

NOVEMBER 2010



# CHALLENGE



CHESTERFIELD ADVANCED MOTORISTS

# NEWSLETTER

*IMPROVING THE STANDARD OF DRIVING AND ROAD SAFETY*



iam.chesterfield@gmail.com



iam chesterfield

REGISTERED CHARITY NUMBER 1017471: GROUP CONTACT BOB STONE 01246 568894

Associate Members; **PLEASE** attend the forthcoming Sunday or Saturday guidance sessions which are held at the **SAINSBURYS CAR PARK** at 9.30 or 10.30am as per the list below. If this causes any difficulty, please contact **Ray Parker** on **01246 206959** so that other arrangements can be made. New joiners are welcome to come along at anytime during the morning for a free assessment drive, or you can phone Ray to arrange a drive at any suitable time.

**It is a fundamental part of your on-going training that you attend at least one, if not both of the guidance sessions each month. So please try to attend.**

<b>NOVEMBER</b>	
<b>SUNDAY 7th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>SATURDAY 13th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>THURSDAY 18<sup>th</sup> &amp; 25th</b>	<b>Social see back page</b>
<b>TUESDAY 30th</b>	<b>Committee Meeting 7.30pm Chesterfield Library</b>
<b>DECEMBER</b>	
<b>SUNDAY 5th</b>	<b>Guidance 9.30am to 12.00 noon Sainsbury's Car Park</b>
<b>SATURDAY 11th</b>	<b>NO GUIDANCE CHRISTMAS BREAK</b>
<b>THURSDAY</b>	<b>NO INFO AS YET</b>
<b>TUESDAY 21st</b>	<b>Committee Meeting 7.30pm Chesterfield Library</b>

**AN IMPORTANT DATE FOR YOUR DIARY**  
**PETER RODGER CHIEF EXAMINER**  
 WILL BE SPENDING THE EVENING WITH  
 US AT THE CLUB CHESTERFIELD  
 (CONCERT ROOM)  
 THURSDAY 25<sup>th</sup> NOVEMBER 7.30pm

Matlock group will be coming and hopefully other groups in our area so come along and let's give him a tremendous welcome and show him what a great group we are

**WELCOME**

**ADRIAN TINKLIN**

**OBSERVER: SELWYN GOUGH**

**CONGRATULATIONS ON PASSING THEIR TEST**

**BEN BATES: OBSERVER BOB STONE**

**FREDA RAMSDALE: OBSERVER RICHARD WILKINSON**

**WE WOULD LIKE TO THANK THE MANAGEMENT OF SAINSBURY'S SUPERMARKET FOR ALLOWING US TO USE THEIR CAR PARK FOR OUR GUIDANCE SESSIONS**

PRESIDENT	MIKE DICKERSON	01246 292144
CHAIRMAN	REG HOLMES	01246 862027
VICE CHAIRMAN	BILL HARRINGTON	01246 412696
HON.SECRETARY	BOB STONE	01246 568894
TREASURER	JEFF SNAPE	01246 567058
GUIDANCE OFFICER	RAY PARKER	01246 206959
OBSERVER TRAINING OFFICER	BILL HARRINGTON	01246 412696
PUBLIC RELATIONS OFFICER	ALAN MORGAN	01246 204639
NEWSLETTER EDITOR	RICHARD WILKINSON	01246 563575
NEWSLETTER DISTRIBUTOR	DON SIMMONDS	01246 232570
SOCIAL SECRETARY	SUE WHEATCROFT	01246 274785
MEMBERSHIP SECRETARY	MAYNARD STEPHENS	01246 235074

GUIDANCE OFFICER	<a href="mailto:rayparker744@btinternet.com">rayparker744@btinternet.com</a>
PUBLIC RELATIONS OFFICER	<a href="mailto:alanmorgan413@btinternet.com">alanmorgan413@btinternet.com</a>
OBSERVER TRAINING OFFICER	<a href="mailto:williamh@30bentsc.fsnet.co.uk">williamh@30bentsc.fsnet.co.uk</a>
HON.SECRETARY	<a href="mailto:robjstone@aol.com">robjstone@aol.com</a>
NEWSLETTER DELIVERY	<a href="mailto:donjohn9@tiscali.co.uk">donjohn9@tiscali.co.uk</a>
NEWSLETTER EDITOR	<a href="mailto:challenge_copy@btinternet.com">challenge_copy@btinternet.com</a>

**DATA PROTECTION ACT.**

Details which members have supplied to the group are held on a database for the groups own use. If you object to your details being held in this way, please inform the secretary in writing.

The contents of this Newsletter are purely the views of the contributors and do not necessarily constitute the views of the Editor, the Institute, or the Chesterfield Group of Advanced Motorists.

**COMMITTEE MEMBERS**

**VAL NEWBOULD: JOHN NORTH:  
CARL JONES: ROGER BATES: ANNE FOSTER**

THURSDAY 18<sup>th</sup> NOVEMBER 2010  
AT THE CLUB CHESTERFIELD  
7.30pm

**James Adams. Parking Enforcement Manager DCC**

Come along and take part in a lively discussion about parking issues and how they affect you. Maybe you're not too happy about them and you'd like to share your views. James will give a short presentation and then take questions!

Please come along and support our group's social evening. It's a great way to keep in touch. Bring your friends too. Raffle tickets will be on sale.

THURSDAY 25<sup>th</sup> NOVEMBER 2010  
7-30pm Club Chesterfield (Concert Room)  
**PETER RODGER**  
CHIEF EXAMINER IAM

Peter, who has never been to Chesterfield, has kindly accepted our invitation to spend the evening with us.

Let's give him a tremendous welcome and show what a great group we are. Please come and give your support.

Bring your friends too. Raffle tickets will be on sale



**SURETY**

0845 603 1355  
(local rate charges apply)

enquiries@iamsurety.com  
www.iamsurety.com

IAM Events is a trading brand of Abolnash Insurance Services Ltd, 1st floor - Braucher Place, 4-6 Braucher Road, Solihull, B37 1JH



SELF DRIVE HIRE  
SERPENT MOTORS  
EST OVER 30 YEARS  
10% DISCOUNT FOR IAM MEMBERS

FOR THE BEST VALUE AND UNBEATABLE SERVICE

SMALL CARS... FAMILY CARS... MINI BUSES... VANS

**01246 279920**

**OLD ROAD, BRAMPTON, CHESTERFIELD S40 2QZ**

## **Chairman's Reflections November 2010**

Almost weekly we have studies and statistics about Road Safety and how it can be improved. The latest one I saw suggested that up to 200 lives could be saved by keeping newly qualified drivers off the road at night. The scheme also bans them from driving at night with passengers of the same age until they have had more experience. Furthermore they would not be allowed to drive at all if they had been drinking. .

***However, what would your answer be to the question? What single measure would you introduce to improve Road Safety?***

Would it be the introduction of 20mph zones on all residential roads throughout the country which I mentioned in a previous article it is claimed this measure could save over 700 people from serious injury every year, or do you believe that more speed cameras more effectively placed could slow down the death rate?

Others might argue that we rely too much on technology and to make the roads safer we should bring back more active policing. They go on to say the police could concentrate on catching and deterring the more dangerous drivers -- the tailgaters, the lane swappers, mobile phone users and those drivers without tax and insurance.

Some of you might favour a compulsory Graduated Driving licence which could have a huge positive impact on Road Safety. With this idea, newly qualified drivers would have to earn their full licence in 'earned' stages. Many people feel that a U.K. licence is achieved too quickly and this undermines responsibility and leads to over confidence which, together with inexperience spells danger.

Another view is that Education is the answer to Road Safety by including the topic in the school curriculum alongside cycling proficiency. Certainly pedestrians need to be included in this education. They go on to say that the education of drivers and riders should not stop at the driving test and that incentives should be given to encourage individuals to keep learning and improving.

There are many factors which impinge on road safety including driver ability and experience, road design and engineering, prevailing conditions and vehicle conditions and choosing one is difficult. I feel that we need to concentrate on education, pedestrians, drivers, riders, indeed all road users need to be made aware of how to use the roads safely and the best way to do this is to 'blanket' cover the country through television. Possibly programmes should be made to demonstrate good, correct practice and techniques of driving to balance and redress the many bad, reckless, dangerous and illegal driving examples being shown at the moment.

Stay Safe

**REG**

What are your views on a very interesting article and the thoughts of our Chairman Reg? Do you think the Graduated Driving Licence is the way to go? Should we introduce road safety into the School Curriculum? Let's have your opinions and thoughts... **challenge\_copy@btinternet.com**

## **More Ponderings and a few facts, This Month...**

Having been delayed on the M1, heading South, over the past couple of years during the road widening project, now that it is finished I can say that it is a pleasure to drive on this smooth, pothole free surface. The numerous overhead gantries are equipped with speed cameras and it remains to be seen if this will catch the boy racers and make it the safest 20 mile stretch of motorway in the country.

My only reservation is that according to Highway Code rule 265, lorries, anyone drawing a trailer etc etc, are not permitted to use the right hand lane. So we can expect, at some time, HGV and others in lanes 1,2 and 3, leaving only lane 4 for us motorists. I was hoping that the "big boys" doing 56mph would be kept out of lane 4, but no such luck. I can envisage a situation where lanes 1, 2 and 3 are travelling at under 60 mph (and we all know how long they take to complete an overtake) and lane 4 at 69mph. I can see frustration setting in by some of the more impatient drivers. Have you used this stretch of the M1, what are your views?

There is to be a review this year by the transport spokesman in the Lords, Earl Attlee, regarding the annual MOT. It is being proposed to carry out the test at 4 not 3 years from new. Although Britain has the most rigorous testing in Europe, it has also the highest failure rate! (33% in 2007, increasing to 36% in 2009). Food for thought.

I read recently that according to research by Volvo in the US, 93% of crashes and collisions are caused by some kind of driver inattention. In 47% of these incidents the driver at fault does not react to avoid the accident, such is the extent of the driver's distraction. Any volunteers for setting up an IAM group in California?

Hope these facts are of some use.....Subjects of the Roman empire had a life expectancy of 28 years. The average pencil holds enough graphite to draw a line about 35 miles long. Oxfam is Europe's biggest high street second-hand book retailer. Inheritance tax was invented by Emperor Augustus to raise funds for soldiers' pensions. Two thirds of the world's population have never seen snow. 70% of Land Rovers first built in 1948, are still on the road. Most toilets flush in E flat! Queen Victoria spoke Urdu and Hindi. There are 2.5 million pulped Mills and Boon books in the M6. The paper's absorbency helps keep the tarmac in place! The gong struck at the beginning of Rank films was made of paper Mache.

You really must get at least one of these facts into your conversation at work/ pub/ family meeting this week!!!!

Last month's ELEVEN minus the letters EL ...leaves EVEN.

This month.... If there are TWO cars in front of a car, and TWO cars behind a car and ONE in the middle, what is the least number of cars involved?

Try to stay safe and happy

Mike.

# Segway Tours

If you have ever wondered what a Segway is like then give your names to Sue Wheatcroft to book yourself on a tour. The cost is twenty pounds each and you get about forty five mins and that includes the first bit of instruction. I for one will be going again. Whilst talking to Chris he told me they are planning a better route with obstacles and another that you will be able to race with them. The other venue they use is Rother Valley Park near Rotherham. But I have to say Clumber is very good.

Come on people lets all get out there and enjoy a Segway Tour, it's fantastic, worth every penny.

RAY

---

## Drivers are speeding involuntarily, says IAM poll

An IAM (Institute of Advanced Motorists) poll has found that the majority of drivers want to comply with the speed limit, but find it difficult.

Nearly 90 per cent of the 3,000 respondents to the online poll said they aim to comply with the speed limit but 60 per cent admitted that they found it difficult to keep within the limit. Neil Greig, IAM Director of Policy and Research said: "It's good to know most people want to stay within the law when it comes to speeding, but too many seem to find it challenging. The results suggest that people are aware of the limit and don't want to break it, but temptation and pressure from other traffic may push them to go faster."

The most popular factor leading respondents to speed was disagreement with imposed limits on certain roads (57 per cent of respondents who admit to speeding), while police presence was the most effective deterrent, with 40 per cent of speeders claiming to be put off. Only ten per cent cited safety cameras as the biggest deterrent. "There is a discrepancy between drivers' perception of the correct speed and the posted limits imposed by authorities. Further training helps improve driver perception and teaches motorists about appropriate speeds, but the government should also ensure the current review of speed limits results in roads visually fitting their limit - if we can get the limits right it is clear that many more drivers will stick to them," added Mr. Greig.

"The poll confirms the view of road safety professionals: it's vital that imminent public spending cuts don't compromise high profile road policing."

The poll also found that seven per cent of respondents "don't even think about" whether they are breaking the limit, while conscience deters 17 per cent from speeding.

---

Why is the time of day with the slowest traffic called rush hour?

If flying is so safe, why do they call the airport the terminal?

# Get on your bike to beat the strike, with the IAM

The IAM (Institute of Advanced Motorists) are encouraging commuters in the city to turn to cycling as an alternative to taking public transport.

Travel chaos reigned supreme today with only the Waterloo & City line running a 'good service' at lunchtime. These problems are causing commuters to look for other options. With heavy traffic and the subsequent congestion charges still in place, taking the car is not going to be a viable option for most.

On the day of the last strikes, 7 September 2010, thousands of extra cycle hire members used the scheme to get around, making a record 24,500 journeys between them. This represents a 32 per cent increase on a normal day's usage.

Duncan Pickering, the IAM's Cycling Development Manager said: "On days like today cycling is going to be the most efficient way to get around the city. This is now a viable option since the launch of the Barclays' Cycle Hire Scheme where bicycles are readily available, but not everybody will feel confident taking on London's busy roads.

"To gain confidence in cycling around London in the event of future disruptions to the travel network, enrolling for training now will mean you are prepared. Not only this but cycling can ease your moral conscience by being kinder to the environment, and has the obvious benefits to your own health and fitness."

The IAM provides cycle training to all standards of cyclists, from beginners setting out on the roads for the first time to those wishing to make their commute more enjoyable. *How to be a better cyclist*, the IAM's comprehensive guide to becoming a better, safer and more confident cyclist, is ideal if you don't have time for your employees to be out on the road for training.

For more information please visit the website at: [www.iam.org.uk/cycling](http://www.iam.org.uk/cycling)

---

## Chesterfield Advanced Motorists Forums

Hi all, this is the link for our forums,

<http://chesterfieldiam.forumup.co.uk/index.php?mforum=chesterfieldiam> at the top of the page you will see Register, click on that and fill in just what is needed. You will get an e-mail confirming your registration and you need to follow what it says. As they are now you can read them without registering but you won't be able to take part. Once I see your names as registered I will activate your membership.

The idea is to have the forums for people to take part, ask questions and post information. If you find interesting articles you want on the forums send them to me and I will put them on. If the article is in word only then you can just copy and paste.

RAY

# Do you know your committee member / Observer?

## Carl Jones



At the age of twenty four I did what a lot of young people do had an accident. When you have rolled the company's Ford Focus down into a field something has to be done about your driving. British Gypsum the company I work for put me onto a driver training programme and soon after that I saw the IAM Chesterfield Group on Sainsbury's car park and joined.

With Simon as my Observer I soon passed my advanced driving test and then went on to train to be an Observer myself. I am on the group committee and was responsible for the setting up of both the

Facebook and Twitter pages as I had done Computer Management Services at Hallam University.

I now live in Colchester but my work takes me country-wide it's a round trip between Colchester, Sheffield where my mother lives, Carlisle, Runcorn and back to Sheffield; this means that I drive about one thousand miles per week. What little spare time I have is spent doing up my house, it's in need of flooring and some new electrics completion will be as and when. Another reason for belonging to the group is that I want to volunteer to help at the 2012 Olympics and this means putting in some time doing charity work which looks good when presenting your CV.

I enjoy passing on the skills that I have acquired during my time with the group and helping other people with their driving, it's just a shame that my work commitment does not allow me to do more.

---

## Profile of Peter Rodger – IAM Chief Examiner

Peter Rodger has been Chief Examiner at the IAM [the UK's largest dedicated road safety organisation] since 2006, responsible for the conduct of the IAM's advanced driving test both in the UK and abroad. He regularly speaks at conferences and in the media on road safety issues surrounding driving and riding.

Peter retired from the Metropolitan Police in 2005 having served as an inspector in traffic patrol, driver training and with direct involvement in issues surrounding driving standards in the service for 20 years. He has extensive experience in police driver training issues, having been responsible for training in cars; lorries and buses and on motorcycles, as well as for the more technical training given to police officers in collision investigation, traffic law, etc.

His experience includes involvement in the development of policy at both force and local levels. Peter also has had practical experience of the investigation of traffic collisions over most of his thirty year police career, including many which involved fatalities. To add a touch of variety he also has experience of teaching cycling to school children.

He is also a member of the council of management and a former chairman of the Association of Industrial Road Safety Officers [Airso].

# Reverse or Parallel Parking

THANKS TO MATLOCK GROUP FOR THIS ARTICLE

Best method is to break the manoeuvre down into component parts. In doing so, should the driver encounter difficulties then just the section which went wrong can be repeated rather than going back to the start and trying all over again.

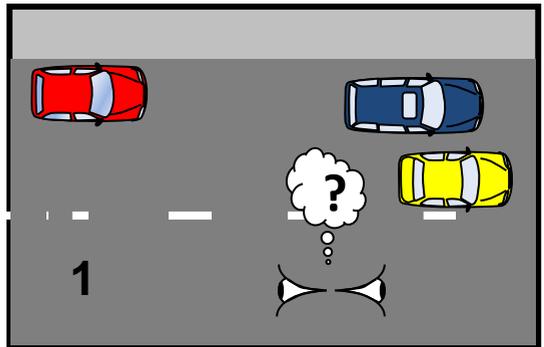
The essence to any reversing manoeuvre is to take your time. Aim for a slow but continually moving vehicle, although stopping to check for traffic or obstructions at any time is acceptable and apply the steering input quickly. Do not dry steer.

Although there are quite a few bullet points above, this manoeuvre is to be considered and carried out in four parts.

- 1) Approach and lining up of your car to begin with
- 2) Reverse to the appropriate angle
- 3) Gentle reverse into the space
- 4) Final positioning and adjustment

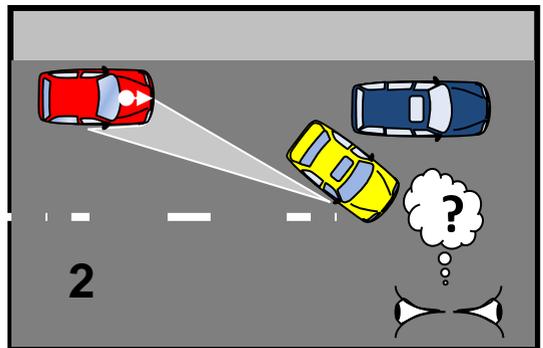
In sequence the driver should,

- 1) Pull up alongside the vehicle ahead of the parking space, coming to a stop with the driver in line with the front of this vehicle. The gap between the vehicles should be no more than one metre. Adjust the nearside door mirror to give a better view of the rear nearside wheel/wheel arch area. Do not tilt the mirror too far



downwards; the driver needs to still be able to see the road to the rear of the vehicle.

- a) Checking all around and if safe to proceed, engage reverse. Gently allow the vehicle to move. Do not rush and do not dry steer.
- 2) As the rear of your vehicle comes in line with the rear of the parked vehicle and certainly no later than your rear nearside wheel coming in line with the rearmost of the parked car, apply quickly full left lock. Use your nearside mirror and further looks over your left shoulder to confirm this position.
    - a) The front of your vehicle will now be swinging out to the right, it is at this point you should pause the manoeuvre in order to check both to the front and rear for other traffic which may be passing.



If safe to proceed, continue to reverse with the steering on full lock until the vehicle reaches an angle of about 45 degrees from your start line. As the vehicle gently moves to reach this angle, look now in the offside door mirror. As a guide, as you look in the

- b) offside mirror you should be looking for the offside of your vehicle to be in line with a mark just offset to the left of the centre line of the vehicle behind. If the vehicle has a centrally mounted number plate then the Middle letter of the last three is about right.

- 3) Once lined up at the correct angle quickly turn the steering wheel to the right to bring the front wheels back to straight.

- a) Now continue reversing the vehicle back gently in a straight line.

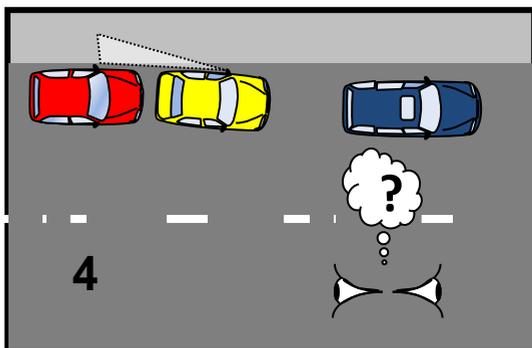
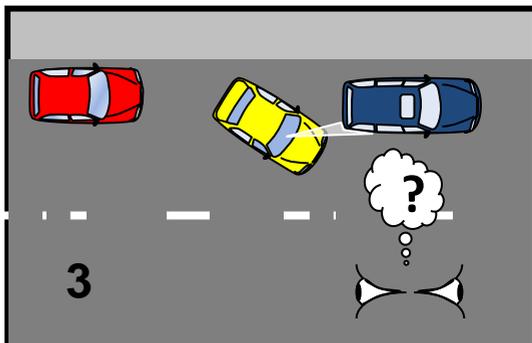
- b) Whilst now looking in the nearside mirror to check the rear wheel to kerb distance, check also that the tax disc (assuming it is affixed in the front left bottom corner of your windscreen) of your car is roughly in line with the rear offside corner of the parked car in front and you, the driver, are roughly in line with the offside front corner of the vehicle behind, begin to then apply a slow but steady full turn of your steering wheel to the right.

- c) Continue to monitor rear nearside wheel to kerb, front nearside corner of your car to rear offside corner of car in front and rear of your car to front of vehicle behind.

- 4) Keeps the car reversing gently until you note in the nearside door mirror that the side of your car is just about to become parallel to the kerb. In doing so take the turn off and finish with your wheels straight. At the same time monitor the distance between the rear of your car and the front of the one behind.

- a) If required move your car forward slightly to park it centrally in the parking space.

- b) Apply parking brake, gear into neutral and re-adjust nearside door mirror back to original position.



Note the required elements of each part. If it goes wrong at any stage, just retrace that part rather than driving back out of the space to start all over again.

Training Officer's Note :- The IAM examiners requirements for all manoeuvres are: -

- Safety all round observation prior to and during the execution of the manoeuvre, must be of the highest standards. Mirrors should only be used for checking the accuracy of the manoeuvre. Correct selection of the location, is it legal, safe and considerate.
- Control of vehicle must at all times be fully demonstrated no rolling with the camber and full use made of the handbrake.
- Accuracy of execution must be exemplary, no mounting of kerbs or swinging wide.

# Left Hand Mirror

How many of you know the importance of your left hand mirror and how many of you use it as often as you should.

I was out with a diver not so long ago and he had to get out of a very tight car park. He started to turn sharp left and the next thing I knew was a jolt and loud scraping sound. Now this driver was a young person and had not driven anything this big before and I'm sure he felt really bad about what he had done. However this incident is what has prompted me to say a few words on the subject.

Most van drivers rely on their mirrors more than a car driver does. Vans are wider and longer than a car so when they turn left they have to be sure where the rear end of their vehicle is going to go. Turning left they need to pull away from the kerb a little more than a car before making the turn. This can allow a cyclist or motorcyclist to try to get down the near side which is why they need to check their left mirror more often.

The drivers of mini buses and ambulances also need to use this mirror often. So if you follow a large vehicle and you see them pull away from the kerb with their left indicator going, then now you know why, give them room.

Car drivers, yes you also need to get used to using this left hand mirror more on left turns as I'm sure you have all had the odd cyclist try to come down your inside. When overtaking and switching lanes on motorways that is the side danger can come from. Try to include it in your commentary then your observer and examiner will know you are alert to all dangers.

Safe Driving

Ray

---

**DON'T FORGET TO PUT THE 25<sup>th</sup> NOVEMBER IN YOUR DIARIES. THIS IS THE NIGHT PETER ROGER WILL BE TALKING TO OUR GROUP. THIS IS A NIGHT NOT TO BE MISSED BY ANYONE. BE THERE FOR 7.15PM FOR AN EARLY START.**

Thank You

Ray

---

## **Note From The Editor**

**I am starting to run low on articles for the newsletter,  
Could those who said that they would contribute to the magazine please do so.**

**As always I would like all articles in the following format: font Arial 9 point , page size A5.**

**Thank you  
Richard**

# Reductions in road deaths must continue, says IAM

The IAM (Institute of Advanced Motorists) sees the reduction in the number of people killed and seriously injured on our roads as confirmation that measures taken so far have been successful, but urges against complacency and funding cuts as the latest figures are released by the Department for Transport (DfT) today.

Neil Greig, the IAM's Policy and Research Director, said: "It's always good to see a downward trend in road deaths in the UK. The focus on rural roads in the last two years has undoubtedly helped with rural road safety campaigns by the DfT and the police, raising awareness that country roads are the biggest risk to drivers.

"The fact that fewer people in their late teens and early twenties are taking the test due to demographic trends may also be a factor in the drop, and as older cars are taken off the road we are driving safer, better tested cars."

Mr Greig said the IAM's main concern now is that the successful measures are not scrapped under spending cuts: "With these positive results, the worst thing to do would be to withdraw funding, and so it is important to carry on this good work. Any interventions need to combine maximum effectiveness, with as little intrusion on the public's lives as possible, to improve acceptance".

Today's DfT figures show overall casualties to be down. The number of people killed in road accidents fell by 12 per cent from 2008, to 2,222 in 2009. In accidents reported to the police 24,690 people were seriously injured in 2009, five per cent fewer than in 2008. There were just over 222,000 road casualties in Great Britain in 2009, four per cent less than in 2008.

"If the results continue to improve like this, we will be well below 2,000 fatalities by 2020," said Mr Greig.

---

## UK tops the EU road safety league

With 2009 fatality figures showing the UK to be the safest country in Europe, the IAM (Institute of Advanced Motorists) encourage the whole of the continent to sustain the efforts made so far, in celebration of the 3<sup>rd</sup> European Road Safety Day. Neil Greig, IAM Director of Policy and Research said: "On European Road Safety Day it is lovely to be sitting in the position we're in. However, the main objective now is to keep up the progress we have already made, and continue this strong trend in the reduction of road deaths. "We fully support the European Commission's Road Safety Action Plan, and are excited by the challenge of helping to halve road deaths in the by EU by 2020. We especially applaud the target to promote continuous post-licence training for non-professional drivers, something we started, and have championed in the UK for over 50 years."

In January 2010, the IAM released their report 'Older Drivers- Safe or Unsafe?' which highlights the need identified by the European Commission to maintain older people's aptitude for driving, as a result of an ageing European population. Mr Greig continues: "Our report found that in the next 20 years, the number of male drivers over 70 will double, and that of female drivers treble. Post-licence training needs to be encouraged across the board, from increasing the experience of new drivers, to keeping older drivers independent and on the road."

# Get on your bike to beat the strike, with the IAM

The IAM (Institute of Advanced Motorists) are encouraging commuters in the city to turn to cycling as an alternative to taking public transport. Travel chaos reigned supreme today with only the Waterloo & City line running a 'good service' at lunchtime. These problems are causing commuters to look for other options. With heavy traffic and the subsequent congestion charges still in place, taking the car is not going to be a viable option for most. On the day of the last strikes, 7 September 2010, thousands of extra cycle hire members used the scheme to get around, making a record 24,500 journeys between them. This represents a 32 per cent increase on a normal day's usage.

Duncan Pickering, the IAM's Cycling Development Manager said: "On days like today cycling is going to be the most efficient way to get around the city. This is now a viable option since the launch of the Barclays' Cycle Hire Scheme where bicycles are readily available, but not everybody will feel confident taking on London's busy roads. "To gain confidence in cycling around London in the event of future disruptions to the travel network, enrolling for training now will mean you are prepared. Not only this but cycling can ease your moral conscience by being kinder to the environment, and has the obvious benefits to your own health and fitness."

The IAM provides cycle training to all standards of cyclists, from beginners setting out on the roads for the first time to those wishing to make their commute more enjoyable. *How to be a better cyclist*, the IAM's comprehensive guide to becoming a better, safer and more confident cyclist, is ideal if you don't have time for your employees to be out on the road for training.

---

## IAM welcomes independent addition to driving test

The IAM (Institute of Advanced Motorists) welcomes the introduction of 'independent driving' into the driving test from Monday (4 October) and the ending of the publication of driving test routes.

Peter Rodger, IAM Chief Examiner, said: "This is a good step forward. All new drivers have to learn that multi tasking - controlling the car, looking out for hazards and planning ahead while navigating - is an integral part of day-to-day driving."

After a positive start, the IAM feel that the next step in the refinement of the driving test should be dealing with the ever-present threat of rural roads. Mr Rodger continues: "Our own research has shown that two-thirds of fatal accidents in England happen on rural roads, and this figure rises to three-quarters for Scotland and Wales.

"At present rural roads are not a compulsory element of the test, and we feel that considering the size of the problem it is an area that should be the next focus for continuous improvement. Speeds are higher on rural roads and they are often narrower and unlit at night, so a very different experience for those who have only ever travelled in an urban environment."

The IAM commends the DSA for making such positive moves so far, but encourages the road safety community as a whole to focus on improving the experience of young drivers, either through the basic test, or in the form of post-test training.



HOW WOULD YOU LIKE

## **A £40 THANK YOU?**

FOR MAKING A PHONE CALL?

**INTERESTED?**

**Read on – it's quite easy with the right information:**

We are an independent company specialising in residential lettings, who offer a more personal and friendly service **that's** often lost by the larger letting agencies.

**WHAT YOU HAVE TO DO** (It's easy but it's not a free lunch)

Do you know of any of the following:-

- A property landlord who is not receiving the service they deserve from their current letting agent?
- Or a home owner who is having difficulty selling their home, who may benefit from renting out their property. (Short or long-term!)
- Or simply a landlord who has vacant property?

If so then please contact Jeff on **07702 231926** quoting reference **CHIAM**. As we have a Solution for each of the above Problems.

Upon completion of a tenancy agreement we will give **YOU £40 and donate £10 to the Group** (per property) **as a small thank you for your introduction.**

We offer a comprehensive service to both landlords and tenants. **Plus as a big thank you** to the landlord we offer **All new landlords free rent** guarantee insurance.\* **on each property on their initial let.**

**\*The tenant must pass their full reference checks (excludes DSS / benefit claimants).**

---

## **DO YOU HAVE AN E-MAIL ADDRESS?**

**If so then please read on**

We have had occasions whereby if any breaking news or updates are needed to be sent out between newsletters it has been difficult to get this information out to members quickly.

It would help greatly if we could deliver this information via e-mail. Would all members who have an e-mail address please send an e-mail to [jeff.snape@btinternet.com](mailto:jeff.snape@btinternet.com) putting your name and post code in the subject field.

Would members who have provided their e-mail address in the past also do the above, this will ensure that we have the correct e-mail address for members.

Please be assured that members e-mail addresses will only be used for group use and will not be passed on to any third party.

Thanking you in anticipation

## Get a Grip, says the IAM

***The IAM (Institute of Advanced Motorists) urges drivers to ensure their tyres are in good condition, rather than wait until surface water, frost or snow turns the road under their wheels into a skid pan.***

As tyres have only the area of the sole of a shoe in touch with the road at any one time, it's a safety 'no-brainer' to keep them in top condition, and extra care is needed at this time of the year when sudden heavy showers can profoundly affect tyre performance. More roads will also be worn out due to cut-backs on resurfacing, and this combination with worn out tyres is potentially lethal.

Peter Rodger, IAM Chief Examiner, said: "Under-inflation causes excessive tyre-wear, with every ten per cent under the recommended optimum decreasing tyre life by ten percent.

"Vehicles of drivers found to be at fault in high-speed accidents were found to be six times more likely to have worn tyres than those of the other drivers involved\*. Keeping your tyres maintained is an important part of car-care, not only for safety but also for fuel-economy; under-inflated tyres will increase fuel consumption."

Mr Rodger gives some simple tips on checking the condition of your tyres:

- Check the general state of the tyre for cuts and bumps on the tyre wall and uneven wear
  - Check that your tyres are correctly inflated (ideally when they're cold) –you can find the recommended pressure listed in the car's handbook, or on the manufacturers plate, fitted in many cars
- The legal minimum for tyre tread in the UK is 1.6mm, but for optimum safety you are advised to start looking for replacements if the depth is below 3mm. Tyres with less than 1mm of tread depth have one third the braking friction of one at the bare legal min of 1.6mm, and below 3mm the tyres skid resistance begins to decline rapidly

Just because tyres are legal, they still may not be at an optimum for braking safely in all conditions. When there is a 2mm film of water on the road, even 2mm of tread may give no better stopping friction than a bald tyre\*. Have a quick look over your car once a week to notice any changes, and get your tyres checked by an expert if you are unsure.

---

**Assistant Guidance Officer**

**RAY PARKER GUIDANCE OFFICER**

**I have been Guidance Officer now for a long time. I need an assistant to work with me. The job is not difficult and all you need do is to apply to me. I can then explain the job description to you. So if you think you could support me in my position give me a call or see me at Guidance days.**



