Bournemouth & Dorset Advanced Drivers

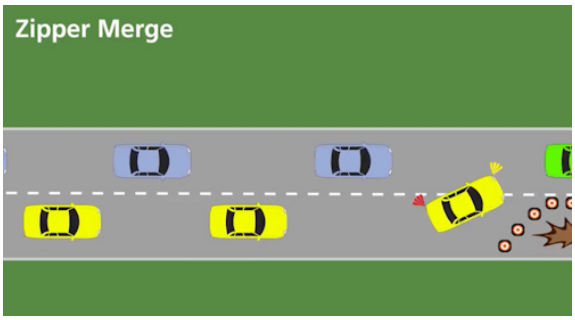
September Newsletter - 2026 (edition 135)

Deadlines loom

I'm really up against the newsletter deadline this month. Work has been so hectic that I've not been able to take half off to pen this month's issue, so apologies that this newsletter is somewhat smaller than normal!

Last Friday morning at 0510 my alarm clock went off, signalling it was time to wake up. I'm sure that for most of us 5 in the morning we'd still hope to be asleep for at least a few more hours. No such luck for me. I was due in the office in Farnborough for the day. After a cup of coffee and a piece of toast I was heading out of the door to the car.

The drive into to office was pretty uneventful. One of the reasons I opt to go in early is so that I can miss the majority of the traffic. I was however quite surprised that the roads weren't less busy – with more and more employees working from home, or on compressed hours taking alternative Fridays off, etc.



I didn't head directly home after, instead I found myself in Reading for the evening. Those who know me that like a tourist parkrun (don't worry if that means nothing to you). In essence I went for a 5k run on Saturday morning around Green Park, had a fried breakfast and then returned back home. It's a tough life! What I did notice was that my return trip on Saturday the lack of lane discipline was even lower than normal – maybe there is a different between weekday and weekend drivers on motorways. Plus, there were the narrow-minded idiots out there who still don't understand how merge-in-turn works and that both lanes should be utilised until the merge point. Incase you'd not noticed that is a pet peeve of mine!

Stay safe & happy motoring,

Matt Ames
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Forthcoming Social events

1st October 2026
Dorset and Somerset Air Ambulance will be talking to the group. They provide life-saving critical care and rapid transfers for the most seriously ill and injured people across our region.
Time: 1900

5th November 2026
David Sidwick, Police and Crime Commissioner for Dorset will be talking to the group finishing off with a Question and Answer session.
Time: 1900

3rd December 2026
Christmas social meeting, with festive bites and a Quiz (potential speaker, tbf)

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/

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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):

Ian Thomsen (F1RST)	
Trevor Foan (F1RST)	David Groom
David Butt	Nick Denley
Greg Mendelsohn	
Maddie Jepson	
Richard Merritt	

Great driving and thanks to our Observer Team for helping you all to achieve your pass and becoming a new member of the IAM RoadSmart family.

Passenger restrictions top wish list of measures to improve young driver safety
from the IAM Newsroom

- More than half (57%) of drivers back nighttime passenger restrictions for newly qualified drivers
- A third (32%) of those aged 17-24 support this measure but prefer additional training options

More than half of drivers (57%) would back introducing nighttime restrictions on newly qualified drivers carrying similar aged passengers to improve road safety, including a third (32%) of those aged 17-24, according to new research published today.

A survey of 1,045 motorists undertaken by road safety charity IAM RoadSmart* found that night restrictions were among the most popular measures. Almost half (44%) of moto

rists would back a curfew on nighttime driving for new drivers between midnight and 5am, though far fewer (21%) of those aged 17-24 would support this.

Other supported measures included mandatory telematics insurance, backed by 29% of all respondents. Mandatory training after passing their test - similar to schemes such as the DVSA's Pass Plus or IAM RoadSmart's Young Driver Assessment – is endorsed by a pragmatic 44% of drivers. Moreover, this option is the most popular policy among 17-24-year-olds, favoured by 42% of this age group.

The UK Government's preferred policy of introducing a mandatory learning period for novice drivers, as outlined in the road safety strategy was backed by over a third (36%) of respondents and crucially was one of the more favoured options among younger motorists (34% of younger drivers backed this).

Overall, just under one in ten (8%) of drivers of all ages said they wouldn't endorse any of the measures put forward, indicating strong public support for improving the current approach to learning how to drive.

The research also showed that most felt that, apart from younger drivers themselves, parents and guardians had the biggest influence on helping to reduce serious collisions among this age group, a view championed by 53% of motorists. Meanwhile, more than half of drivers (59%) would support exempting Insurance Premium Tax (IPT), levied at a standard rate of 12% on all policies, for those taking up telematics products in their first year.

Young drivers (17-24) make up around 6% of all licence holders but are involved in around a quarter (24%) of all fatal and serious collisions**. Separate research conducted by IAM RoadSmart also showed that despite making up only 5% of all licence holders, those aged 17-24 received 18% of all drug driving licence endorsements***.

Recent coverage of social media content has also shone a light on dangerous driving trends, again highlighting safety culture among some younger drivers. IAM RoadSmart's 2025 Road Safety Report found that one in seven (15%) of drivers aged 17-24 were recording videos or taking pictures with phones while driving.

Research**** has shown that restrictions on similar aged passengers could have one of the greatest impacts on reducing serious casualties among younger drivers because of the effect it can have in reducing distraction.

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International evidence of Graduated Driver Licensing has shown that the policy, in one form or another, can reduce collisions and impact trauma involving young drivers by 20-40%.*****

Nicholas Lyes, Director of Policy and External Communications at IAM RoadSmart said: "It's often thought that measures to keep younger people safer on the roads are unpopular with that age group, but the evidence suggests many are far more pragmatic and are open to additional learning and a graduated approach to becoming full licence holders, which is encouraging."

"The Government's road safety strategy focuses on a minimum learning period; however, this is only part of the solution as it's just as important that they have the right skills and experience. Whether this means some post-test restrictions or additional training, younger drivers will need to not only see the benefit in their driving standards but also benefit from lower insurance premiums compared to the eye-watering amounts they face today once they pass.

"Ultimately, the goal should always be zero deaths and serious injuries. We know only too well that behind every loss of life on our roads is a grieving family, and any measures that help equip young drivers with the skills, experience and confidence to stay safe behind the wheel deserve serious consideration."

Protect Young Drivers is a growing UK initiative bringing together road safety organisations, emergency services, insurers, researchers and bereaved families with a shared goal of reducing deaths and serious injuries involving young and novice drivers.

Rebecca Morris, Communications and Engagement Lead at Protect Young Drivers, said: "Too many people are being killed and seriously injured in crashes involving young drivers, and the evidence tells us there are practical, proven steps we can take to reduce that risk.

"These findings are encouraging because they show that young people themselves recognise the need for change.

"The Government's commitment to consult on a minimum learning period is welcome, but we also need to focus on what happens after the test, when newly qualified drivers are at their most vulnerable.

"International evidence shows that a graduated approach can significantly reduce collisions involving young drivers. Passenger restrictions, better training, telematics and support from parents can all play a part in helping young people gain experience more safely and become safer drivers for life."

In July 2026, IAM RoadSmart, working with the RAC, RAC Foundation and ECM Research Solutions produced free resources for parents and novice drivers, including parental guidance, practice scorecards and agreements.

ENDS

Notes to editors

* IAM RoadSmart Opinion Panel Survey, carried out by Online95 surveyed 1,045 motorists between 22nd June and. UK Motorists survey data has been weighted by region, and age by sex,

** https://www.gov.uk/government/news/thousands-of-lives-to-be-saved-under-bold-new-road-safety-strategy

*** https://media.iamroadsmart.com/pressreleases/drug-driving-offences-overtake-drink-driving-for-the-first-time-3457081

**** https://committees.parliament.uk/writtenevidence/104661/html/

***** https://www.protectyoungdrivers.com/whatis-gdl

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IAM RoadSmart launches new accreditation scheme to de-risk business driving
from the IAM Newsroom

IAM RoadSmart, the UK's largest road safety charity, has launched a professional accreditation programme designed to help organisations better understand and improve the way that they manage business driving risks.

Built around recognised industry best practice and aligned with the latest Parliamentary Advisory Council for Transport Safety (PACTS) work-related road safety framework, the IAM RoadSmart Accreditation Scheme assesses how effectively organisations manage driver risk, legal compliance with legal and duty of care responsibilities, and safety performance.

With accreditation awarded across three tiers – Bronze, Silver and Gold – the scheme moves beyond a simple compliance checklist, and is based around real-world evidence, recognising organisations not for what documents they hold, but for how effectively they manage risk in practice.

While the Bronze tier recognises organisations meeting essential legal and duty of care requirements, Silver is awarded to those actively managing and improving performance using data. Gold, meanwhile, is reserved for those organisations who can demonstrate that they have a fully embedded, proactive road safety culture across their operations. By working to the standards within each tier, fleets may not only improve driver safety, but they could also save repair costs through fewer collisions.

Department for Transport statistics show that in 2025, there were more than 400 people killed on the roads involving someone driving for work*.

To take part in the scheme, organisations must submit evidence around their driver risk policies, telematics data, training records, and incident data. Submitted evidence is assessed against a structured scoring framework across four pillars: management, compliance, risk management, and performance. Based on the evidence provided, the framework determines the appropriate accreditation tier.

All submitted evidence is stored securely within IAM RoadSmart and is accessible only to authorised assessors and administrators.

A robust diagnostic report will be prepared, that provides a thorough analysis of findings, identifies critical gaps, and sets out tailored recommendations for improvement enabling the organisation to reach their target tier. This report will act as a strategic improvement tool, enabling the organisation to develop a focused action plan.

Nicholas Lyes, Policy & External Communications Director at IAM RoadSmart, said: "Achieving an IAM RoadSmart accreditation is an effective way for organisations to improve road safety by reducing driving risk and helping to prevent collisions. It also helps them to identify high-risk drivers through meaningful data, build a positive safety culture, and show compliance with health & safety and driving for work responsibilities.

"Demonstrating their commitment to employee and public safety will also help organisations to enhance their reputation and differentiate them from their competitors. This is while increasing operational efficiency in the form of reduced vehicle damage and downtime, improved journey efficiency, and lower fleet operating costs through better driver performance.

"Unlike schemes that focus solely on compliance, our programme goes the extra mile to embed safer driving behaviours while demonstrating a genuine commitment to protecting employees, customers, and the wider community."

To register for the IAM RoadSmart Driver Risk Accreditation Scheme, organisations can register their interest via its website and will receive further details outlining the programme, including the assessment process, evidence requirements and expected timelines.

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