



ONE WAY



November/December 2016

Editorial

Our Next Members' Meeting

Monday

14 November 2016,
St Bartholomew's School,
7.30 pm.

Presentation by
Lesley Upham

*IAM Commercial Director,
on the workings of the
commercial arm of IAM
RoadSmart, including
driving for work and fleet
training.*

*All members, associates
and guests are welcome.*

*For further details see
page 2.*

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TO those readers who had a sense of *déjà vu* after reading my Editorial in the last issue of *One Way*, I must humbly apologise.

As I do for every issue, I proof-read the final version in MS Publisher, then converted it into a PDF file. I then discovered that a few areas needed very minor changes, so did those and reconverted to PDF. But I had used a previous version of the Publisher file, so my Editorial had not been updated from the July/August issue. In the event, only one person contacted me to tell me about the error — I don't know whether that's a reflection of our readers' tact or a comment on their poor observation skills!

This issue is dominated by the sudden and unexpected death of John Broxis, our Group Secretary, who passed away on 29 Septem-

ber, the day after he and his wife, Heather, moved house. The Chairman's Page includes a reference to that, and there is also an obituary notice on page 6.

We held a social evening at the Chequers Hotel on 21 October to mark the 20th anniversary of the group's formation in October 1996 in that very location. Over 30 people attended, including several founder members who were at that inaugural meeting. Group Chairman Philip Russell made a short speech thanking members and ex-members for attending, and also thanking Claire Dyson, the Events Officer, for arranging the function.

IAM Roadsmart is running a Country Roads Offer in support of THINK!, in which the cost of the Advanced Driving Course has been reduced from £149 to £99. The campaign runs from 26 October

to 9 November. To redeem this offer, use the promotion code COUNTRY16 when booking by phone or online. Please pass this information on to relatives and friends who might be interested in joining us.

This issue contains the second of a series of articles on Young Drivers and Risks, adapted and condensed from the SkillDriver project run by Stephen Haley, author of the book *Mind Driving*. In this project Stephen has conducted research into the factors that affect young people learning to drive, and suggested how their training should include the 'thinking skills' that are so important in learning to drive. 🚗

David Skinner

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Thank you...

- To **St Bartholomew's School** for allowing us to use their conference rooms for our bi-monthly members' meetings
- To **The Phoenix Centre** for providing rooms for our bi-monthly committee meetings and observers' workshops.



If you have some time to spare and would like to volunteer to help the group committee, please contact the Chairman or any other committee member.

Newbury Group News

Meeting Dates for 2016 and 2017

DATES for Newbury Group Committee Meetings and Members' Meetings for the rest of 2016 and for 2017 are below. The committee meeting date is also the deadline date for the next issue of *One Way*.

Committee Meetings

—
12 December 2016
13 February 2017
10 April 2017
12 June 2017
14 August 2017
9 October 2017
11 December 2017

Members' Meetings

14 November 2016
9 January 2017
13 March 2017
8 May 2017
10 July 2017
11 September 2017
13 November 2017

Members' Meetings

Members' meetings are held in the Robinson Rooms of St Bartholomew's School, Newbury, meeting at 7.30 pm with the main activity usually beginning at 8.00 pm. The entrance to the school car park is in Buckingham Road, off Andover Road, and the exit is in Fifth Road. The Robinson Rooms are in the main school building, signposted 'Reception'. Everyone is welcome – why not bring a guest? Current associates are likely to gain a great deal from these meetings: come and join us, or ask your observer to bring you along.

14 November 2016 – **Lesley Upham**, IAM RoadSmart's Commercial Director, will deliver a presentation about the work of the Commercial side of IAM RoadSmart, a topic we know very little about but one which is clearly hugely important within the wider IAM context. It includes Driving for Work, Fleet Training, Speed Awareness and Alcohol Awareness training, and many other business-related motoring topics.

9 January 2017 – Not yet arranged—more details will appear in the next issue of *One Way*.

New Members

THE following new member of the Newbury Group has joined as an associate since the last issue of *One Way*, and we extend a warm welcome to her:

Margaret Smithurst



Congratulations...

... to the following associates (and to their observers) who have passed the Advanced Test since the last issue of *One Way*, and thus become full members of IAM RoadSmart:

Associate

Anna Maclaren (F1RST)
Wendy Holloway (F1RST)

Observer

Catherine Lloyd
Philip Russell

If you pass the IAM test, or if you are an observer and your associate passes, please inform the Editor – contact details on page 1.

Chairman's Page

by Philip Russell, Chairman, Newbury Group of Advanced Motorists



John Broxis, Newbury Group Secretary

AS you will have seen from the notice I circulated recently and the article on page 6, our Secretary John Broxis passed away suddenly on 29 September. I add my condolences to his widow Heather and all their family from all the committee, observers and members of the Newbury Group. In the relatively short time that he had been a member, John was a forthright influence on the working of our group and contributed to making improvements in the running of it, both as Group Secretary and as an observer. He will be sadly missed.

Newbury Group at Local Events

We have started our campaign to let people in the Newbury area and beyond know not only that we are here but also what we do. Our Events Officer, Claire Dyson, will be reporting later what we have been doing, and all the enquiries that we have received. We had a stand at the Classic Car Show at Newbury College in August, organised by the West Berkshire Vintage Car Club. **In a single day**, the show raised the princely sum of £12,180 for Bloodwise (formerly called Leukaemia Research).

At the Royal County of Berkshire Show in September, we displayed Mark Pearson's Ford GT40, and my Austin A35 on

a rotating spit. Thanks to Mark for the loan of the car, which proved a star attraction. Many thanks to all those who came onto the stands at both shows to help with all the visitors – we have contacted those who gave their details to invite them to undertake a Drive Assess (see below). An even bigger thank you to Claire for developing all the posters, banners and marketing material for us to use to tell everyone what we do.

We celebrated the 20th anniversary of the Newbury Group by holding a reception at Chequers Hotel, the venue of our inauguration in 1996. About 35 members and friends attended, including several founder members. Thanks to all who attended, and to Claire again for organising it. We hope to see many of you at the 25th anniversary celebration in five years time!

To further spread the word, I gave a talk to Hungerford Rotary Club on advanced driving, and I have similar talks planned this month to Thatcham and Newbury Rotaries. Do you have any contacts such as the WI to whom we could explain what we do and what we can offer?

IAM National Conference

Mike Holloway, our Training Officer, and I attended the IAM National Conference at Aston University in Birmingham recently.

It was an opportunity for us to give them feedback on Newbury Group views of IAM RoadSmart, and also to be part of planning for the future. Rather than fill this newsletter, I will put a summary on the website for those interested in the exciting changes being made.

Advanced Driving Course

Skill for Life is no more. It is now called the Advanced Driving Course (ADC), and we have bright new blue colours replacing the previous red. All new associates will now get a folder to

record their progress towards the test.

As it is the 60th year of the IAM, we are currently offering the ADC at a 10% discount, making it just £134 instead of £149 until Christmas. Please ask anyone who signs up to quote GROUP60 to get the discount. Not only that, but if they pass by March 2017, they will be entered into a draw and 60 lucky people will have their fees refunded!

Some of your colleagues may be interested to find out a bit more before they commit to the full course. For that, we have Drive Assess as a taster. A National Observer takes them out for about 40 minutes in their car. They then give feedback, followed by a demonstration drive in the observer's car to show what we mean by advanced driving. Currently we charge only £15, and even this is refunded if they sign up to the ADC within 3 months.

Trailer/Storage

We still need somewhere to store all our leaflets, gazebo and promotional materials, or a suitable small trailer to take it all to and from events. Does anyone have any suggestions please?

A34 Action Group

On behalf of our group, I have attended a meeting of the A34 Action Group on possible actions on the A34 between M4 Junction 13 and Oxford, where there have recently been some horrific crashes. My input concerned improving driving skills to help reduce incidents. I am really pleased to see that the campaign has resulted in the announcement of an urgent review by the Highways Agency into this dangerous section of the A34.

Finally, I will be away for a month soon. I will be missing several events, but I will think of you all. Honest!

Drive safely

Philip Russell
Chairman, Newbury Group

Members' Meeting – 16 September 2016

by Philip Russell, Chairman, Newbury Group

First on Scene

WE had a very interesting presentation by Jimmy Clancy of St John Ambulance on what to do if you are one of the first to arrive at a road traffic collision (RTC). We now call them that rather than 'accidents' as an accident is an unforeseeable event. The way a lot of people drive, it is a question of **WHEN**, rather than **IF** a collision will occur.

The first thing we should do is assess the scene, how many vehicles, what type of vehicles and whether anyone is organising anything.

A paramount consideration is for you to be very careful over your own safety – if you get injured, you cannot help others and you add to the total needing care! Has the traffic all stopped or are vehicles still arriving/crashing/trying to drive through?

Get someone to SAFELY try to slow down or stop traffic. Make sure that you and they put on the high-vis jacket that we should all carry.

Get someone else to call the Emergency Services to get them on the way. If you think multiple services are required (i.e. more than one of police, fire and ambu-

lance) then call the police first because they will be able to coordinate the request.

Assess the needs – if it is only two cars with one occupant in each, needs will be different from two full coaches colliding. If a lorry is involved, is it carrying flammable or dangerous goods? Look for the plate it will have on it, make a note of the number and type of hazard shown. If it is flammable or hazardous, BACK OFF and leave to the experts who will arrive soon. If you can get that sort of information, ring again to Emergency Services, ask for Fire and tell them the hazard numbers. They will know what equipment they need, and can get it on the way sooner than waiting till their other appliances arrive.

Are any vehicles leaking fluids? If so, again back off – do not put yourself in danger otherwise you can't help others. Try to assess the injuries. It sounds callous, but the loudest can probably wait to be seen. It is those who are quiet who may be having trouble breathing. The order should be:

BREATHING – BLEEDING – BROKEN BITS

Once the emergency services arrive, any information that you can give them will be extremely useful to help them

prioritise. It will also be helpful if you can shepherd the walking wounded and witnesses into a safe area where the police can speak to them when they arrive so that they can get to understand what happened.

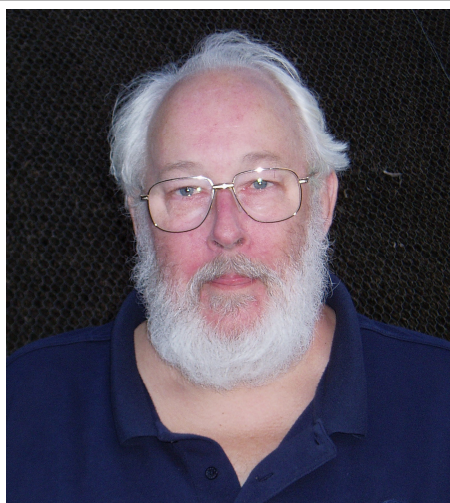
If you do come across someone in a dangerous position, for example a car on its side, across a live carriageway, on the edge of a drop etc, and you can SAFELY get them out, then do so. Most advice is to leave patients where they are, but circumstances may be that any damage done by moving them is less than the danger of leaving them where they are. Brutally, better spine damage than burnt to death.

We were then given a brief demonstration of where to look for injuries. The most dangerous are on the trunk area, where internal bleeding can occur with little outward sign. It needs to be treated as a priority, by qualified medics.

If you have either taken someone out of a vehicle, or they are already out but not feeling well, put them in the recovery position.

The overriding things to remember are to keep yourself safe, get help on its way and try to stop things getting any worse. 🚗

Retirement of Phil Parkinson



PHIL Parkinson, a National Observer with the Newbury Group of Advanced Motorists, has announced his intention to retire from observer duties.

He joined the Newbury Group in 2002 and trained as an observer very soon after passing his test. He later became a Senior Observer and then a National Observer, and also passed the IAM Masters' Test as one of the first Newbury Group members to do so.

Phil then became Observer Training Officer for the group, working closely

with Tony Parish who was then Chief Observer and Catherine Lloyd as Chairman. In this capacity he did a great deal of innovative work and helped enormously in bringing about a shift in attitude in relation to the need for ongoing observer training and requalification.

We can credit him with ensuring that all our unqualified/lapsed observers and seniors (at that time) became suitably qualified/requalified by putting in place a proper programme of training with

(continued on page 9)

Chief Observer's Column

by **Dick Bird**, Chief Observer, Newbury Group



Observers leaving us

It has been a bad and sad time recently with the death of John Broxis, our Group Secretary and a very proficient observer, for whom I had great respect and whose company, and e-mails, were never dull. An obituary to John is in this Newsletter (page 6), so I shan't say more except that I miss him in both professional and personal contexts and have no doubt I shall continue to do so.

Again, as you will see elsewhere in this Newsletter, Phil Parkinson is hanging up his observer's hat to concentrate on the fun things he does, which are quite varied – though in true petrol-head fashion I think more of them involve cars (Jaguars especially) than otherwise. We wish him well in his "retirement" and trust his health allows him to do what he enjoys.

Phil was my observer when I took the Skill for Life course in 2007 and has guided many an associate along that path. He was for many years either our Chief Observer or Training Officer, often sharing these duties with his friend Tony Parish, and this group owes Phil much for his hard work and perseverance. In particular, Phil produced our Observer's Handbook, which most other IAM Groups up and down the

land lacked, and this established Newbury Group on a more professional and effective footing which I believe continues to this day. Thank you Phil; we shall miss you.

Free Assessment Drives

As you know, IAM RoadSmart offers various types of single assessment drives to members of the public. Most people sign up as a way of checking out what they believe is fairly proficient driving. Others are aware they aren't as skilled or capable as they would like to be and want to get help with some improvements.

We offer a similar single assessment drive for anyone who cares to ask, and we usually allocate a National Observer to conduct it. The price of this local Drive Assess has varied, but last year we started offering these drives free as an incentive to draw people into a regime where they were improving their skills. Of course, we hoped some of them would then move on to the Advanced Driver Course (ADC).

This impetus to offer "free tasters" has been driven by our Chairman, Philip Russell, and in consequence we have been taking on customers left, right and centre in the last couple of months. Actually they've come to us from Newbury Classic Car Show, the Royal Berks Show, Hungerford Rotary Club and the A34 Action Group to both of which Philip gave talks, from the West Berks Council's Flourish event in Stockcross where I spoke, as well as the various groups that Philip spends his non-IAM time frequenting. I now have people contacting me from his keep fit class and his gardening club for example! They tell me he's persistent in badgering them, which he clearly must be as we've been extremely busy recently, not least Philip himself who has taken on the bulk of those he signed up. So, while a normal month in the past year has seen perhaps one or two customers for taster drives, in October

it was fourteen and we still have twenty more to get through! This is a phenomenal success, and would be better still if some of these customers were to sign up for ADC, but we shall have to wait and see on that one.

Customers for our assessment drive get the normal sort of observed drive of about 45 minutes, with an element of coaching thrown in once the observer has identified the weaker areas. Customers then receive feedback, including a formal run sheet with various aspects marked, before the observer gives the customer a demonstration drive of around twenty minutes to show the customer the skills we deploy as advanced drivers, often without realising it ourselves.

All those who do the Drive Assess tell us it's very worthwhile, and many are telling their acquaintances too. My thanks to all those observers who have taken on this task.

All this effort is raising our profile locally and that can only be a good thing. So, well done Philip, and the other valiant group members who manned the various shows we attended (especially our new Events Officer, Claire Dyson), and who have helped so much in this respect.

Dark Evenings

With the coming of dark evenings we shall be taking steps to prepare ourselves and our cars for autumn and winter roads. If you know of anyone who would like a single after-dark assessment drive, please ask them to contact me.

Notwithstanding the success of our free assessment drives, the committee has agreed that we will now charge £15 for an assessment drive to at least cover our costs and, we hope, enhance the perceived value of the event. 🚗

John F Broxis – 1943-2016

by The Editor

ON 13 October the Chairman of the Newbury Group and several other committee members attended the funeral of John Broxis, the Group Secretary, who died very suddenly from coronary heart disease at the age of 73 on 29 September, the day after he and his wife moved into a new house.

The funeral was held at Basingstoke Crematorium, near North Waltham. The chapel is very bright and spacious, almost like a theatre. Despite its size, the vast number of people attending managed to fill it – a tribute to John's popularity.

John often liked to wear a bow tie (although not at IAM committee meetings!) and his wife, Heather, had asked that men attending should wear a colourful bow tie. Many of them did, and so did some of the female mourners, either in their hair or attached to their clothing.

The service was conducted not by a member of the clergy but by a 'celebrant', an extremely nice lady called Fiona, who had obviously gone to great lengths to learn about John and his family. The tone throughout was very upbeat and the service took the form of a celebration of John's life.

John had a wide and varied career in management. He held the positions of European Marketing Manager of Xerox systems at Marlow, Managing Director of a window workshop at Bracknell and Managing Director of Plumline Heating and Plumbing in Newbury until his retirement in 2013. He also served as Chairman of Ecchinswell and Sydmonton Parish Council.

Several family members and friends spoke at the funeral and an overwhelming picture emerged of John as a

fun-loving man, devoted to his family and with a keen interest in motoring and motor racing. He had owned several interesting cars, including a Triumph Roadster (TR1), an Aston Martin and a 3.4-litre Jaguar. His bright red racing helmet was mounted on the coffin.



The musical pieces played were some of John's favourites, including songs by The Rolling Stones, Tina Turner and Rod Stewart and ending with 'The Chain' by Fleetwood Mac, part of which is the theme tune for Channel Four's Formula 1 television broadcasts.

After the service we were invited back to John and Heather's brand-new and very lovely house in the village of Medstead, near Alton. Again, the tone was decidedly upbeat – very definitely a

celebration of John's life rather than a wake.

Many of the guests expressed the thought that Heather and her family and friends had worked hard to achieve:

'John would have loved this.'

Dick Bird, Newbury Group Chief Observer, writes:

John came to us as an associate doing the Skill for Life advanced driving course in February 2013: he told me he had had some experience of racing cars – unusual in our associates, to say the least – but would like to hone his road driving skills.

Coached by Phil Parkinson, John passed his test in May that year, and immediately asked to set about training as an observer, something he was clearly keen to do so he could pass on his knowledge. Once he'd got his "badge" I sat in the back a few times when John was coaching. He had a lovely relaxed style with his associates, and this was evidently successful as both of those who took their tests before he died received F1RSTs, a magnificent tribute to John's hard work and effectiveness.

I have been very saddened by his horribly sudden and unexpected loss, but will remember

him with great fondness for all the e-mails we exchanged in our respective capacities, most laced with John's dry humour with which I felt entirely in tune. As just one example, I e-mailed all observers to ask whether they would be attending a workshop one Saturday, to which John's response was "Yes – barring earthquakes, acts of God, civil unrest or war (or countermand from she who must be obeyed)". Nothing so simple as a single word answer would have done for him!



Young Drivers and Risks – Part 2

By The Editor

Editor's Note: This is the second in a series of articles adapted from SkillDriver, a website by Stephen Haley, author of the book Mind Driving.

Young Drivers – Adult Responsibility

THERE are some reckless young tearaways on our roads for whom there is no excuse. Fortunately they are few, and most young drivers are not like that. The vast majority of them want to be safe. But even these youngsters still crash far more than the rest of us.

As adults, it is tempting to seek in every crash a way to just 'blame the kids', and perhaps begin to wonder whether they should be allowed to drive at all. But there are specific ways in which, without meaning to, we increase their crash risk and contribute to the carnage that disturbs us.

This is not to say we should find excuses for the novices who crash – they need to be encouraged to take more responsibility for themselves, not less. But more importantly, we can not expect to reduce the problem if we deny the part that adults play in causing it. No matter how horrific the symptoms may be, we should not be blind to the underlying causes.

Let's look at three handicaps that young drivers are faced with:

1. We constrain children's experience of risk in their most formative years

There is growing concern that shielding children from risk – especially in their play – stunts their natural development right through to adulthood. They are less aware of how to identify and deal with risks, and less prepared to take self-reliant responsibility for themselves. This has clear implications when they come to drive.

For dread of the slightest graze, we ban everything: ball games, tree swings, snowballs, cycling, running in the playground, and even skipping and conkers. Freedom to explore themselves is replaced by being told what to do.

Recent work on 'frontal lobe development' is also enlightening. This is the finding that the part of the brain responsible for key functions, such as hazard anticipation and risk management, is not fully developed

until age 22-25. These functions have a clear application in driving, and also help to counter the over-confidence that comes from the ease with which most youngsters learn physical car control.

The ability of this part of the brain can be improved with training and experience – which is excellent if the training is made available. But it is possible that the converse can happen too, and that shielding children from risk might inhibit the natural process and pace of brain development, leaving youngsters with even less function than they 'should' have, and contributing to poor risk management ability.

Clearly, over-protection is a social and cultural trend, but driver training must address this handicap if we are to turn out safe young drivers.

2. We give them fictitious stereotypes of adults, males and drivers

Images of the adult world used in entertainment and marketing often bear little relation to reality. Especially in this fantasy, masculinity is defined as various blends of strong, fearless, daring and arrogant. And cars and driving are often employed to make the point.

For young boys, this taps straight into the raw urge for action-oriented challenges that nature has wired into the male brain. The images are designed to be compelling and to meet with approval in peer groups – who are equally confused about who they are and how to grow up. We see them hooked into the fantasy as the strutting bravado becomes a naked parade of the anxieties and self-doubt that it tries to keep secret. But this is difficult for a teenager to fathom from the inside, and even harder if there is no guiding adult male at home or close by to make sense of it all. They don't see through fantasies as well as experienced adults can, and warping their view of the world makes a lot of things more difficult.

Again, this is a handicap created by social factors, but driver training must expose the stereotypes. This begins by recognising the specific flawed beliefs that create macho driving styles, and then carefully dismantling them. The action-impulse doesn't need to be outlawed, it is the backbone of male achievement, but it does need direction.

3. We withhold the most critical safety skills when we teach them to drive

This is the biggest opportunity of all – the way we train young people to drive. More than anything else, the present training ensures high risk when novices suddenly go solo. There is now a broad and overdue acceptance that "fundamental reform in how we teach people to drive" is urgently needed. The traditional focus on physical car control does not impart the beliefs or the mental skills required to drive safely. Years of statistics bear testament. This is no startling revelation, of course, it has been known for generations. The maxim, "You really learn to drive after passing the test", isn't an urban myth or something that teenagers dreamt up to torment us. It is a rational adult judgment on the training system borne of long experience – known for decades, yet still allowed to be true.

There are other beliefs too, implanted into young minds, which seem very logical to them, but lead to poor driving behaviour, such as:

- 'Driving skill is about good car control, especially at speed'.
- 'Good car control will let me handle any situation'.
- 'The L-test and a bit of practice covers the skills needed for safe driving'.
- 'Passing the test demonstrates that an acceptable standard of safety has been reached'.

Again, these are not beliefs the youngsters invent. They are absorbed from the adult ether, and the training system allows them to thrive when it should be doing surgical removal. In reality, we have been keeping big secrets, because we know that:

- Real safety is in how drivers think – before they commit to physical actions.
- Focusing on car control will inevitably incite red-blooded young males to prove themselves.
- Novices are left to discover the most critical safety skills for themselves, as best they can on their own. And without being told what the skills are, or that they are necessary.
- Young drivers need to become far safer than their test performance.



News from IAM House

Selected Latest News Releases

Insure us against hackers, say 74% of drivers

SEVENTY-FOUR per cent of drivers think insurers should provide cover for damage caused by hackers accessing control systems in driverless cars, according to a survey by road safety charity IAM RoadSmart.

Almost 1,200 people responded to the survey, which sought opinions on what driverless cars will mean for them as the UK heads towards autonomous vehicles becoming mainstream. The results of this survey have been used to guide IAM RoadSmart's response to the Centre for Connected & Autonomous Vehicles' consultation, [Pathway to Driverless Cars](#).

When asked whether they agree with the proposal that in future insurers must include cover for driverless cars in their new policies, almost half – 46% – said this was a good or very good idea. However, this view shifted when asked whether they'd still agree if this adds to the cost of insurance for all drivers, with 68% disagreeing with the proposition, versus 23% who agreed.

Those surveyed were largely not in favour of driver assistance systems being able to take over from the driver. When asked if they agreed with amending Highway Code rule 150, 'do not rely on driver assistance systems', 55% said no compared to 35% who said yes.

And when it comes to self-driving cars manoeuvring themselves with no occupant in the car, those surveyed were vehemently against changing the rules to allow it.

When asked if the Highway Code rules (which currently say that you should be in full control of a vehicle and switch off the engine when you are not in it) should be changed to allow a car to park itself, just 6% supported this statement strongly. Some 13% supported it, but 69% didn't support it at all.

Neil Greig, IAM RoadSmart director of policy and research, said: "In our view it is logical that hacking electronic systems in autonomous vehicles is treated the same way as a traditionally stolen vehicle, with the insurer bearing the cost. This will be an important way of developing consumer confidence around one element of the plethora of questions driverless cars pose.

"Driverless cars are a very new proposition for many and views towards them are mixed. Previous research we have carried out shows that road users are by and large excited about their development. But they still have concerns about responsibility, especially when it comes down to liability."

IAM News Release 9 September 2016

IAM RoadSmart announces HQ move to Welwyn Garden City in late 2016

The UK's leading independent road safety charity IAM RoadSmart has announced it will be moving its head office from Chiswick to Welwyn Garden City at the end of the year. The move will be a gradual process over the coming months, with front-facing operations relocating to the new site first.

IAM RoadSmart, which until April was known as the Institute of Advanced Motorists, made the decision at the start of the year to move out of its current offices in Chiswick and seek accommodation away from the capital.

Having investigated many possible locations in the south-east, it settled on Albany Place near the town centre of Welwyn Garden City, Hertfordshire.

Sarah Sillars, IAM RoadSmart chief executive officer, said: "As a charity it is important for us to make the best use of our resources to achieve our goals – to improve road safety in the UK by making better drivers and riders. Relocating will free up vital assets for us to

achieve more than ever before.

"Albany Place gives us flexibility to expand, with great links to London via the railway network and instant access to the rest of the country from the nearby motorways. We are looking forward to becoming a part of the Welwyn Garden City community and invite expressions of interest from residents looking for their next career move."

IAM RoadSmart celebrates its 60th anniversary this year. During this time more than half-a-million people have taken its advanced driving and riding test.

IAM News Release 9 September 2016

Be a bright spark! IAM RoadSmart backs Stay Bright campaign to cut child road casualty numbers as days get shorter

IAM RoadSmart is backing the FIA's Stay Bright campaign, which is encouraging youngsters to wear bright reflective clothing on their way to and from school as the days get shorter.

The campaign is a Europe-wide initiative timed to coincide with children returning to school this month – and aims to support them in getting safely to and from school, during the key risk periods of early morning and late afternoon.

Each year, more than 800 children under the age of 15 are killed on European roads and 100,000 are injured, with the biggest 'at risk' age for accidents being 12-years-old.

In the UK, total reported child casualties rose by 6.2% to 16,727, compared with 2013 – there was a similar rise of 5% in the number of seriously injured child casualties and five more child deaths in 2014.

The FIA campaign has won the backing of a host of Formula 1 stars including McLaren pair Jenson Button and Fer-

News from IAM House

Selected Latest News Releases – continued

nando Alonso, Mercedes' Nico Rosberg and Red Bull driver Daniel Ricciardo.

IAM RoadSmart has been actively involved in the campaign and through its local volunteer network will be handing out reflective key rings and stickers to 2,500 school children.

Sarah Sillars, IAM RoadSmart chief executive officer, said: "We all remember walking to and from school in the dark. Young school children are likely to have other things on their own minds – not road safety.

"So it's important for us grown-ups to make sure children are aware that as drivers, we can't always see them – and they have to literally 'stay bright' to make sure they don't become a victim.

"School years, for many of us, are our happiest and enabling our children to enjoy the freedom of the journey to and from school safely, is an important life lesson as well as something they'll hopefully remember favourably."

For more information about the campaign visit <http://www.staybright.org/>.

IAM News Release 26 September 2016

Surge in van traffic ticking accident time bomb

VAN drivers are almost twice as likely as car drivers to use hand-held mobile phones – 2.7% compared to 1.4% of car drivers – according to figures from the Department for Transport. Of these van drivers, the majority were using a phone in their hand rather than holding it to their ear; 1.9% of van drivers in England and Scotland were observed holding a phone in their hand compared with 0.7% observed holding the phone to their ear.

And this trend comes at a time when van traffic is growing rapidly, reaching the highest ever level at 45 billion vehi-

cle miles last year, according to Road Use Statistics Great Britain 2016.


This increase in van traffic is thought to be closely related to the 10% year-on-year growth of online and home shopping. This increase has shown a natural increase in employment within the road freight industry, up 6% in 2014, to 222,000.

But whereas van traffic has shown an increase of 12% from January 2013, the opposite trend is true of HGVs. Research suggests that increased van use may be substituting for HGVs. Factors include the lower wages of van drivers, the rise in home deliveries and lastly, the fact that both the fleet management and drivers of vans are less regulated than HGVs.

IAM RoadSmart director of policy and research, Neil Greig, said: "There is no additional test or qualification required to drive a van, over the basic car licence. This compares directly to drivers of HGVs, who must undertake a test in the vehicle they drive and continued professional development through the driver Certificate of Professional Competence (CPC). As more and more orders are made online, it is very likely that the increased growth in the number of van drivers will continue.

"But whether your fleet is made up of vans or HGVs, the same corporate manslaughter laws apply and as an employer it is not enough to assume that just holding a driving licence will keep your drivers safe. With additional pressures on them, including often overly optimistic delivery schedules, van drivers face challenges car drivers rarely will.

"With the Christmas delivery surge fast approaching be stringent in your risk assessment process and ensure every individual you have on the road receives the training they need to get their valuable cargo and themselves delivered on time and in one piece."

While companies may feel that managing driver risk is difficult and perhaps costly, the reality is very different. The essential tasks of checking licences and risk assessing drivers are both done online, meaning costs are low and fulfilment is easy and quick. By completing these tasks, companies identify those most at-risk and can prioritise further training. 

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Phil Parkinson

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objectives. He also created the Newbury Group Observers' Handbook and initiated the new Institute of Motor Industry (IMI) processes for National and Local Observers at group level.

Phil joined RoSPA and passed the RoSPA test at Gold standard, as later did his wife. He was a RoSPA Advanced Tutor, which is equivalent to the old IAM Diploma. He was keen to foster closer local links between the IAM and RoSPA, in particular arranging a joint meeting in November 2008 at which Chris Gilbert was the speaker.

He is a member of the High Performance Club, through which he did some track driving in his Audi TT at Oulton Park and at Millbrook.

Phil's aim has always been to increase interest in advanced driving, in line with his professional role as a health and safety officer. He will be pleased to see the current enormous interest in the Drive Assess programme that Dick Bird describes on page 5. He also wished to encourage more younger drivers to join the group – and, as an extension of that, to see some younger observers, which might go some way towards attracting younger members. He'd like some of our existing members to help by encouraging their sons and daughters to join us. 

NEWBURY GROUP OF ADVANCED MOTORISTS***IAM Group Number 2224 Registered Charity No 1069500***

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