

SOUTHAMPTON ADVANCED MOTORISTS

www.iam-southampton.org

Registered Charity No. 1053191



GROUP NEWS

Autumn Edition 2017

iam
RoadSmart

Welcome to Group News

from your Chair – Terry Maultsaid



THE THOUGHTS OF CHAIRMAN MAU

1) I came across a book some years ago which started me thinking about driving in ways I had not previously considered.

Entitled “Traffic – why we drive the way we do (and what it says about us)”, it was written by American journalist Tom Vanderbilt.

He has generously granted me permission to quote extracts from his fascinating book and I would like to share some with you. It is my intention to dip into it from time to time so consider this one of a series and I hope you find it enlightening, as I do.

In the prologue he asks a question I suspect we have all pondered – why does the other lane always seem to move faster? Then he asks “are you a late merger?”

Driving on a motorway in lane three, a gantry sign indicates your lane is closing in two miles and you should merge left. Do you dutifully take the first opportunity to do this before a queue starts or do you hang on until much closer to the squeeze point? If the former, have you suffered the frustration of traffic going past apparently at ever increasing speed as your lane begins to slow down and bunch up? If the latter, have you worried that you will not be allowed in as the restriction fast approaches, by the already frustrated queuers in the next lane?

Of all the great accomplishments of we humans, like sending space probes into the solar system to unlocking the human gene sequence, one scientific conquest that has largely eluded us says Tom Vanderbilt, is how to make drivers merge with the most efficiency and safety on our roads. It turns out that early merging has not shown to move vehicles through the restricted lane zone more quickly than conventional merging.

To alleviate aggression using late merging, engineers in Pennsylvania posted a succession of signs starting well before the lane closure. First came “Use Both Lanes to Merge Point”, followed by “Road Works Ahead” and finally at the lane closure point “Merge Here, Take Your Turn”.

Thus insecurities and anxieties that drivers might feel in choosing lanes as well as annoyance at “cheating” passing drivers is removed and the queue is cut in half. The most surprising outcome of late merging is that it showed a 15% improvement in traffic flow over conventional merging.

So the author’s advice the next time you are in a congested three lane carriageway which is being reduced to two is – don’t panic. Do not swerve into the next lane. Stay in your lane – heavy congestion will result in a near equal distribution between the lanes – all the way to the merge point. Those in the lane remaining open should allow one driver from the closing lane to go ahead and then proceed. Those merging must do the same. By working together, by abandoning our individual preferences and our distrust of others’ preferences in favour of a simple set of objective rules, we can make things better for everyone.

I entirely see the logic of the point being raised but I wonder how long it will take us to change our mindset and be more courteous in our approach to other road users.

2) You may recall I wrote before about TISPOL and Project EDWARD. Here is a link to a video recorded in advance of this year's date – September 21st - <https://vimeo.com/221300419> Take a look at how you can promote it and let's get those dreadful numbers down!

3) **More than 10,000 motorists are allowed on the roads despite having 12 or more penalty points on their licence.**

Analysis by BBC News shows motorists in the north of England had the most licences with a dozen or more points.

Road safety charities said allowing people with lots of points to stay on the road made a mockery of the system.

The Driver and Vehicle Licensing Agency said the figure included people who had served a ban and had successfully reapplied for their licence.

Drivers are usually banned if they get 12 penalty points within three years, but magistrates can choose not to enforce it in "exceptional cases".

The data, covering Great Britain as of the end of June 2017, also showed:

- The category with the greatest rate of offending was men aged between 25 and 34.
- Men were more likely to have clocked up penalty points than women. About 33 out of every 100,000 male drivers have 12 or more points, compared with under 8 per 100,000 female drivers.
- The most points on a valid licence belong to a 44-year-old woman in Oxfordshire. The licence has 51 penalty points.
- Almost 100 motorists were still allowed to drive despite having at least 24 points on their licences, twice the number that results in a ban if accrued within three years.

By the time you read this I will have returned from a driving holiday in the Italian Lakes. My last experience of Italian drivers was in Naples, where it was not so much their impatience with someone actually giving way to traffic on the major road as the mopeds who would, en masse, squeeze into the "safe" space we leave behind the car in front. In the more rural environs of "The Lakes" I will hope for a more relaxed time. Any noteworthy experiences will be reported in the next edition.

Terry

This is the Newsletter of the Southampton Advanced Motorists Group.
Opinions and ideas expressed are those of the individual correspondents and do not necessarily represent the views of the Group nor of IAM RoadSmart.
The Newsletter and its contents are the copyright of Southampton Advanced Motorists.
Registered Charity No. 1053191
©2017 All rights reserved.

DEFIBRILLATOR TALK BY PETER GIBBS

On 10th July Peter Gibbs gave a fascinating talk and demonstration on how to do CPR (Cardiopulmonary Resuscitation) and use a defibrillator. CPR also stands for “Call, Push, Rescue”.

CALL 999
PUSH the chest
Give RESCUE breaths

We were all able to practise CPR on a dummy model affectionately known as “Resusci-Anne” and then learnt about defibrillators. If you have not been on a course like this please take the time to find out where and when your nearest course is being held. There are many defibrillators around the country nowadays, in village halls, pubs etc. I’m sure you’ve seen them around. There will be a defibrillator near to where you live so it makes sense to learn about it in case you ever have to use it. You may have noticed the defibrillator at Otterbourne Village Hall and thanks to Peter some of your IAM Southampton members now know what to do with it.

Remember: you could save a life.

THE SWINGS AND ROUNDABOUTS OF LIFE: DRIVING ADVICE FROM IAM ROADSMART

Roundabouts sometimes send even the most experienced drivers into a panic. But never fear: IAM RoadSmart’s head of driving standards Richard Gladman is here to help you out. There are a few simple guidelines to follow:

Information: Look well ahead; check your mirrors so that you know what other traffic there is around you. Give any signals in plenty of time. Try and identify a gap in the traffic before you reach the roundabout, but keep an eye on the car in front – they may not go for the gap you would.

Position: Approach the roundabout according to which exit you’re taking. Keep to the left lane to turn left or go straight and the right lane when taking an exit on the right. Watch for any road markings guiding you and try to give other vehicles plenty of space.

Speed: Slow down smoothly to a speed that’s appropriate for the roundabout and will allow you to stop, taking into account the position of other road users.

Gears: Once you’re at the right speed, and before turning, select the correct gear. If you do need to change gear on a roundabout, do it when the steering is on a set position. Do a final mirror check, especially the mirror on the side you are turning towards.

Accelerate: At a roundabout choose a gap in the traffic and accelerate smoothly into it – the same applies to any other junction.

Richard said: “At roundabouts, your plan from a way back is to stop. But gathering information can allow you to proceed. It is useful to try and consider the whole thing as one manoeuvre – that way you have a plan about which lane to be in, when to move into that lane, and what signals you expect to use. But you need to prepare to be flexible – other road users don’t always behave as we’d expect them to.”

AGM NOTICE

The Annual General Meeting of Southampton Advanced Motorists (Group 2065) will take place on Monday 13th November 2017 at Otterbourne Village Hall, Cranbourne Drive, Otterbourne SO21 2ET at 7pm (to approx. 7.30pm)

AGENDA

1. Apologies for absence
2. Minutes of 2016 A.G.M and Matters Arising
3. Resolution to accept 2016 A.G.M. Minutes
4. Chairman's report
5. Treasurer's report and adoption of accounts
6. Election of Committee Officers and Members
7. Any other business

Election of Committee of Trustees 2016/2017

There are currently 7 Committee of Trustee posts filled as follows:

Officers

Terry Maultsaid

Mike Sleath

Penny Farncombe

Post

Chairman

Secretary

Treasurer

Status

Retiring, will stand

Retiring, will stand

Retiring, will stand

Committee Members

Mark Andrews

Chris Nelson

Chief Observer

Associate Liaison

Retiring, will stand

Retiring, will not stand,
nominations invited

Brian Farncombe

Judi Marriott

Vacant post

Vacant post

Vacant post

Membership

Group News Editor

Web-site Manager

Events

Publicity

Retiring, will stand

Retiring, will stand

Nominations invited

Nominations invited

Nominations invited

Nominations are now invited from full members who wish to stand for election to any of the above Committee of Trustee posts. Any full member who wishes to be nominated must be a fully paid up member of the IAM and Southampton Advanced Motorists. They must also obtain a proposer and a seconder who in turn must also be fully paid up members of the IAM and the Group. You may not stand for the Committee if the law debars you from being a Charity Trustee.

Nominations must be made in writing using the form on the following page and submitted by post or email to the Group Secretary to be received on or before **Monday 6th November 2017.**



TALK BY HAMPSHIRE AND ISLE OF WIGHT AIR AMBULANCE

Following the AGM, Ryland Lee from the Hampshire and Isle of Wight Air Ambulance organisation will tell us about the Air Ambulance service and operations in our area. Their strap-line is: "Ordinary People. Extraordinary Care. Supported by You", so let's find out who they are and how we support them.

SOUTHAMPTON ADVANCED MOTORISTS

Election of Committee of Trustees 2017/2018

NOMINATION FORM

COMMITTEE POST:

NOMINEE: (CAPS).....

Signature:

I also confirm that I am a fully paid up member of Southampton Advanced Motorists and the Institute of Advanced Motorists Limited.

Date:2017

PROPOSER: (CAPS)

Signature:

I also confirm that I am a fully paid up member of Southampton Advanced Motorists and the Institute of Advanced Motorists Limited.

Date:2017

SECONDER: (CAPS)

Signature:

I also confirm that I am a fully paid up member of Southampton Advanced Motorists and the Institute of Advanced Motorists Limited

Date:2017

Please return all completed nomination forms by Monday 6th November 2017 to:

Mike Sleath
Group Secretary
Southampton Advanced Motorists
15 Westbroke Gardens
Romsey
Hampshire SO51 7RQ or
Email: secretary@iam-southampton.org

IAM ROADSMART GIVES THUMBS UP TO ‘LONG OVERDUE’ PLANS TO ALLOW LEARNER DRIVERS ONTO MOTORWAYS FROM 2018

Leading independent road safety charity IAM RoadSmart has welcomed confirmation of the Government’s plan to allow learner drivers on motorways to improve safety, saying they are long overdue and should make a significant difference to accident rates amongst new and inexperienced drivers. The plans were announced this evening (12 August) by Transport Secretary Chris Grayling, following a consultation on the idea at the end of 2016. The changes take place in England, Wales and Scotland only from 2018.

Learners will only be allowed on motorways with an approved driving instructor in a dual control car. The Government says this will provide a broader range of real life experiences and better prepare learners for independent driving when they pass their test. Currently learners cannot drive on a motorway until after they have passed their test. This means the first experience of motorway driving for many is as a nervous novice without the guidance of a driving instructor or the safety of a dual control car.

Neil Greig, IAM RoadSmart director of policy and research, said: “It makes no sense that new drivers learn by trial and, sometimes fatal, error how to use our fastest and most important roads. “Allowing learners on motorways with an approved instructor is a sensible and measured solution that should deliver confident new drivers who are much better able to cope with complex smart motorways.”

Neil added that a forthcoming IAM RoadSmart report will show that new drivers struggle to adapt to motorways more than other roads, and currently need more time to learn how to use them safely. This is especially true when it comes to negotiating slip roads.

The full report, produced in association with TRL, will be issued later this year.

CHANGES TO THE DRIVING TEST

As from 4th December 2017 there will be further changes to the normal driving test. For your interest the independent part of the driving test will be 20 minutes (currently 10 minutes) which equates to approx. half the test itself which is around 40 minutes. The driver will also be required either to follow directions given by a SatNav or follow road signs. The SatNav will be provided by the examiner who will set the route. Reversing manoeuvres will be changed and the examiner will ask 2 vehicle safety questions during the test – these are known as the “show me, tell me” questions.

For further information see:

<https://www.gov.uk/government/news/driving-test-changes-4-december-2017>

NEW ASSOCIATES

We are delighted to welcome the following new Associates to our group:
TESSA BROOKS: PAUL CROOK: BOB GINN: ANDREW HILL: HUGH JOHNN:
BOB SAIT and CHRISTINE WATERS.

If you have any questions or issues to raise whilst undergoing your training please contact a Committee Member or Observer who will be pleased to help you.

CONGRATULATIONS TO

TIM DUNSMITH: ANNE TOOMER
who passed the test recently.

Congratulations also to
DAVID SULLIVAN and JAYNE WHISTANCE
who both passed with a



If you would like to help the group further please contact one of the Committee members. At the same time we should be grateful to receive any feedback you feel able to give us.

SUNDAY Morning Drive Dates at Otterbourne Village Hall

5th November 2017: 3rd December.
7th January: 4th February and 4th March 2018.

Procedure for Associates: Once you have started your preparation for the IAM advanced driving course it is important that you have an observed drive each month so that your progress can be monitored and your test arranged just as soon as we think you are ready.

Future Bookings – Associates: Please remember to book your following month's drive at Future Bookings. If you are uncertain as to whether you will need a drive the following month it is best to book a time and then cancel afterwards if necessary. If you have to change or cancel a drive please call 07548 262537 always remembering to book again for the following month.

The deadline for the Spring 2018 publication will be
31st January 2018

Please send your articles/suggestions/photos to:
editor@iam-southampton.org

SPOKEN THOUGHTS FOR ASSOCIATES ON TEST

The current official line for Associates on test is:

1. Every Associate will be asked by the Examiner if they would like to attempt Spoken Thoughts. There is a mark allocated for this element of the drive on the Assessment Form.
2. The Associate is at liberty to decline.
3. The Associate will not fail for declining but they should be encouraged to make an attempt by Observers and the Examiner.
4. The Associate will not fail the test for failure to attempt spoken thoughts but they cannot achieve a FIRST if they do not.

If you have any questions please contact Mark Andrews.

CHANGE OF DATE

SPEAKER - CHRIS STONE - Automatics

Chris will talk on driving to system using the Auto box and how to adapt the system to make use of the Auto. He will explain the different features of the various different types of gear box, when and when not to use manual over-ride and perhaps dispel a few myths. He will also explain what the Examiners are looking for on Advanced tests from the auto driver. Chris served with Hampshire Constabulary for 25 years. He qualified as a fast response driver around 1993 and worked in Southampton city as such for about 7 years. He then transferred to Traffic and was initially posted to Basingstoke and passed the Police Advanced in 2000. He went on to become a Senior Investigator for Fatal Road Crashes. He moved back to South West traffic and was selected to become a member of the new ANPR (Automatic Number Plate Recognition) intercept team. He was involved in training new officers joining Traffic and specialised in Drug/Drink driver enforcement and training. He is now an IAM Examiner and is busy with IAM Advanced tests, young driver assessments, mature driver assessments and members' re-assessments in and around Southampton, Portsmouth, Salisbury and Bournemouth and sometimes Basingstoke.

Please come and join us on:

MONDAY 22nd JANUARY 2018

commencing at **7.00 PM**

Otterbourne Village Hall

Cranbourne Drive

Otterbourne SO21 2ET

R.S.V.P: Email: sotonadvancedmotorists.member@gmail.com

HOLD YOUR HORSES: TIPS FROM IAM ROADSMART

Horses are powerful animals and have extremely heightened senses. They are 'flight' animals, so many revert to their natural instincts at any time. The outcome of this can be extremely challenging for the rider and other road users. There have been 2,570 road incidents reported to the British Horse Society in the last six years. Some 38 riders have been killed and 222 horses have died as a result of their injuries. Of these incidents 80% are because vehicle passed too fast or too close to the horse. This week's tips give advice on riding and driving around horses from IAM RoadSmart's head of driving and riding standards, Richard Gladman.



- If you are approaching a horse from behind, hold back whilst getting enough information to pass safely. Do not get any closer than three car lengths and be careful not to creep into this space. Be prepared to slow down further or even stop to protect this space. Avoid sudden movements as horses may react. They can move incredibly quickly.
- Don't spook them. Actions such as sounding your horn, revving your engine and playing loud music can spook the horse. Always drive gently and predictably. Remember there are three brains working, the driver's, the rider's and the horse's.
- Make sure you give the rider enough space when passing them. We recommend at least a car's width and make sure this is done slowly – remember always pass "slow and wide," good advice is no more than 15mph.
- Often when riding two abreast it is for safety reasons, an inexperienced rider or a nervous animal being coached along by a more experienced companion. Give them some consideration.
- Keep an eye out for the rider. They will often give you signals asking you to stop or slow down. Riders will often acknowledge a safe pass but remember their top priority is to keep their hands on the reins and maintain control of the horse.
- Always accelerate gently once you have passed the horse. A rider and the horse may both be inexperienced and nervous in traffic.

Richard said: "Dealing safely with horses is a classic example of where applying the rules of good driving helps us to share space safely. Use the information around you – road signs, horses in fields, horse muck on the road or signs to an equestrian centre are all clues to help you anticipate meeting riders on the road. Controlling your speed so that you can deal with the unexpected is very important in rural areas. After that be sensible, don't get too close and 'wide and slow' is the mantra.

For further information contact the British Horse Society

<http://www.bhs.org.uk/safety-and-accidents>

NOTE: I understand that horses can spook sideways at speeds of up to 50 mph.
Food for thought.

TYRE BLOW-OUTS

A few years ago (a Friday evening in November 1981, to be precise) I was driving this mini-bus up the M6 at around 60 – 70 mph, carrying 11 passengers, when the rear right wheel tyre blew. The first thing I knew was the van wanted to turn, so my first reaction was to apply opposite lock, which helped, but very quickly I had to apply the opposite lock, and I think I did that about 3 or 4 times before the speed had reduced sufficiently to calm the situation. Most bizarrely, and I don't know why, the van did a 180 degree turn as it came to a stop on the hard shoulder. That was quite fortunate because the blown wheel & tyre could then be replaced away from the main carriageway. Police were quite quickly there to help, which was also fortunate, because the van didn't have a jack; the very helpful policemen went to the nearby services to borrow a trolley jack, and even changed the wheel for us. Fortunately for the whole incident the motorway was quiet.



What caused it? Almost certainly the tyre was old and/or damaged; it may even have been a re-mould (can you tell from these pictures?). (This van was hired by the student union in London – it might have been its first time outside London?).



Of course I should have inspected all the tyres before I drove the vehicle, but didn't – would it have helped?

What prevented it being a serious incident? "Skid control" was something I had read about, seen used in rallying and on the Hendon skid-pan, and practised in a wet grass field; a low volume of traffic at 10pm probably helped. Alternative reactions were likely to have made it worse – doing nothing, or hard braking – either would probably have led to vehicle roll-over.

How to avoid blow-outs: Tyre blow-outs are rare when tyres are used within specification (especially speed rating) and regularly inspected for wear, damage and general degradation. Avoid kerb strikes, pot-holes and road debris, especially at speed. If your vehicle annual mileage is low (e.g. a motor-home or caravan / trailer used once or twice a year, or a classic car that only goes to local car shows), replace tyres based on sidewall condition before tread depth. Check the pressures regularly, but walk around your car frequently checking for obvious under inflation and for sidewall condition and damage. (Some modern cars have tyre pressure read-outs – that may be quite useful, but they won't sense or advise on sidewall damage.) I was under the impression that modern wide and low-profile tyres would be less likely to suffer blow-outs, due to the low flexibility of the sidewalls. Then, while researching blow-outs-on-line recently, I saw a picture of a BMW estate car that was reported to have rolled over due to a rear tyre blow-out.

How to deal with a blow-out if it occurs: If the car suddenly starts to turn in one direction, treat it as a skid and steer into the skid, do not slam on the brakes. When under reasonable control, you should be able to steer and brake gently to get into a safe place at the side of the road – preferably on a hard shoulder where there is one! **Caveat:** This is my personal advice from one historic experience! I have now looked for advice on-line, and I suggest you do the same. Avoidance of hard or sudden braking is a common principle though. Should you be using cruise control at the time, it's probably best to cancel it without dabbing the brakes! It would be good to know what autonomous vehicles will do in these situations...!

When I started motorcycling I was warned about the “front tyre blow-out” – it won't be too bad until you have to slow down; you then have to plan where you're going to lay the bike down in a crash that won't hurt too much! For that reason, I check my motorcycle tyres frequently for stones, glass and nails etc, as well as pressure. Fortunately it is a lot easier to visually check bike tyres than car tyres; also (generally) bike tyre tread doesn't last long enough for tyres to start perishing and they don't get parked against kerbstones!

Finally, have you read “Unsafe at any speed” by Ralph Nader (published in 1965)? With the subtitle “The designed-in dangers of the American automobile”, this book started a small revolution in American car design in the 1960s and impacted the world's car industry over a number of years. Nader started the book with one particular incident where a 1961 Chevrolet Corvair (a rear-engined car) had effectively flipped over due to a blow-out of its rear left tyre. Blow-outs are not a new problem, but the problem has also not gone away; I don't believe there is any new technology solution which will prevent a blow-out occurring or subsequent loss of control. But they are still very rare if you look after your tyres and drive within their speed ratings.

Mike Sleath

SPIDERS

Whilst driving the other day, on my own, a large spider appeared from behind the sun visor. It looked the biggest, but not the hairiest, in the world. It spun a thread and descended towards my hand on the steering wheel. I could not stop. I was driving on a narrow road with lots of bends. It landed on my knee. Fortunately it crawled down my leg and did not look me in the eye. By the time it reached my ankle I had found a convenient stopping place. I managed to get out of the car but wasn't sure where it went. It was either on the road or going up my inside trouser leg. I never did find it. Fortunately I do not have a spider phobia but if you do perhaps you had better add “check your sun visors before departing” to your cockpit check!



CHRISTMAS



Don't forget to check www.iamroadsmart.com in case there are special offers on ADCs this Christmas. Vouchers can make a good present for someone.

YOUR QUESTIONS ANSWERED

Q. The technique says not to use turn indicators unless there is someone there to see it. Why? If I make it a habit to always turn on the indicators, then I don't have to think about them again and I can concentrate on what is happening at the intersection. There may be a pedestrian or cyclist around the corner that I can't see until I am almost on the intersection. They need to see my indicators as soon as they see me so they know where I am going. In the second or two it takes for me to see them and turn on my indicators, they have already decided that I am going straight ahead and they are now looking for other vehicles. Only when they look back at me will they see that I have "changed my mind".

Response:

The Highway Code does not ask drivers to complete tasks habitually. Rule 103 is quite clear that indicators "warn and inform other road users" and so by implication, if there are no other road users, there is no need to indicate.

As an Advanced Driver, your observational skills should be of a standard that allows you to make the decision about whether a signal is necessary or not. You should not be relying on a habitual repetition of technique.

The System of Car Control is flexible by its very nature and relies on the Information phase throughout its application. In practice, if conditions change during the negotiation of a hazard, by good observation, you are able to adapt your plan for the new circumstances and apply an indicator accordingly.

IAM RoadSmart guidelines state that "no one will fail a test for giving an indicator they did not need to, but they might fail a test for not giving an indicator when they should or for giving a misleading indicator".

Reference Literature

a) Advanced Driver Course (ADC)

P8 TAKE information Para 1

"Advanced drivers should:

☐ *Look all around, scanning to the front and sides of their vehicle*

☐ *Consistently use their mirrors and check into potential blind spots...."*

P8 GIVE information Para 2

"....If any other road user will benefit from a signal, it should always be given – clearly and in good time...."

P23 GIVE information Para 3

"....Give signals in a timely fashion to communicate intentions...." Page 9 of 11

b) Roadcraft

P29 GIVE information Para 1

"...Give a signal if it could help other road users, including pedestrians and cyclists...."

P144 The Purpose of Signals

"....Signals inform other road users of your presence or intentions. Think before you signal. Indiscriminate signalling is not helpful to anyone.

Give a signal whenever it could benefit other road users...."

P146 Using The Indicators

"...The Highway Code advises you to give a signal when another road user could benefit. Use observation to anticipate when a signal may be needed. This encourages you to be aware of other road users at all times, especially those behind you. It also reduces unnecessary hand movements and signal clutter...."

c) Highway Code

Rule 103 Signals warn and inform other road users, including pedestrians (see page 103), of your intended actions. You should always:

- ☑ Give clear signals in plenty of time, having checked it is not misleading to signal at that time
- ☑ Use them to advise other road users before changing course or direction, stopping or moving off
- ☑ Cancel them afterwards

Rule 159 Before moving off you should:

- ☑ Use all mirrors to check the road is clear
- ☑ Look round to check the blind spots (the areas you are unable to see in the mirrors)
- ☑ Signal if necessary before moving out
- ☑ Look around for a final check

Move off only when it is safe to do so.

Please send your questions to: editor@iam-southampton.org

PROGRESS ON MAKING SPEEDING SOCIALLY UNACCEPTABLE MAY BE HAMPERED BY CONFUSION ON 20MPH LIMITS SAYS IAM ROADSMART

Making speeding as unacceptable as drink driving still seems a long way off given the results of today's speed compliance statistics from the Department of Transport (June 2017). While 96% of drivers rate drink driving unacceptable, 81% of cars are exceeding 20mph speed limits on a regular basis. It's slightly better news overall with speeds coming down since 2011 across most roads, so more drivers are clearly getting the message that slowing down saves lives, helps the environment and doesn't add much to your overall journey time. Exceeding the speed limit was a factor in 15% of all fatal crashes in 2016 which was slightly down from the 2015 figure of 16.5%. But, with around half of all car and van drivers still willing to ignore limits on motorways and 30mph roads, more work is clearly needed to change behaviour on our roads. Neil Greig director of policy and research said, "It's really good news for road safety that the roads with the highest speed compliance are actually our most dangerous - 60mph rural single carriageways". Recent government, police and road safety charity campaigns have highlighted this issue and it does appear that the message is getting through. Neil Greig adds "The main problem is clearly getting drivers to comply on the ever increasing number of roads in our towns and cities with a 20mph limit". IAM RoadSmart have always felt that blanket 20mph limits, enforced by signposts only, are simply not enough to convey the reason for slowing down to drivers. Targeting the worst locations with traffic calming and other engineering features is a much more effective way to make 20mph limits self-enforcing. Speed limits on roads with consistent compliance problems need to be reviewed more frequently. "We must all work to make it easy to stick to the speed limit and our main concern is that widespread confusion over 20mph may be undermining a more general trend to slow down.



Vote of Thanks from the Isle of Wight

The Chairman and committee members on the Isle of Wight wish to record their appreciation and thanks to our Southampton branch colleagues.

We sought help to secure our branch future capability in handling the new IMI training process and programme. With no National Observers (NO) on the Island it was essential for us to secure these posts before we could move ahead.

Through a structured programme of training and support, coaching and mentoring expertly delivered by Brian Farncombe, assisted by Mark Andrews we have successfully gained two NO positions on the Island.

This training was delivered both on and off the Island. Our two aspiring NO's were warmly welcomed to join in the Sunday Drive sessions at Otterbourne and Brian in particular is now well familiar with the Island challenging rural roads from his visits to us.

It is clear to us that the benefits of inter group working provides fresh ideas, new tips and peer support that can often fade with isolated working.

Mark and Brian brought that challenge and expertise to us. Their mentoring and stimulating way it was delivered has paid dividends, with Phil Dyer and David Jones successfully gaining their NO positions in early May.

The Island branch is now well placed to take the new process forward and consolidate its position. We would like to formally acknowledge the time, energy and effort lent to us and to thank Brian and Mark for their expertise, patience and good humour. We hope to continue to work together in the future.

P. Dyer
Chairman
IW Branch

DJ150617

YOUR COMMITTEE

CHAIR

Terry Maultsaid

Email:

chair@iam-southampton.org



SECRETARY

Mike Sleath

Email:

secretary@iam-southampton.org



TREASURER

Penny Farncombe

Email:

treasurer@iam-southampton.org



MEMBERSHIP SECRETARY

Brian Farncombe

Email:

membership@iam-southampton.org



CHIEF OBSERVER

Mark Andrews

Email:

mp.andrews@btinternet.com



GROUP NEWS EDITOR

Judi Marriott

Email:

editor@iam-southampton.org



SUPPORT TEAM

Owen Davies

Tim Dunsmith

Alan Dyer

Rob Kelley

John Mursell

Chris Nelson

Tony Osmond

DATA PROTECTION ACT

Members are reminded that Group records are held on a computer.
Should anyone object to this please contact the Membership Secretary



Southampton Advanced Motorists
Affiliated to IAM RoadSmart