

Lacock Abbey



Forward

**Newsletter of
Somerset & Wiltshire Advanced
Motorists**

www.swam-iam.org.uk

Registered Charity No 1050592

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Somerset & Wiltshire Advanced Motorists

(Registered Charity No. 1050592)

MAY—JULY 2021

Forward

Issue 5

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WELCOME MEETING AND QUIZ, 15 JULY at 19.30, in BECKINGTON MEMORIAL HALL

On 15 July we plan to hold our group meeting in Beckington Memorial Hall (subject to any government restrictions in place at the time) to welcome members to meet each other for the first time since the merger between the Bath and Melksham groups in March 2020.

The meeting will be a social evening, with a motoring quiz with exciting prizes and refreshments provided by the group. There will be an opportunity for the members of the committee to introduce themselves and say what they do for the group, and you will have the chance to ask questions about what we do and our plans for the future. Observers will also be there with their Associates, to give them the opportunity to get to know each other better outside of observed runs.

Please come along and join us then. The address of the Hall is Beckington Memorial Hall, Bath Road, Beckington, Frome, BA11 6SH (just off the A36). We hope to see you there.

EDITORIAL

Welcome to the latest edition of *Forward*. In this issue on page 5 you will find the report of the AGM held on Zoom in March – hopefully next year we will be able to hold it in person. Please take the time to read the report so that you know what we have been up to in the last year. At the AGM our Chairman, John Morley, explained IAM RoadSmart's roadmap for future activity and it is hoped that observed runs can begin again after 17 May. All Observers will be going out with another Observer prior to taking out an Associate, to make sure that their observing skills are at the top level.

Colin Nunn resigned from the committee early this year. We would like to thank Colin for setting up the new website for us at the time of the merger and also for organising our Zoom meetings last year. Lindsay Flower has now taken over that aspect of our meetings and we thank her for that. Adrian Plummer is looking after the website on a temporary basis, in addition to his work on our social media, and we are grateful to him for helping us out in this way.

We also have pleasure in welcoming Robin Clark to the committee. He

was co-opted onto the committee at its last meeting and he has agreed to take on the role of Public Relations Officer, a very important position. Thank you, Robin, for joining us on the committee.

As was mentioned at the AGM we have been considering how to hold meetings in the future and there is an article on page 18 explaining our plans in more detail. We very much hope to be able to have two outdoor meetings, in June and August, and an indoor meeting at Beckington Memorial Hall in July which will give us all an opportunity to meet in person for the first time since the formation of SWAM last year. We hope as many people as possible will be able to attend this meeting, details of which are on page 3. We are looking forward very much to having meetings in person once again and hope to see you at some of them. Another activity we will be introducing is 3-in-a-car drives at weekends. Details of the first ones to be organised are on page 28.

Clare Hogg
John Morley
Sue Phillips

The next edition of *Forward* will be published in August 2021. Please submit motoring-related articles and / or digital photographs to the Editors (*who reserve the right to edit them*) by Friday 9 July at the latest. Names of authors and their home addresses should be disclosed to the Editors who will withhold them from publication on request.

Somerset and Wiltshire Advanced Motorists

Minutes of 1st Annual General Meeting

Thursday 18th March 2021 at 19.30

Held on Zoom because of the Covid-19 pandemic

Present: Chair – John Morley; Deputy Chair – Lindsay Flower; Group Secretary – Rosemary Tandy; Group Treasurer/Newsletter Editor – Clare Hogg; Membership Secretary – Peter Huntington; Chief Observer/Associates Co-ordinator – David Major; Minutes Secretary – Sue Phillips; President – Helen Schofield; Vice President – David Gallagher; Robin Clark and 30 members and guests.

1. Apologies: Penny Walker

2. Welcome: John Morley, welcomed everyone to SWAM's inaugural AGM, with a special welcome to guests from Weston and Mendip Group: John Teasdale, Chair; Gary James, Associates Coordinator; Helen Long, Treasurer; Mike Long, Events Coordinator and David Lamyman, Secretary.

He explained, for those who didn't know him, that he was John Morley, current Chair of SWAM and an ex-Member of the Melksham Group where he was the News Magazine Editor and Membership Secretary, and for some reason or other he was asked to take on the role of Chair when SWAM was formed.

John then began the proceedings of the meeting. He assumed that all members of the Committee were present and that there were no apologies apart from Penny Walker. He asked that everyone remain muted during proceedings, but if anyone wished to speak they should raise a

hand using the reactions button on their screen. He reminded everyone that only full members of the Group were eligible to vote on any issues. He said that, if anyone lost connection, they should phone Lindsay Flower on her mobile phone.

John then continued the meeting by handing over to the President of SWAM, Helen Schofield, to discuss the membership of the Committee, first wishing her a Happy Birthday on behalf of SWAM.

3. Election of Officers and Committee Members for 2021/2022:

Helen welcomed SWAM members and visitors to the online meeting. She gave a vote of thanks to the Committee for continuing during a difficult year and steering the amalgamation of the two Groups, BADAM and Melksham, so well. Helen continued by saying that although the country is still in a period of uncertainty, she hoped that by the summer members would be able to meet in person and observed drives would recommence.

Because of the unprecedented circumstances of the last year and the inability to have meetings in person for people to get to know each other, the existing Committee would remain in post for another year. All Committee Members were prepared to stand and plan for the future, and she felt that continuity of the Committee was needed. However,

she said that should any member wish to request an Extraordinary General Meeting once meetings in person had restarted, so that elections could be held, then that proposal would be put to all SWAM members for a vote. Helen said she had worked with the IAM for a number of years and commended both Bath and Melksham groups for forming SWAM. As there were no objections to this course of action, Helen handed the proceedings back to the Chair.

4. Chair – John Morley

John thanked Helen for her kind words. He said that there could not have been a worse time for forming a new group. Since formation, the Group had been impacted by the virus, which had constrained normal business and group development. Despite the impact of Coronavirus, the newly formed SWAM Group was currently in a good state, with a membership of 231, which included 10 Local Observers, 14 National Observers and 33 Associates. It was hoped that these numbers would be maintained in the second year, but John suspected that there may be some fall off in the number of Associates and available Observers as a result of the national lockdown.

John thanked all the members of the Committee for their energetic efforts to keep the Group running during this difficult period:

His Deputy, Lindsay Flower had never been short of enthusiastic ideas and was always busy in the background promoting SWAM, liaising with IAM RoadSmart and other groups and finding guest speakers;

David Major, the Chief Observer and

Associates Coordinator, had provided tuition during lockdown for the Associates and Observers via Zoom. He had managed this with support from:

Membership Secretary, Peter Huntington, who had arranged some challenging but enjoyable quizzes on advanced driving. John urged members to join in when invited as they would find the quizzes good fun and informative. Peter had also been busy maintaining membership issues;

Sue Phillips, Minutes Secretary, had beavered away in the background capturing and filtering comments made at committee meetings and producing the minutes;

Clare Hogg had produced the newsletter *Forward*, which contained many articles on advanced motoring, supplemented by quizzes and humour. John said that Clare was always looking for articles and asked members to submit them. Clare was also the Group's Treasurer and took care of the finances;

Rosemary Tandy, the Group Secretary, had always been available to arrange committee meetings and speakers for group meetings. And she was always there to answer any questions that John, or others, put to her.

John then handed over to Rosemary for her report, to be followed by Clare Hogg with the Treasurer's report.

5. Reports

a. Secretary – Rosemary Tandy

Rosemary began by introducing herself. Before the merger, she had been Deputy Secretary to Lindsay Flower at BADAM, who was a hard act to follow. She was now Group

Secretary for SWAM. Plans for an exciting new group were put on hold by the Covid-19 virus which not only stopped group meetings in person, but also, and more importantly, stopped driver training. Unlike some groups, SWAM had, with the aid of Zoom, managed to maintain an interest by having a speaker each month. The range of subjects included road safety, legal issues, in-car technology and tyres (who knew that tyres could be interesting!). Questions and answers and quizzes had been very popular. As members realised how good these Zoom meetings were, attendance had increased dramatically. Rosemary said that those who had not attended the Zoom meetings had missed some real treats.

Rosemary said that SWAM offered taster sessions for potential new members, and the Group is actively trying to encourage young people to join. There were already older members who wanted to refresh their driving skills in order to carry on an independent life. The Group had managed to hold an outdoor meeting in August on Slow Manoeuvring, which had been well attended. The group was planning more Practical Skills meetings as they were very popular – and something to look forward to on a summer evening.

Rosemary said that three successful tests had taken place between lockdowns last year, one being a F1RST. Unfortunately the Group had not been able to attend any public shows because of the virus, but the plan was to make SWAM visible to the general public to show them that it was a modern, interesting group of people from all walks of life and from all age groups. The Website was

being updated and SWAM was on both Twitter and Facebook in order to reach as many people as possible. After lockdown ends there would be a publicity programme in order to increase membership. The Committee planned to make this newly formed group a place not only to learn new skills but to meet like-minded people who wanted to improve their driving skills, hear informative talks and meet interesting friends in the new hub at Beckington. The hall would be very easy to get to, has plenty of parking, and the Group was very happy to have found it.

Rosemary asked any member who had suggestions for events or who would be happy to give a motoring related talk to contact her or any committee member. She also said that articles for *Forward*, which was emailed to every member, would be welcome. Rosemary praised the Observers who were doing a wonderful job, and said that for every Associate who passed, the standard of driving on the roads was improving. The Group was very welcoming and friendly and welcomed guests to its meetings, who may end up joining it.

The Committee help to make SWAM an organisation dedicated to making roads safer with drivers who take pride in good driving skills. All remarks would be welcome, complimentary or not, as that is the only way the Group can become one of which its members are proud. Rosemary explained that the Group was proposing to keep Zoom meetings going through the winter months, but in the Spring and Summer, meetings would be held at Beckington, Covid permitting.

Rosemary concluded by saying that the Group's aim was to promote IAM RoadSmart and safe driving, and to make driving more enjoyable.

b. Treasurer – Clare Hogg

Clare explained that the Accounts for 2020 had been distributed via email and so everyone had had the chance to see them before the meeting. The finances for Somerset and Wiltshire Advanced Motorists, following the merger of the Bath and Melksham Groups, were in a healthy state. Excluding 2020 membership fees, which were transferred directly into SWAM's income for 2020, the new merged group was started with nearly £4,000. The income for 2020 was over £3,600 and expenditure was less than £750, so the Group ended the year with a balance of over £6,800. The accounts can be found on pages 22-23.

Clare explained that the main expenses for the year were for production of the newsletter *Forward*; the cost of Zoom for online meetings; PPE for the Observers; storage of the gazebo which unfortunately hadn't been used in 2020; and Group Insurance which was organised by IAM RoadSmart headquarters.

Clare asked anyone with a question to unmute and ask them. There were no questions. Clare explained that the accounts had been approved by the Committee on 1 February and that now she was asking for them to be approved by full Members present at the meeting. She handed back to John to conduct the vote.

Rosemary Tandy proposed that the Accounts be accepted. The proposal was seconded by Roland Hindmarsh, and the proposal was carried unanimously.

6. Vision for SWAM – John Morley

John thanked Rosemary and Clare for their reports. He said that some past members of BADAM were in possession of trophies awarded to them before the formation of SWAM, and the Committee had decided that as the trophies could not be used by SWAM, the current holders may retain them.

John continued by asking 'What of the Future?' He explained that the main business of IAM RoadSmart and the group was to promote road safety by improving the standards of drivers. As everyone was aware, this requirement was primarily met by the use of observed runs and the Advanced Driving test.

For the last year or so, virtually no observed runs had been carried out due to the restrictions placed upon the group by the virus. However, IAM RoadSmart had now produced a Roadmap for the reinstatement of observed runs and this could be viewed on the IAM RoadSmart dashboard. In short, John continued, this stated that from 17 May observed runs may recommence, subject to mutual agreement by Observers and Associates. This may involve the use of Personal Protective Equipment (PPE). From 21 June, there would be a return to normal, which will include observed runs and group meetings. However, these proposals would be subject to Government guidelines in place at the time and observed runs would comply with Driver and Vehicle Standards Agency guidelines.

In the meantime, all Associates would be kept up to date by IAM RoadSmart, with a monthly newsletter and training videos which would be

promulgated via the IAM RoadSmart Associate and Observer Dashboards that would be subject to further development. John said that, where applicable, Associates may have their membership extended free of charge subject to IAM RoadSmart rules in place at the time.

John explained that for the immediate future, SWAM would continue to use Zoom for its committee and group meetings, until meetings could be held in person. However, Zoom would still be considered for use when applicable, for example, when winter comes along and driving to Beckington for group meetings may not be popular. John remarked that it had been encouraging to see the growing number of attendees at the monthly group meetings; at the last meeting attendance was over 50.

John outlined the programme for future group meetings. These include Ray Robbetts in April, and Lewes Hambrey, an optometrist, in May. However, he said that the most important group meeting would be in July, when it was hoped to meet up at last in person, at the new premises in Beckington. This would be an opportunity to meet other members, including the committee, with refreshments laid on. He urged members to come along as they would be most welcome. There may be some outside training events in following months, and in October there would be a presentation by Tony Greenidge from IAM RoadSmart. John said that one area that needed development was that of providing some form of incentive and encouragement for young drivers to take the course and join the group.

Finally, he said that SWAM needed

to develop public communications, and Lindsay Flower had been heading a subcommittee to deal with the issue. However, there was a vacancy for a Webmaster to help in this task, and he hoped that the post would be filled in the near future.

John closed the business of the AGM and handed over to the guest speaker, David Gallagher, for his presentation.

7. Guest speaker—David Gallagher

David thanked SWAM for inviting him to the AGM. He said that he had met some members when he had visited BADAM two years ago. He had then been asked to become a Vice President of BADAM and now of SWAM and he was honoured to accept the role. He is also our Young Driver Representative.

In 2017 David had had an interview with Nigel Mansell and had taken up his role as Young Driver Ambassador with IAM RoadSmart (IAMRS). He had visited schools, colleges, sixth forms and universities to talk to young people about Advanced Driving and had visited other groups representing IAMRS as a brand Ambassador.

In 2019, this role had come to an end so he had started his own company, called Young Driver Ambassador, to pursue his work independently. This allowed him to continue young driver work with the contacts he had made in the industry.

David has many close colleagues in IAMRS, and one of his best contacts is the former rally driver, Paddy Hopkirk. Paddy was recently presented with a newly commissioned BMW Mini in recognition of his many achievements since he stormed to

victory in the 1964 Monte Carlo Rally in a Mini. Paddy still works hard for IAMRS and together they give presentations for road safety. Last year they gave a University Guest Lecture together but because of Covid that was their last engagement in a road safety capacity.

David said that Paddy is still prominent in many areas of motoring. For example his firm, Hopkirks, is a representative of McGards, another manufacturer of components and accessories. Paddy is also Vice President of the British Racing Drivers' Club (BRDC) and keeps David up to date with the rising stars of motor sport.

They are involved in raising the image of these rising stars, because, although they are the highest calibre of motor sport driving, they are not so on the roads. They were put through IAM RoadSmart Advanced Driving training and testing and all passed, which was good for both BRDC and IAMRS.

Paddy and David are keen to get young people involved in motorsport, to get to know their own and their cars' limits in a safe environment, where they can also learn the skills of advanced driving. Why, David asked, let mistakes happen on the road when how to avoid them can be learned off road? Motorsport UK has helped to make grassroots motor sport more accessible and beneficial to drivers through discounts on fuel, tyres, MOTs etc.

David has been designing a plan for Road Safety Education. He has toured the UK working on road safety projects but found that his own area

in the West Midlands had nothing in place. He has been working on a four stage plan which encompasses Educational visits, Young Driver days, subsidised IAMRS courses and a Young Driver handbook.

The educational visits would include multi agency visits, use data to locate areas of high young driver road traffic collision (RTC) fatalities and offenders, and would include aspects such as crash reconstruction, fault finding in cars, HGV workshops, basic first aid and biker awareness workshops.

The Young Driver days would be a mix of classroom sessions, demonstrations and on-road mentoring from IAM National Observers. There would be an HGV session in the middle of the day. The day would end with a timed manoeuvring competition with everyone involved.

David said his plan would include a subsidised driving course, with drivers paying a deposit, returnable on passing, and drivers signing an agreement to pledge their commitment. There would be a Young Driver handbook with useful hints and including details of local businesses with automotive links, and special deals available only through the book.

David has calculated that, if his plan ran for three years, it would cost £76,500, and more if it ran for six, but, if it prevented one fatality and two serious crashes every year for six years, it would save £14,687,952! David doesn't know if his plan will go ahead, but he hopes to roll it out after Covid.

David turned to the UK e-scooter trial

which was fast tracked in June 2020 as an alternative form of transport during Covid restrictions.

David contacted the VIAS institute, a Belgian road safety research institution, to ask about common issues with e-scooters in Europe and what recurring trends had been noticed. Some aspects found were scooters being driven inappropriately and thrown into water! They were also a trip hazard for people with sight impairments. He contacted Voi, one of the companies providing e-scooters for rental in the UK, who have developed an app called traffic school. He has contacted sight loss charities in the UK but so far they have been too busy to respond. It is true, however, that e-scooters *are* left on the pavement rather than in assigned spaces.

David said that private e-scooters are illegal in the UK, except on private land, and the trial involves scooters being rented from rental operators. They are classed as mechanically propelled vehicles, meaning that a driving licence and insurance are both required, and that motoring offences apply and could impact driving licences.

The trial requires a minimum of a

provisional licence – riders must be over 16 – and insurance is provided through the rental operator. Helmets are advised but not compulsory and the e-scooters are for use on roads (not motorways) and cycle lanes – not pavements, canal paths, foot-paths or parks. The speed limit is 15.5mph, the same as an electrically assisted cycle (but they are not in that category).

David concluded his talk by stating the three aims of the IAM:

to improve the standard of driving and riding in the UK;

to reduce the number of those killed and injured on our roads;

to administer the advanced test.

He said that RTCs are the biggest killer of under-25s. Research suggests that Learner Drivers are the safest drivers on our roads but newly qualified 17 – 25 year olds are the most dangerous. However, young drivers are the fastest age category to learn from their mistakes and IAM RoadSmart is the perfect charity to help them do that.

He ended with a quote from John Wooden:

YOUNG PEOPLE NEED MODELS,
NOT CRITICS.

GROUP NEWS

John Morley, Chair, welcomed Daniel Cox to our January meeting, held on Zoom because of Covid restrictions. Dan is a police officer in Avon & Somerset Constabulary's Road Safety Unit, which he joined early in 2020 from the Roads Policing Unit in which he served for 17 years.

He was able to use his mechanical skills from his early training as a mechanic, and he is one of the few police officers in the country who have the authority to decide at the roadside if a vehicle is fit to drive. He is a motorbike rider and is an escort officer and can escort the Queen

and visiting Heads of State. He also takes part in tactical pursuits.

Dan's aim in his new role is to drive change to transform ways of working with regard to roads policing. He has his own workshop and a budget.

We then watched part of a video on YouTube from Avon & Somerset Constabulary's Virtual Open Day showing the work of the Road Safety Unit. The work is about Education and Engagement, rather than Enforcement.

On the video Dan explained about the current legal position of e-scooters. There is an ongoing trial in some places where the e-scooters are rented and are licensed and insured, but it is illegal to use a privately owned e-scooter in any public place, such as a park, on a pavement, or on a road. They can only be used on private land.

The video went on to show what happened when a vehicle was seized because it was uninsured – it is squashed into a square lump of metal! The motive is to keep uninsured vehicles off the road and usually the driver is unlicensed as well. There was a 40% increase in uninsured, unlicensed drivers on the roads during the first lockdown. On average, 250 vehicles are scrapped in a week.

The Road Safety Unit took the opportunity, since March when events were cancelled, of looking at its assets and building resources for the future when they can be used at public events again. Dan showed us a new trailer which had a visible representation of the whole area, ranging from Exmoor and Cheddar gorge to Bristol harbourside. The

messages on the trailer covered the top factors in fatal and serious injury collisions: drink and drug driving; not wearing a seat belt; driver distraction, including use of mobile phones; inappropriate and excessive speed, and careless and inconsiderate driving. Also covered was the Safe System approach to road safety, which is used in Europe and throughout the UK, of safe road use; safe vehicles; safe speeds; safe roads and roadsides, and post-crash response.

There were two machines, one to detect alcohol and one for most drugs, and about 200 drivers are arrested each month for alcohol and drugs offences. A quarter of all fatalities can be attributed to drink and drug driving. Don't forget that if you have been taking either recreational or prescription drugs the effects can last for several days.

Dan then spoke about speed and said that if he stopped someone for speeding, he asked if they already had points on their licence. The response was often that they had, having been caught doing 35mph in a 30mph zone, as if this was just a minor infringement. However, Dan pointed out that a car travelling at 35mph will still be going at 18mph when a car travelling at 30mph will already have stopped. Imagine the damage that will be done being hit at 18mph.

The video then went on to show a car and a motorcycle which had been involved in fatal collisions which they take on their roadshows. These were very dramatic and showed the devastation that can be caused on the roads. They were shown in Wellington during the

summer and had a great impact on those who saw them.

At this point there was a glitch on YouTube but the whole video can be seen at: <https://www.youtube.com/watch?v=cBZcl0QrckU&t=88s>

Dan's part starts at one hour and ten minutes.

Dan told us a bit about the part of the video we missed which included a motorcycle workshop which promoted the idea of 'crash cards' inside the rider's helmet. These give details of the rider's medical history, next of kin contacts and other useful information. The card goes into the helmet and there is a green sticker on the outside to show that the card is there.

The video also promotes use of the 'what3words' app which is very useful in identifying your position to the emergency services should you need their assistance. [If you don't know about the what3words app, it is a system whereby the whole world is divided into 3 metre squares and each is given three words which identifies it uniquely. Thus, if you have this on your phone, you can notify the emergency services and they will be able to pinpoint you to within 3 metres. This is the website: <https://what3words.com/products/what3words-app/>]



Photo courtesy of what3words.com

Dan talked about the equipment they have available to check if vehicles have been illegally modified and vehicles can then be taken off the road. Some 16-year-olds will derestrict their scooters making them illegal to ride and they can be confiscated. Vehicles can be modified to make the exhaust louder and there are machines for detecting this because this is also illegal and can lead to prosecution.

Dan spoke about older drivers and showed a simulator which helps to assess the driving of older, and younger, drivers. There is also a driving assessment centre at Fishponds in Bristol for assessing driving needs and what adaptations can be made to a vehicle to allow a driver to continue driving. The aim is to keep older drivers driving as long as possible, when it is safe, to maintain independence and mental health. In the majority of incidents he investigated older drivers were involved, and there are an alarming number of people driving the wrong way on a motorway.

Dan went on to say that he is promoting the use of dash cams as they are very useful tools. Each month they have 200 uploads from the public of which 100 are serious enough to lead to prosecution and conviction. He said the most effective enforcement is peer pressure and the fear of getting caught. He has a dash cam on his bicycle and uploads footage regularly. He rides for three hours sometimes and might be hit on the head up to five times. He also promotes dash cams for horses as they are so vulnerable, in conjunction with the British Horse Society.

Lindsay Flower asked how we can work together, and the discussion then went on to the different rates of conviction for speeding in the Avon & Somerset area and Wiltshire. Avon & Somerset has the highest rate of speeding convictions per year (185,000) and Wiltshire the lowest (800). The difference is partly down to the different nature of the areas covered – Wiltshire is more rural and Avon & Somerset has larger areas of urban population. Another factor is that after the breakup of Triforce (where Gloucestershire, Avon & Somerset and Wiltshire worked together) Avon & Somerset bought the speed camera system and it is very efficient. In fact, road safety activities are financed by the speed cameras. Surprisingly, there is no obligation on police forces to cover road safety.



Photo courtesy of alchetrn.com

The area also covers the Almondsbury interchange, on the M4 and M5, and a lot of drivers are caught by the variable speed limits on that section of the motorway network, even though the cameras on the gantries are obvious. Other areas of the country have variable speed limits but Avon & Somerset still has double the number of convictions of the next highest force, as it has a very polished speed enforcement team.

Another member asked: who are those drivers who drive the wrong way on a motorway? Dan said that they could be foreign drivers, some on drink and drugs and some older drivers. Some have driven the wrong way on a dual carriageway to get to the motorway in the first place. Another question was about eyesight. Dan said he can take a vehicle off the road if it is unsafe, but he can't take a driver off. He can't say to a driver, you can't drive and we'll take you home.

The discussion turned to police chases seen on TV where programmes tend to glamourise bad driving. Dan said he was not in favour of these and asked why they were always being shown. If you see other people doing things, you tend to do them yourself.

Twice as many people die from road incidents as from murder and suicide but there are resources for those but not for the police on the roads. The figure of 1,750 killed each year on our roads is not publicised enough. More people are jumping red lights, and Dan would like to see the impact of everyone driving with dash cams. If you have a dash cam you can upload the footage on to the Avon & Somerset website. The footage must have a reference, and two minutes either side of the event. He reminded drivers not to upload footage which incriminates them! The potential for the community to police itself is enormous.

In November the police had a speed van on the motorway. Initially there were complaints, but by the end of the week there were 600 comments on social media of which only five were negative and the rest supportive.

People continue to speed and this is monitored by the Highways authorities. They do not enforce the speed limit but the police can access their information. They catch people driving at 150mph, with one driver doing 100mph in fog.

Dan was asked if he thought the penalty for speeding was sufficient. He said that you might be frustrated, but not as much as the police. The police are not responsible for the courts, but Dan thinks that sentences should be more severe. People with more than 12 points on their licence are still allowed to drive because 'they need to drive for work'.

Somebody asked what Dan thought about smart motorways with no hard shoulder. He explained that we have them because our motorways are so congested. As a traffic officer, you can't reach the scene of an incident and he would favour having the hard shoulder. No matter how many signs there are, there is always a delay between an incident and putting up a sign. He said not until you stand next to traffic moving at 70mph do you realise quite how fast it is going.

Dan was asked about his view on changing the 70mph speed limit on motorways either to 80mph or 60mph. He said the traffic flow was better at 60mph. He also talked about driving in the dark and driving at a speed within your headlamps. The speed for dipped headlamps is 40mph and 60mph for full beam. Many drivers drive beyond their headlamps and he recommended us, the next time we drive in the dark, to look how far we can see with our headlamps. We have the second safest roads in the world after Sweden

and variable speed limits do work.

Dan asked us what percentage of men versus women are involved in speeding. Estimates varied but he reckoned 99:1!

A member asked about how can we recommend the driver simulation course to people. Somerset County Council is going to promote this with a 60+ scheme when such activity is possible again. Fishponds is doing it now and feedback is very positive.

A question was asked about groups of cyclists riding two abreast – is this more of a hazard? Dan said that if you are riding on your own, you are more likely to be hit and disrespected by drivers. Cars give more space to two riders. There are also idiots on bikes, but cyclists don't kill motorists. There is currently a cycle campaign in Taunton with extra signage, but often drivers don't like cyclists being there.

Dan finished by saying that we need more people to take up advanced driving to improve driving standards.

John concluded the meeting by thanking Dan for his interesting talk and inviting him to come back to speak to us again.

February's group meeting was held on Zoom and was hosted by Lindsay Flower who explained that the meeting would be recorded. If any members did not wish to be recorded, they were requested to turn off their videos.

John Morley, Chair, welcomed the speaker, Jerry Herbert, who is the Deputy Police and Crime Commissioner (PCC) for Wiltshire and Swindon. Jerry said that he had been in the role for two and a half

years and was appointed by the PCC, Angus MacPherson. Angus was appointed in 2012 and would be standing down this year. With the additional work because of the Salisbury novichok attack, he required extra support and appointed Jerry to the role of Deputy to help him. Jerry works part time and 70% of his time is spent in public communication work, meeting with Parish Councils and other groups, like ours for example.

Jerry spent thirty years in the army and since retiring in 2011 he has worked in an engineering company and as a consultant, with an interest in defence security. One of his main concerns is road safety and quite a lot of his time is spent on this.

The PCC is the voice of the people of Wiltshire and Swindon and holds the chief constable and the police force to account, with his aim being to cut crime and deliver effective and efficient policing. He sets the priorities for the force and sets the budget. The Police and Crime plan has been updated to 2022 so that there is no cliff edge with the new PCC, and it has a greater emphasis on road safety.

Wiltshire is the oldest force in the country after the Metropolitan Police, being formed in 1838, and is one of the smallest. The motto is '*Primus et Optimus*', meaning 'First and best'. It works with four other forces – Gloucestershire, Dorset, Avon & Somerset and Devon & Cornwall. It also co-operates with other neighbouring forces, Thames Valley and Hampshire. They work independently but also collaborate, e.g. on organised crime and murder investi-

gations.

94% of the area is rural which gives rise to its own challenges, and Swindon has the highest population density. The population of the whole area is about three-quarters of a million, of which half a million live in Wiltshire and a quarter of a million in Swindon.

What people want from their police is community policing – in uniform and in local neighbourhoods. There are eight teams, based in the major towns in Wiltshire and in Swindon, each led by an inspector responsible for the vast majority of what goes on in their local area.

Each area has its own unique, diverse community with different crime types and different needs.

The area has two major roads, the M4 and the A303, which run east-west, and two main north-south routes, the A350 (in the west of the county) and the A338/A346/A419 route (in the east). Other roads are minor A roads and B roads and these give challenges as they are the most dangerous. People drive too fast on the rural network, e.g. round blind bends, and then meet tractors or sheep.

Jerry went on to give some accident statistics for Wiltshire (not Swindon) which showed that the numbers of KSIs (Killed and Seriously Injured) have remained steady over the years 2015-2019, but slight injuries have decreased and child fatalities are low.

It would be good to see the KSIs decreasing but they have plateaued and the concern is how to deal with this situation. A number of these incidents are impossible to foresee,

e.g. health issues such as heart attacks. The majority of the others are due to driver or rider errors so these are the areas to target most.

The question is how to do it and Jerry talked about the 'Fatal Four':

Speed;

Drink & drugs, which affects an increasing number of people;

Distractions – mostly hand-held devices such as mobile phones with a very significant number of people texting or looking for new tunes etc;

Seat belts – 26% of serious injuries are a result of failure to wear seatbelts and Jerry is horrified by this statistic.

The two areas which he is keen to target are Distraction and Seatbelts as these are the two which are most likely to reduce the number of KSIs. In addition, in February there was a national campaign targeting mobile phone use.

The approach to road safety encompasses Education, Engineering and Enforcement.

Education: They work very closely with local councils and Highways England and the lead is taken by the fire service. The council has a 'safe drive, stay alive' roadshow aimed at 16-18 year olds. In addition, there is cycle training, and safe crossing of roads, aimed at younger children with support officers going into schools to educate children. For older people there is SAGE. Our reactions slow as we age and there is tutoring for older drivers.

Engineering: Jerry explained that the roads themselves are the responsibility of local councils and Highways England. Their aim is to design and maintain our road network to reduce

the chances of collisions occurring and the severity of injury when they do. However, the councils are strapped for cash and cannot always do the work they want to – for example, repairing potholes. The cash is targeted where it is going to have the most effect.

Enforcement: The police will enforce the law where necessary, for example making sure vehicles are safe by checking tyres and unsafe loads, for example.

The area's community policing model has led to the closure of small police stations and the bringing together of neighbourhood teams, response teams and local crime investigation into a single location leading to a more effective approach to community policing.

Community Speedwatch is a very important part of community policing. There are 120 teams of volunteers. Of these, half have a marginal effect but the other half are active and very important. They send letters to people who are caught speeding and three letters means a visit from a police officer. This is a soft method of enforcement. There are 1,200 volunteers and their very presence is an important part of demonstrating an interest in road safety. Peer pressure can be an important factor as about half of all letters are sent to locals, and a lot are on the school run. 36,000 letters are sent out and this builds up an intelligence picture. The Community Speedwatch teams provide data on when and where problems arise and the Community Policing Team will then attend at these times. Speeding tickets can be issued on the basis of the Speedwatch teams' data.

After Jerry's very interesting and informative talk several questions were asked.

Question 1: Will traffic plans in BANES have an effect on Wiltshire market towns?

Answer: This is a local authority issue. They are aware that some traffic might be displaced but don't know yet what the effect will be.

Question 2: With regard to the KSI statistics, how does Wiltshire compare with other areas?

Answer: Wiltshire is a very safe place to live, including for road safety. There are no unpleasant road accident areas in the county and incidents are spread across the county.

Question 3: Are the police able to influence the overall road network?

Answer: Repairs are the responsibility of Highways England and local councils. Do talk to them if a particular area is concerning. This might have some influence.

Question 4: Community Speed-

watch. Why are they out at 8am on a Sunday morning and not on Mondays to Fridays?

Answer: Jerry was surprised that they were out on a Sunday morning. Normally they are out at commuting times. But the system is reliant on volunteers and they are the ones who choose the times to go.

Question 5: What is Jerry's opinion on smart motorways?

Answer: There are no smart motorways in the Wiltshire and Swindon area. Highways England is responsible for them, but Jerry understands the concern. A possible solution of a 50mph speed limit for the hard shoulder running lane was mentioned, but Jerry said that, if drivers were paying due care and attention, then they wouldn't run into a stopped vehicle.

John Morley closed the meeting by thanking Jerry for his interesting talk and Lindsay Flower for organising the meeting.

PLAN FOR FUTURE MEETINGS FROM 2022 ONWARDS

We have greatly missed the opportunity to meet our members in person during the past year but there have been some advantages to holding our meetings on Zoom. Several members who have moved away from the area have been able to attend which is very pleasing and, as members got to know how easy it is to take part, our attendance has increased to around 50 per meeting. For winter months this is a particularly encouraging figure and has led us to think about how we plan our meetings for the future.

The plan is to hold some meetings at Beckington Memorial Hall, especially in the summer, and other meetings on Zoom, especially in the winter. We also plan to have at least two of our meetings as 'outdoor events', the exact format of which is yet to be decided but which might include manoeuvring exercises (similar to what we did in August last year) or 3-in-a-car evenings. We would like to be able to have Zoom coverage of our 'live' meetings as well, for the benefit of those unable to attend in person, but we are not sure if this will be possible as there is no WiFi at Beckington Memorial Hall at present.

The programme is expected to look something like this:

January	Zoom
February	Zoom
March	AGM at Beckington
April	Zoom
May	Indoor event at Beckington
June	Outdoor event
July	Indoor event at Beckington
August	Outdoor event
September	Indoor event at Beckington
October	Indoor event at Beckington
November	Zoom
December	Christmas party at Beckington or Quiz on Zoom

If you have any comments on our plans, please let us know as your input would be very much appreciated.

3-IN-A-CAR

We are also planning regular 3-in-a-car meetings at weekends, if possible, and it is hoped to start these soon. Please see the back page for details of dates and venues, but these will be subject to government and IAM RoadSmart guidance at the time. Thank you to Peter Huntington for arranging these valuable meetings.

3-in-a-car (TiC) drives are your opportunity to catch up on a few tips from the Region's top Observers. Even if you've never been on a TiC you'll be welcome and you'll also be in for a real treat because, not only are they FREE, they're an ideal way of keeping in touch with advanced driving. The sessions are designed for current Associates and Full Members and their purpose is to assist you in maintaining your high standards.

When you arrive at the venue you will be assigned into car size groups. One of you elects to drive first for 30 minutes or so on a course of your choice or, if you are not sure of the area, a course described to you en route.

There is usually a good deal of helpful banter during TiC sessions so most points will be covered as you go round, but at the end of each drive there will be an opportunity for you all to enjoy a short and sometimes entertaining debrief! Someone else then elects to go next in their own car – and so on until you've all had a turn. The whole thing is done and dusted in around two hours, it's completely free of charge and it's good fun. No records are made of the drives – but there is usually plenty of advice available!!

As these are sometimes organised too late to appear in *Forward*, please check the website to see when the next one is. Peter sends out emails advertising the next date so if you are on our email database, you will receive an email notifying you of each event.

FREE REFRESHER DRIVES

We know that many drivers feel that they have lost some of their driving skills during the last year because of not having driven very much, and this can also apply to advanced drivers. If you feel that you are in that position and would like a check drive with one of our Observers to

refresh your advanced driving skills, please contact the Chief Observer, David Major (contact details on page 2), to arrange a drive. These are completely free to full members of SWAM and, government and IAM RoadSmart advice permitting, should be able to begin after 17 May.

VIRTUAL BATH FESTIVAL OF MOTORING

We have received the following notice from the Bath Festival of Motoring, an event which BADAM attended for several years up to 2019:

Sadly the pandemic has forced us to cancel this year's festival. Instead we are holding a Virtual Festival where exhibitor's vehicles can be displayed online. We appreciate that this is not as exciting as displaying our much-loved vehicles in the flesh but hopefully it will keep interest in the Festival alive and provide some entertainment for participants and the public at large. For this we are asking owners to register their vehicle online with a brief description of what makes it special and with a photograph of the vehicle.

Registration is free but we hope you might make a small donation to the charities being supported.

Please pass this message on to

friends or colleagues with interesting vehicles.

If we get a good response and a lot of registrations it will give us a huge incentive to make the live event in 2022 even better than previously.

The site address is still the same
https://

www.bathfestivalofmotoring.com
where you will find a very straightforward registration form and view other participants' vehicles.

If this persistently takes you to the old disabled site try

https://
www.bathfestivalofmotoring.com/
enter-vehicle-in-the-festival/

We know that some of our members have interesting cars so please register to take part if you can. Next year we hope to be at the live event in Bath.

THE IAM AND HGV DRIVING AND TRAINING by Douglas Miller

Back in 1993 I had the chance to do my advanced commercial vehicle training, paid for by my employer. One of my colleagues had successfully taken his test and gave me the

benefit of his training. I had always enjoyed driving and wanted to take it a step further. Most of what he told me I was already doing but the little things were what made the difference.

I diligently read *Roadcraft* and tried to put it into practice. When we thought I was ready I turned up to meet Andy Poulton. It was a successful day and I was now a full member of the IAM and the Bath group.

With a takeover of the transport fleet by TNT all the drivers had to undergo a driving assessment. My assessor told me that I was not the fastest driver, but I was the quickest as I never stopped. I took that as a compliment!

Having decided that I fancied being a Driving Assessor I made enquiries and was put forward for consideration. Getting the additional role meant retaking my advanced commercial test which was done without drama. As an assessor it not only allowed me to look closely at others' driving abilities but to criticise my own. It was a natural progression to put forward a suggestion that TNT pay for any drivers wishing to take their advanced commercial test. I took great pleasure in training several drivers over the next couple of years and they all passed first time. In 1999 I was entered into the TNT Logistics Driver of the Year competition, which involved another highly critically observed drive by an IAM examiner and I won it. First prize was worth £500 but the following year the first prize was a brand new Volkswagon Golf and I wasn't allowed to enter; life is never fair!

I then decided to move on to the next step and take my advanced car test, which was successfully achieved in 2000.

With another takeover of the delivery

fleet in 2003 the role of driving assessor disappeared. Fortunately at the same time I saw an advert for an HGV Driving Instructor and I had to go for it.

Being a DSA registered instructor meant more driving and instructing for tests but it was the best job I ever had. Passing on my experiences to mainly young drivers meant not only having to uphold my own standards but analyzing how and why I was taking certain actions.

IPSGA and forward planning takes on a whole new meaning when driving a vehicle 60ft long, over 8ft wide and weighing up to 44 tons. Keeping the vehicle moving becomes critically important for progress. With no dual controls and often sitting about four feet away from the trainee, instructions must be clear and concise, including 'The louder I scream, the quicker you stop'. You need to be at least one step ahead of the trainee who should be one step ahead of other road users! You can obtain a lot of information by just watching a driver's eyes (you haven't looked in either mirror for the last two miles and, have you actually seen that parked car?).

Trying to get advanced driver skills into a young inexperienced driver might be pushing it in a truck but if only half the pointers stuck it was worth it, and when an examiner said to me 'I like testing your trainees, they may not always pass but they don't frighten me' it provided a lot of job satisfaction.

I was fortunate to be able to do this for the last 13 years of my working life until I retired in 2016.

**SOMERSET AND WILTSHIRE ADVANCED MOTORISTS
INCOME & EXPENDITURE ACCOUNT
FOR THE YEAR ENDING 31ST DECEMBER 2020**

	31/12/2020
INCOME	£
Full Membership Fees	2,334.50
Gift aid	421.51
Associate Membership Fees	682.00
Door takings	0.00
Canteen takings	0.00
Sundry income	65.00
Donations	0.00
Refund of room hire	118.75
Interest Received	0.00
Total:	<u>3,621.76</u>
EXPENDITURE	
Newsletter expenses	167.91
Stationery	25.20
Telephone	49.79
Advertising & Promotions	80.00
Room Hire & Speaker Expenses	100.73
Canteen	0.00
Group Insurance	145.00
Observer Training & Manual production	131.16
Conferences	0.00
Website	0.00
Sundries	35.00
Total:	<u>734.79</u>
SURPLUS/(DEFICIT) FOR THE YEAR	<u>2,886.97</u>
General Reserves (Unrestricted)	
Brought Forward	3,945.68
Carried Forward	<u>6,832.65</u>

**SOMERSET AND WILTSHIRE ADVANCED MOTORISTS
BALANCE SHEET
FOR THE YEAR ENDED 31ST DECEMBER 2020**

	31/12/2020
Brought forward from BADAM and MAM	£
Savings accounts – ex-BADAM	3,361.98
– ex-MAM	<u>604.56</u>
	<u>3,966.54</u>
Current accounts – ex-BADAM	1,249.61
– ex-MAM	<u>933.53</u>
	<u>2,183.14</u>
Total assets transferred to SWAM	6,149.68
Less membership fees transferred to SWAM	<u>2,204.00</u>
Reserves transferred to SWAM	<u>3,945.68</u>
 CURRENT ASSETS	
Bank Account – savings	3,966.54
Bank Account – current	2,998.11
Cash	0.00
	<u>6,964.65</u>
 CURRENT LIABILITIES	
Accruals (2021 fees paid in 2020)	132.00
Creditors	0.00
TOTAL CURRENT LIABILITIES	<u>132.00</u>
NET WORKING CAPITAL	6,832.65
NET ASSETS	6,832.65
UNRESTRICTED GENERAL RESERVES:	<u>6,832.65</u>

SKILL AT THE WHEEL — 5 by Andy Poulton

ARE YOU MAKING GOOD PROGRESS?

This is an aspect of your driving that will be tested on an Advanced test.

What do we mean?

Progress in towns means trying to keep the car rolling and avoiding getting held up, having to stop the car, and apply the parking brake.

Remember the parking brake should ideally be applied whenever you come to a halt LONG ENOUGH for it to be applied. (Generally, after 1 to 2 seconds.)

PLUS, in the correct sequence:

SHORT STAY (GBH: Gear Before Handbrake)

LONG STAY (HBN: Handbrake Before Neutral)

This will require a tremendous amount of Observations and Planning, Judgement of speed and distance, Intense concentration, coupled with a mix of anticipation and reaction and also use of acceleration sense. [WOW / PHEW!]

LET ME HELP

Concentration was defined in earlier copies of ROADCRAFT as:-

THE COMPLETE APPLICATION OF MIND AND BODY TO A PARTICULAR ENDEAVOUR TO THE COMPLETE EXCLUSION OF ANYTHING NOT RELEVANT TO THAT ENDEAVOUR.

Acceleration sense is defined as:-

THE ABILITY OF THE DRIVER TO VARY VEHICLE SPEED IN RESPONSE TO CHANGING ROAD AND TRAFFIC CONDITIONS AHEAD BY ACCURATE USE OF THE ACCELERATOR. (So that you use the brakes LESS or not at all.)

The overall skills are further 'nicknamed':-

SLOW TO FLOW

Or

PLANNING TO ARRIVE AT YOUR DEPARTURE TIME

Or

PLANNING TO STOP, LOOKING TO GO

Or

LIKE BEING TOWED ON AN ELASTIC BAND – cars pulling ahead of you, stretching the band, then slow or stop and you catch them up and it continues all over again.

Easy Peasy, eh!

Well no, let me describe what we mean:-

A busy pedestrian crossing ahead: Mirror check, check left, Mirror check, check right, Mirror check, ease off (use acceleration sense). Cover brake (avoid braking unless!!!)

As the crossing clears, loop a gear or stay in the gear (possibly 2nd), drive on, **gently**, not too much acceleration, just enough to carry you to the next perceived hazard. Always incorporating all the PHASES of the SYSTEM. **PROGRESS**

The same with a busy junction or roundabout. I would much rather approach a BUSY junction than an empty one as we can use all our skills aforementioned on the approach to ensure it is clear on arrival or find a safe gap and slow to flow

across and through. We can then proceed without stopping.

HOWEVER, if it is clear, IT IS CERTAIN to be busy by the time we get there, knowing our luck. Therefore, it is much more difficult to use observations and planning. Get the judgement of speed and distance wrong too, and a ROLLING BRAKE CHECK is looming ahead.

NOW, if three or more of you arrive at the junction/roundabout at the same time (a stand-off situation) and are unable or unwilling to go, IT IS YOUR FAULT, as you should have planned to arrive before the other vehicles or after them. Junction empty, clear, or in a gap, AND GO. **PROGRESS**

RED LIGHT AHEAD

To make progress, use the phases. Ease off in anticipation of them changing to **GREEN**. Use your knowledge of the traffic light system and your driving skills. (See previous articles/videos re Traffic light control systems.) If not, shame on you if you have to stop.

STOP: long stay, parking brake, and immediately start observing the traffic flow, opposing lights sequences etc, to anticipate the green. This is also done whilst approaching AS SOON AS YOU SEE the automatic traffic signals. **PROGRESS**

GREEN LIGHT AHEAD

To make progress apply the phases on the approach. Use the skills as mentioned, (that is ease off, slow to flow, plan to arrive at the departure time, monitoring the flow, opposing lights, cars stopping (or accelerating through **AMBER** !!) etc.). A green light to an advanced driver means **RED** (or could change to **RED**). At the point of no return loop a gear or pick up the drive **GENTLY** if already in the correct gear. **PROGRESS**

PROGRESS IN TOWNS / URBAN AREAS

Remember the speed restriction is not a target but a maximum. Any attempts to drive through towns at those speeds would only lead to frequent and sudden losses of speed (30mph to 1 mph or stops). As an example, you could drive through the whole town at 15mph and NOT stop (slow to flow) – all done with acceleration sense.

When the road IS clear you will not make it any safer by travelling at a lot less than the posted speeds. In fact, YOU will become the hazard. *[On a recent advanced test that is what happened. We did not keep up (5 second plus time gap). Car behind thought we were dawdling got impatient and overtook us on the approach to a blind brow.]*

PROGRESS ON THE OPEN ROAD

Maximum safe speed within the posted speed limits. If it is safe to travel at the posted speeds, then that is the speed we will travel. [NOT 40 or 50 'as that saves the most fuel', or 'you feel happier', or 'the car sounds nicer', or 'it's a nice sunny day and we want to take in the sights'. UGH!]

I appreciate that you may not always wish to travel at those speeds or like that. You may for whatever reason or due to concentration levels be unable to do so. As an examiner on test, I just need to see that you are capable of driving like that or at the maximum permissible safe speed.

As an advanced driver you need to be able to make the necessary safe progress

required to keep an important appointment, attend a personal or domestic crisis, though again I add ONLY if you can sustain a level of concentration at that level for that length of time without distractions.

For example:-

30 minutes initially.

45 minutes to 1 hour as an Advanced driver.

2 Hours for highly trained, skilled, Police Traffic Officers.

THEN you will be burnt out!

Remember it's NOT how FAST you drive BUT how you drive FAST

[I am always reminded of an Advanced Driver in Bath who 'POPPED' up to her parents in Scotland for Christmas lunch and back again the same day [EH!] WHAT CONCENTRATION levels. She did lose control a couple of times in the thick snow on a motorway and nearly BARRIERED it!]

Progress does need to be seen on test in these circumstances:-

Changing to a lower gear to progressively or quickly accelerate out of a built-up area into a National speed limit. (Last Phase)

As is practised through and out of hazards, if clear and safe and not approaching another hazard or in traffic.

Example – away from automatic traffic signals on some dual carriageways.

Remember to use the four **UPs**

Get UP to the speed limit.

Get UP to the speed YOU want.

Catch UP with the vehicle in front.

Before block changing UP (into a high or to a higher gear).

This may leave the following traffic behind and give the impression you mean business and are NOT dawdling but keeping to the posted speed limits. They then 'may' leave you alone, back off and stop being a NUMBER PLATE SPOTTER.

Improvements in vehicle design and road engineering over the years have led to vehicles being capable of achieving and maintaining a high speed with safety, especially on roads designed for this purpose. Without a similar raising of driving standards any advantages offered will be lost. Not every driver is capable or desirous of using these improvements to maintain high speeds and, of course, not every road is suitable, but it is dangerous only if used in the wrong place or the wrong time.

Speed then is a relative thing as my original personal quote:

'IT'S NOT HOW FAST YOU DRIVE BUT HOW YOU DRIVE FAST' (Or quicker/quickly)

What to a novice may be a dangerous speed is not necessarily so to a more experienced driver. The choice of speed must be related to the driver's ability, the type, condition and limitations of the vehicle and the prevailing road and traffic conditions. Bearing in mind that the safe speed for any given section of road may vary from minute to minute as circumstances alter.

Statutory speed restrictions in respect of areas and classes of vehicle assist in reducing instances of dangerous high speeds. Legislation by itself is not sufficient

for on may occasions the maximum permitted speed will be too fast for safety. The onus is always ON THE DRIVER to select a speed appropriate for the conditions.

For example, although 30 mph may be permitted through a shopping area, to drive at that speed at certain times of the day might be positively dangerous.....

It is always a worry when, on test, a driver complains about a national speed limit on a narrow country road as not being possible, and why is it there? WELL, that is basically the end of the urban area and it would cost a FORTUNE to equip all UK roads as such with speed signs for individual roads.

[As some authorities have tried – Somerset with a BLANKET 50. DFT kicked that out; SOUTH GLOS with all their err! 'odd ones' on all minor roads, and HAMPSHIRE with dual carriageways set at 70 in err! 'built up areas' as they are main highways through from Ports etc.]

An important phrase from earlier is:-

What to a novice driver may be a dangerous speed is not necessarily so to a more experienced driver.

That is to say, as an advanced driver you should gain or be gaining this experience, by regular practical training or practice until you are happy travelling at a higher or maximum safe speed in your vehicle, or **MAKING SAFE PROGRESS**.

It obviously goes without saying that this is the LAST skill to be developed. [Which was why, and also is why, Overtaking, Motorway driving and, for the emergency services 'Response Driving', are the last chapters in ROADCRAFT. SO only after all the other skills/chapters have been perfected.]

Lastly an interesting mnemonic. [YES, I know I am full of these and acronyms!!!]

PADDING

Put into practice all your skills from ROADCRAFT

Always drive so that you can pull up or stop within the range of your visibility day or night.

Do not drive at high speeds unless you are competent and it is safe to do so.

Do not relax for an instant. Use all your skills and concentration.

If you double your speed you quadruple your braking distance.

No appointment is so urgent as to justify an incident; far better to arrive later on than NOT AT ALL.

Guard against the effects of fatigue.

LASTLY

Brake horse power

Is a measure of how fast you were going when you lost control and hit the wall.

Torque

Is a measure of how far you moved and took the wall with you.

[ONLY JOKING]

SAFE DRIVING

Andy Poulton

Examiner, Region 1 South West

FUTURE EVENTS

As we come out of coronavirus restrictions, we plan to hold some meetings in person once again. These arrangements are subject to confirmation nearer the time so please check the website, or ring a member of the committee, to check details. Members on email will receive notification of the final details before the date of each meeting. Meetings begin at 19.30.

Thursday, 20 May. This meeting will be on Zoom. The speaker will be Lewes Hambrey who is an optometrist who has spoken to the Bath group in the past and is always an interesting and entertaining speaker. He will be talking about aspects of eyesight and driving.

Thursday, 17 June. This will be a Skills Evening based at Beckington, meeting at the road near the Memorial Hall (Bath Road, Beckington, Frome, BA11 6SH (just off the A36). The exact format is still to be decided but might take the form of slow manoeuvring exercises and other opportunities to practise advanced driving skills. This is subject to confirmation, so please check details beforehand.

Thursday, 15 July. Welcome meeting and Motoring Quiz at Beckington Memorial Hall (address as above). Full details of this meeting are on page 3.

3-in-a-car meetings have been arranged as follows. All events start at 10.00 and finish by 12.30-13.00.

Sunday, 6 June. 2 or 3-in-a-car at Odd Down Park and Ride, BA1 9BJ

Sunday, 11 July. 3-in-a-car at Newbridge Park and Ride, BA1 3NB

Sunday, 1 August, 3-in-a-car at Lansdown Park and Ride, BA2 8PA

PLEASE NOTE

The views expressed in this Newsletter are those of the authors and are not necessarily shared by the Committee of Somerset & Wiltshire Advanced Motorists, nor by IAM RoadSmart.

Due acknowledgement is made whenever material is taken from other sources.

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