possible as your Membership Secretary, utilising a Standing Order is the easiest way forward. I plan on crossing referencing the Group's bank account December statement against our membership records

Payment by BACS or Cheque is possible, but increases the yearly admin work, but we'd rather have you all as members than not. If you have recently received an email from me, then I would appreciate a timely response (even if that is to say you wish to no longer remember a member of the Group).

If you are not a paid-up member of the local Group you will not be able to vote at our AGM in January.

*Matt Ames*  
*Membership and Newsletter Editor*  
*Bournemouth & Dorset Advanced Drivers*  
*membership@bdiam.org.uk*

---

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

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

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

**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.

### Forthcoming Social events

#### 4th December 2025

Chris Smith one of our Group's examiners will be talking to us, in addition the presentation of the new 'Richard Jolly Observer of the Year' Award, plus a short quiz and festive buffet.

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/>

---

**Nearly half of Brits have had a difficult conversation with an older relative over their driving – as a third admit to feeling unsafe in the car with them from the IAM Blogs**

- A fifth raised concerns after noticing new dents or scratches on their car
- A third noted that their reactions or judgement seemed slower than before
- The research, by IAM RoadSmart, has led to calls to review the system and provide more support for older drivers and their families

Almost half (46%) of Brits have had to have a difficult conversation with an older relative about stopping driving. [1]

One third (35%) admitted to feeling anxious and unsafe whilst being driven around by their seniors, and a fifth (20%) noticed new dents or scratches on their car.

Half (50%) had broached the conversation with their

loved one's best interests at heart, stating that they wanted to ensure their older relative's safety, while one in three (29%) were compelled to speak up after noticing their reactions or judgement whilst driving seemed slower than before.

Almost half (46%) were relieved once the conversation had been had.

The research, by the UK's leading road safety charity IAM RoadSmart, highlights the need to review the system for licence renewals and give older drivers and their families more support.

Currently, people in the UK must renew their driving licence from the age of 70 every three years.

The system relies on self-declaration that the driver meets the required eyesight standards for driving, and a disclosure of any medical condition that might affect driving.

But in the absence of reform, many are having to have difficult conversations with loved ones to keep them – and others – safe on the roads.

One in ten (11%) said they felt compelled to speak up when their driving became a concern as they are responsible for ferrying grandchildren around, and 21 percent said they were forced to say something as they seemed to be getting lost on familiar routes, according to the survey by OnePoll of 2,000 adults in the UK.

Barriers to instigating the conversation included worrying about how the other person might react (38%), feeling awkward and not knowing how to go about it (29%), and worrying that it might cause an argument (23%).

A quarter were concerned that they would make the relative feel old and incapable (24%) and 14 percent fretted that they would be seen as controlling or disrespectful.

More than half (60%) said that the key to success was speaking calmly and expressing care, while a similar number (47%) felt it was important to ask the person about their own feelings around driving.

Of those that had not yet broached the subject, a quarter would avoid the conversation altogether as

---

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

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

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

**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.

they wouldn't want to risk upsetting or offending the older relative (25%), while one in ten (9%) think their concerns would go unheeded anyway.

Nearly four in ten (38%) said they would feel more comfortable having the chat if they were armed with evidence of unsafe driving.

Warning signs that would prompt loved ones to speak out include near misses or minor collisions (62%), difficulty seeing road signs or markings (61%), and driving either too slowly or too fast (53%).

Almost a third (27%) would prefer a professional to lead the conversation, and close to a quarter (23%) would welcome a review by a driving instructor.

More than half (52%) recognised that losing one's independence or freedom was a top fear that older people have about giving up driving.

Additional research by IAM RoadSmart of 2,053 drivers in the UK found that 85 percent support compulsory eye-testing for those over 70 when they renew their licence every three years, and more than half (57%) support a requirement to pass a theory and practical test to continue driving at the age of 70.<sup>[i]</sup>

This increased when considering a driver's age, with eight in ten (77%) supporting measures that would require all drivers aged 85 and over to take a compulsory practical retest to renew their licence.

Between ages 17 and 70, the rate of drivers involved in collisions generally falls with driver age.

The rate increases for the over 70s, before rising sharply to the highest rate for drivers 85 and over.<sup>[ii]</sup>

IAM RoadSmart Director of Policy and Standards Nicholas Lyes said: "We know that for many over 70s, their car is a lifeline; a way of maintaining their independence and their social life, especially in rural areas where public transport can be lacking. Moreover, many older drivers are safe and considerate drivers. However, with age can come change in driving ability, whether through health, reaction times or confidence.

"While we all worry about our relatives' safety, many fret over needing to chat with them about their driving

for fear of causing offence. Others simply don't know how to go about it, and what's really concerning is that many are waiting until they notice new dents on the car before saying something.

"The Government's updated road safety strategy must ensure independence and safety are balanced equally. Moves to strengthen eyesight requirements would be welcome but this should go together with funding to help people undertake voluntary mature driver courses. By doing so, it will support older people to improve their skills and confidence on the road, promoting safe independence for over 70s."

IAM RoadSmart provides a Mature Driver Review, a relaxed, one hour session with an independent expert. For more information go to: <https://iamroadsmart.net/OlderDriverSupport>

If you have concerns or want to check on an older relatives' driving:

- **Keep an eye out:** A casual eye check of a new number plate 20 metres away could be the first sign of a problem.
- **Be a passenger in their car:** Try to be open-minded because passengers may often be nervous in someone else's vehicle. Look carefully at how quickly they respond to hazards and their decision-making at junctions.
- **Discuss AFTER the drive:** You should avoid giving non-urgent pointers or advice while driving, so wait until you're finished and broach the subject gently with questions like: "How do you find driving these days?" or "Do you still enjoy getting behind the wheel?". This will allow the conversation to evolve into a wider competence discussion.

<sup>[i]</sup> OnePoll survey: 2,000 UK adults with an older relative that drives were surveyed between 3-4 November 2025

<sup>[ii]</sup> IAM RoadSmart Road Safety Report 2025. Research of 2,053 drivers in the UK was conducted by Online95 between 11 September and 5 October 2025

<sup>[iii]</sup> Department for Transport: Reported road casualties in Great Britain: younger driver factsheet, 2024: Chart 3.1: <https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-older-and-younger-driver-factsheets-2024/report-ed-road-casualties-in-great-britain-younger-driver-factsheet-2024>