

Bournemouth & Dorset Advanced Drivers



April Newsletter - 2026 (edition 130)

Staying local...

... well the car stayed local this month even if I didn't! Last weekend I found myself in London for the Marathon. Regular readers will know that I do enjoy running – from a parkrun (5k) up to a marathon. This is the second time I have had the fortune to run in the London Marathon, but something like my 16-official marathon. The last London experience was some 12 years ago, back in 2014. Whilst the course hasn't changed much (if at all) over that time, the quantity of runners certainly has – which brings with it a whole new set of challenges.



The race starts from Blackheath, which isn't served that well by public transport – there is a National Rail service, but I'm sure that you can imagine that trying to squeeze nearly 60,000 runners into a limited number of trains on a Sunday morning doesn't work that well even with a staggered start arrangement. The tube network to get to an appropriate train station doesn't do much better either. Thankfully, I was staying in Rotherhithe, so I decided the day before that I would best off walking 3.6 miles to the start rather than giving myself the additional stress of trying to squeeze onto a train.

I could have taken a gamble; hoping to find a Lime bike or scooter to hire. However, not being sure quite what roads would be closed to traffic, walking was the considered to be the safest option. Thankfully, I

had a reasonably early start time of 09:44, so was able to miss the worst of the midday heat, finishing 3hr 29 minutes later. The tubes were still jam-packed and I ended up walking to Waterloo to catch a tube to Canada Water before another 20 minute walk back to my accommodation. I'm sure that all the walking afterwards was beneficial to my recovery – better than sitting in a pub (which I may have done later Sunday evening, after catching the ferry to Canary Wharf). The event also made it into the Guinness book of world records for the largest number of finishers in a Marathon.

Next weekend will see me running around the lanes of North Dorset, for the North Dorset Villages Marathon – I don't believe there are any road closures for this, excluding the start, so hopefully those who are out and about won't be inconvenienced too much by us!

This will spell the end of my marathon season for 2026, where hopefully I can return to two wheels for the remainder of the sunny season.

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 recently joined the Group. Observer allocations, where known are shown below:

Alan Thurlow	-	(pending)
Daniel Scott	-	(pending)
Cristian Andronic	-	(pending)
Richard Merritt	-	(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 if known at publication):

Peter Taylor Chris Dale/Keith Bowers
Ruxandra Popescu Mark Bister

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

Gift Aid and how it can help support us

Did you know that the Bournemouth and District group has 204 members, but 170 of you haven't informed us if we can claim gift aid on your membership fees. Gift Aid is a UK government scheme allowing charities to reclaim basic rate tax (20%) on donations, boosting the gift by 25% (ie. your £10 donation becomes £12.50) at no extra cost to the member.

Group members must be UK taxpayers who have paid sufficient income or capital gains tax to cover the claim, and must provide a signed declaration.

We can use this money to help support the group in our key role within Dorset and the surrounding area – promoting road safety and helping to make the roads safer for all which use them.

If you have recently received an email from me asking you to either complete a Gift Aid form, or let me know that you are not a UK Tax payer then I would greatly appreciate a response. Once our records are updated you'll hear no more from me on this topic!

I believe that IAM HQ may have also been sending out reminders - Gift Aid forms can't be shared between charities, we each need our own signed copy.

Matt Ames
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Forthcoming Social events

7th May 2026

Mac McGarry, one of the IAM's South West examiners who works alongside Chris Smith, will be hosting the evening with a Q&A-style talk, offering insights and tips from an examiner's perspective.

Time: 1900

4th June 2026

(tbc)

Time: 1900

2nd July 2026

(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/>

Road safety charity offers fully funded skills days to young drivers and riders

from the IAM Newsroom

Young drivers and riders can sharpen their skills and stay safe at a road safety event at Thruxton Circuit, Hampshire.

IAM RoadSmart, the UK's leading road safety charity, is offering 80 fully funded places, 40 for young drivers and 40 for young riders, over two days in August.

One day is dedicated to inexperienced drivers, and the other to inexperienced riders, giving participants the chance to develop new skills they can safely apply on public roads.

The events are designed to support young people at a crucial stage in their driving or riding journey, helping

them build confidence, improve safety awareness, and develop advanced skills in a controlled circuit environment.

In 2024, young drivers were involved in around one in five serious or fatal car collisions. [i] Between 2020 and 2024, one in ten motorcycle collisions involved an inexperienced rider. [ii]



The events are open to full licence holders aged 17–26 at the time of booking. For riders, this includes those holding A2 and full A motorcycle licences.

Thanks to funding from IAM RoadSmart's Big Give Christmas Challenge, all places are free, making it easier for young people to access top-quality driver and rider training.

IAM RoadSmart Road Safety Manager Shaun Cronin said: "Ultimately we want to make our roads safer for everyone, and our young driver and rider skills days are a big part of that. Research shows that young people are disproportionately involved in the collision statistics, which is a sobering reminder of why these training opportunities matter. These funded sessions give young people the chance to build confidence and develop real-world skills in a safe, supportive environment."

Bookings open following the official launch on March 30 with places allocated on a first-come, first-served basis.

[i] [Reported road casualties in Great Britain: younger driver factsheet, 2024 - GOV.UK](#)

[ii] [Reported road casualties Great Britain: motorcyclist factsheet 2024 - GOV.UK](#)

Number of drivers given points for speeding at its highest in four years

from the IAM Newsroom

- DVLA data reveals a 32 percent increase in the number of drivers who were given points between 2022 and 2025
- Campaigners call out a "culture of speeding" in the UK and say a shift in mindset, as well as stronger enforcement, is needed to tackle the issue

The number of drivers caught speeding in England, Scotland and Wales is at its highest in four years, according to new data.

A freedom of information (FOI) request by road safety charity IAM RoadSmart to the DVLA revealed that there was a 32% increase in the number of drivers who were given points between 2022 and 2025. [i]

In 2022, 678,367 drivers were given an SP30 endorsement, the code for exceeding the statutory limit on a public road (excluding motorways which has a separate offence code). This compares to 939,519 drivers in 2025.

By comparison, 216,141 drivers were caught speeding on the motorway in 2025, a six percent decrease from the previous year, but a 29 percent increase since 2022.

Separate research from IAM RoadSmart showed that many more drivers are admitting to breaking the speed limit.



In the last 12 months alone, more than half of Brits (61%) confessed to breaking the 30mph speed limit.

Shockingly, a small minority (1%) confessed to doing more than 70mph in a 30mph zone and almost half (48%) said they had driven between 31-40mph.

The road safety charity surveyed 2,053 motorists in the UK for its 2025 Road Safety Report on their driving habits over the past year and found that speeding was commonplace.^[i]

Speeding is one of the most common causes of fatal and serious road collisions, contributing to almost half (40%) of all collisions in 2024 according to Government data.^[iii]

The minimum penalty for speeding is a £100 fine and three penalty points. Motorists could be disqualified from driving if they build up 12 or more points within a period of three years.

Motorists caught exceeding the speed limit by a considerable amount may face a fine of 125-175 percent of their weekly income, along with six penalty points or a driving ban. Depending on the severity of the offence, it may result in a dangerous driving charge that can result in imprisonment.

IAM RoadSmart Policy and Standards Director Nicholas Lyes said:

“The fact that more people are getting points on their licence for speeding is incredibly concerning considering it can lead to life-changing consequences.

“It’s particularly worrying that so many people are breaking the law where 30mph limits apply, as these are populated with more vulnerable road users such as pedestrians and cyclists. What’s more, potentially millions more are admitting to speeding, but may be getting away with it.

“Speeding is one of the leading factors in the most serious collisions on our roads. Government data shows that speeding contributed to 40 percent of all collisions in 2024. Inappropriate or illegal speed not only increases risk, it also means the driver is not fully in control of their vehicle.

“While police cannot be expected to be everywhere, new ways to enforce limits should be considered –

whether through average or fixed position cameras or alternative means.

“Above all, we need to see a shift in mindset; speeding carries serious consequences but the fact that it is so widespread indicates a cultural problem that needs addressing.”

Case study

Claire Corkery’s parents Sue, 68, and Tom, 61, were out walking their friend’s dog when they were killed by speeding driver, Scott Gunn, 38, on 20 January 2024. Gunn, who had reached 87mph in his BMW X5 shortly before the crash, was found guilty of death by dangerous driving and jailed for 16 years. The incident occurred on the 60mph limit Thurnham Lane, in the village of Bearsted in Kent.

Claire Corkery, 34, Communications Officer and mum of one from London, said:

“Two years ago, I lost my wonderful parents because of a speeding driver. The pain of their loss is still the same as the day I found out; it never lessens. It’s made worse by the pointlessness of it all. Like all road fatalities, my parents’ deaths were completely preventable. We need to start seeing speeding as morally reprehensible as other forms of dangerous driving, such as drink-driving – the consequences can be just as devastating.”

References:

[i] Freedom of Information request to the DVLA dated March 24, 2026

[ii] IAM RoadSmart Road Safety Report 2025: <https://media.iamroadsmart.com/documents/iam-roadsmart-2025-road-safety-report-452407>

[iii] <https://www.gov.uk/government/publications/guide-to-contributory-factors-for-reported-road-casualty-statistics/guide-to-contributory-factors-for-reported-road-casualties-great-britain>