

# NEWSLETTER

Winter 2012/13



## **GUILDFORD & DISTRICT GROUP OF ADVANCED MOTORISTS**

Registered Charity No. 1051069

[guildford-iam.org.uk](http://guildford-iam.org.uk)

## Data Protection Act

Members and Associates are reminded that names, addresses, telephone numbers and membership details are stored on computer files to assist with the management of the group and the distribution of Guildford Group correspondence.

We do not pass your details on to anyone else.

## Editor's Notes

Please note that the views and comments herein are published without prejudice, being those of the writers and not necessarily those of the Group or the IAM. Deadline to submit articles for the Spring 2013 edition is

Friday, 22 March 2013

### KEY DATES

Observed Sunday Runs 2013 09:15 onwards (Third Sunday in each month)

17 February, 17 March, 21 April, 19 May, 16 June, 21 July, 18 August,  
15 September, 20 October, 17 November, 15 December

Committee Meetings 2013 (Wednesdays) - Ripley Small Hall: 8pm - 10pm

6 March, 1 May, 3 July, 4 September, 6 November

### AGM 2013

Saturday 21 September - Ripley Large Hall 10:00am – 12:30pm

### Commentary Workshop

Look out for dates on the web site

Cover photograph courtesy of IAM library – all other photos from Group members



@IAMgroup



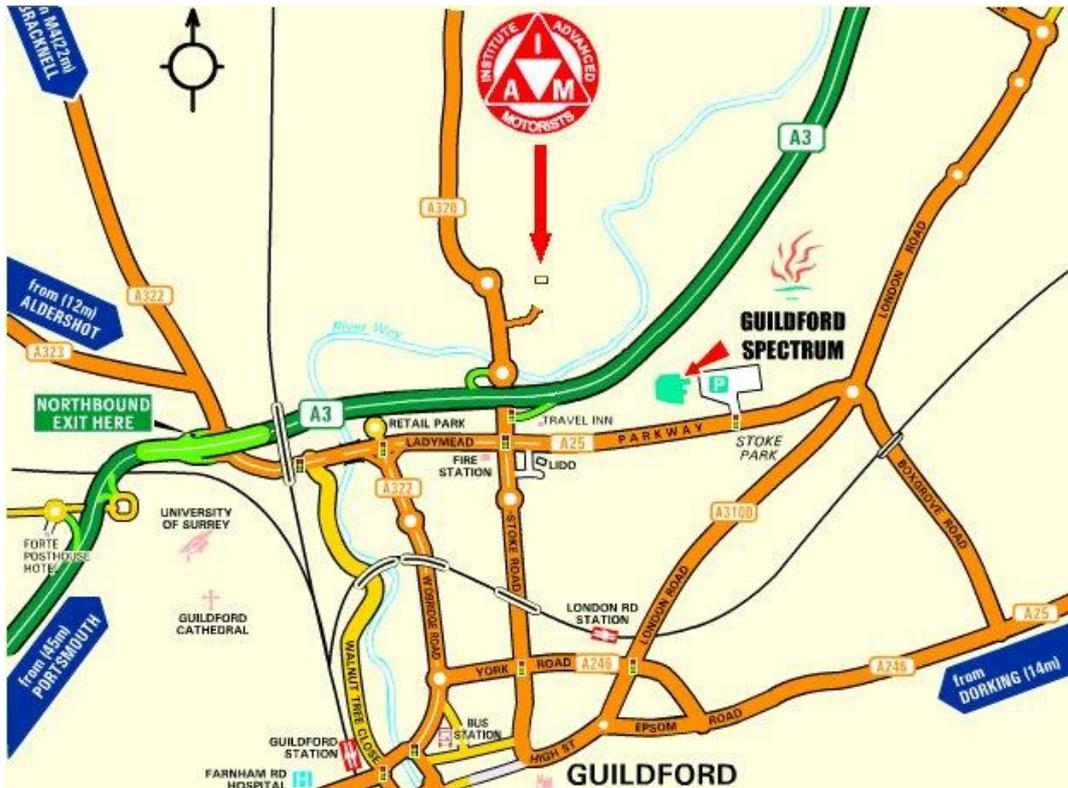
facebook.com/guildfordiam

## Observed Runs

These will be conducted on the 3rd Sunday of each month at  
9.15am and 10.30am – refresher drives at 11:30  
Guildford Borough Council Woking Road Depot, Guildford GU1 1QE

Telephone 07973 217785 or 07791 914031 on Sunday only from 9am to 1pm

**Appointments** for Observed runs - contact the Associate Co-ordinator:  
**07817 490 446**



**Associate Membership £139**

Entitles the Associate to 6 Observed Runs in their own vehicle during the 12 months following the date of their first appointment, and includes:

- ✓ the cost of the IAM Advanced Test
- ✓ the first year's membership of the Institute from the date of the first run
  - ✓ copy of 'Advanced Driving' manual
  - ✓ copy of the Highway Code
  - ✓ RAC membership for one year

Full Group Membership (whilst a Member of the Institute)  
£7.50 per individual / £10 for a couple at the same address

## Welcome

A warm welcome to our first newsletter of 2013 and a very happy New Year to all our readers.

Quite a few changes have happened since our previous newsletter appeared at the end of the summer last year, a bumper issue that was sadly the last from our recently retired Editor, Lou. I cannot remember exactly when Lou took over as Editor, but I think around 6 years ago, and she worked away behind the scenes producing many fine editions that were admired by her readers and other IAM groups. We thank Lou for her significant contribution and wish her well for the future, and take this opportunity to ask if anyone out there would like to take over the Editor's chair?

Another change announced at the AGM last September was the retirement of Stella as group Secretary, and for some completely unknown reason I volunteered to take the role back, it having been in Stella's very capable hands for five years. Once again, we are indebted to Stella for keeping control over a number of routine admin activities and for being the focal point of contact between the IAM at Chiswick and the Guildford Group, and we wish her well for the future too.

I am supposed to be retired from full time work thus leaving time for these social and charitable contributions, but the reality (as many of you may know) is that I seem to have less time for activities that I used to squeeze into a busy working week. And this means that I have also volunteered to write for and edit this newsletter until a suitable replacement Editor can be found.

The Group Committee is somewhat different these days following a few other changes at the AGM. Most notably we also said goodbye to Robert van Dissel, previously the Marketing Manager of the IAM and in his retirement a fervent supporter of the IAM and the Guildford Group. Robert will also be missed at our regular committee meetings. Details of all the current committee members are on the inside back cover.

So the committee is now leaner and, some would say, meaner, with a determination to take the Group forward and get some 'new blood' into the organisation. There are vacancies for anyone who can spare a few hours each month and come to Ripley for our bi-monthly committee meetings.

If you have passed your IAM advanced test and want to 'put something back' we would love to hear from you. Our Chairman, Steve, is looking for people to help with Marketing the Group, and for a Newsletter Editor, and for people to come forward to 'understudy' current Officers and other key positions. We have a number of committee members who have served for many years, and we are always mindful of the time and commitment that can mean, and the need to keep suitable candidates available to take over in the future.

One area where we seem to be very strong at present is with our Observer team under John's leadership. We have an unprecedented number of trainees and qualified Observers, and we are currently hoping to get around half of them qualified to National Observer status (more of this later in this newsletter). With the recent downturn in the number of Associates joining us to prepare for their test, we have Observers with some spare time on a Sunday, so why not take advantage of this and book an hour's refresher? You will be helping us with our training programme and helping yourself to keep those skills up-to-date at the same time. Best of all, it's free to existing Guildford group members.

So please continue to support us, keep driving to those high standards you know you are capable of, and have a safe and happy 2013.

Paul Whitehead  
Secretary

## Your letters

Dear Editor

Is it completely impossible for drivers to correctly navigate around mini roundabouts? Close to my home there are two relatively large mini roundabouts (virtually outside a Police Station) where it is common to see many motorists going the 'wrong way' round the circles at all times of the day and night.

Worst of all, I saw three 'middle aged' lycra clad male cyclists cut through on the 'wrong side' of one of these roundabouts the other day, at some speed, clearly not following the requirements of the Highway Code and having no thought for their own safety.

One is tempted to think that the design of these features is the main fault, since if no-one can (or will) drive round the circle there may be something wrong with the way it is laid out? Or is it that people are so lazy they cannot be bothered to turn their steering wheel sufficiently to negotiate the hazard successfully?

I guess these road junction designs have a number of functions, including assisting traffic flow at (usually) 3-way junctions, and slowing traffic through tricky housing estates etc., but they clearly encourage very bad behaviour that seems to go completely un-noticed by anyone in authority.

Does anybody have any suggestions, or are we to put up with these oddities and the illegal behaviour of many of our fellow road users?

*J Morris - Lightwater*

Letters should be sent to  
[editor@guildford-iam.org.uk](mailto:editor@guildford-iam.org.uk)

## Government cuts £15 million from road safety campaigns

The government has cut spending on road safety campaigns from £19 million in 2008/09 to just £4 million in 2011/12 – a cut of nearly 80 per cent. The figure was revealed after a freedom of information enquiry by road safety charity the Institute of Advanced Motorists.

The DfT is planning on spending £3.7 million on road safety in the 2012/13 financial year which will see:

- \* £53,000 spent on cyclist safety;
- \* £78,000 on child and teenager road safety;
- \* £50,000 on research into young drivers;
- \* £1.275 million on motorcycle campaigns;
- \* £1.685 million on drink-drive campaigns.

Every fatal road accident costs the UK £1.7 million. In 2011 the total cost of fatal road accidents was £3.2 billion, with immeasurable emotional and social costs.

IAM director of policy Neil Greig said: "Right across the public sector road safety is being cut too hard and too quickly, despite the huge returns on investment. One life saved, saves the economy £1.7 million. £53,000 is a derisory amount to spend on national cycle safety campaigns. Until we have the right roads infrastructure in place, publicity and education campaigns are one of the few tools we have to help us save cyclists lives. £78,000 for children's safety campaigns is virtually insignificant. If the government is serious about safety for these groups, these amounts must be increased."

"The successful drink driving and biker campaigns have raised awareness of these issues and they both appear to be working. The government needs to match that kind of expenditure and take the safety of children and cyclists seriously,"

## **From the Chair**

Welcome to our Winter 2012/2013 newsletter.

A number of items are being progressed within the Guildford group and the IAM.

The training team are working well and making excellent progress towards the accredited qualification for our observers. Thank you to John Panting and all involved for their efforts.

The IAM web site ([www.iam.org.uk](http://www.iam.org.uk)) has had a facelift, as it were. Head over, log in and check out the new forum which is now available. This is a bulletin board type application where you can read and discuss any number of topics. The forum is available for associates and members alike.

The Guildford group also have a new twitter feed for those that like to tweet and get involved with social media. Follow us @guildfordiam. A reminder we also have a facebook page as well as an excellent web site [guildford-iam.org.uk](http://guildford-iam.org.uk).

Quarterly events - We will be providing quarterly events at Ripley Village Hall to our members and anyone interested in the topic of advanced driving in 2013. These dates are being confirmed and will be available on the website shortly. These events will be to provide updates on new developments within the IAM and presentations on driving related items. One of the first events will be based on commentary, an invaluable tool.

Skid pan – Our skid pan courses are proving very popular and given the current weather it's highly recommended to get booked onto one. These courses are excellent value for money and, dare I say it, great fun. Learning how to feel and control and skid in a controlled environment in a car supplied by the course provider is invaluable.

A new development, in conjunction with the IAM and Peugeot, that Guildford and South London groups are getting involved with is a young driver initiative.

These groups are looking to provide a 2 hour in car assessment for drivers ranging from 18-25 years old. It's still early days but we will feed back in future newsletters on this encouraging activity. In the meantime if you know of anyone who might benefit from an assessment drive then please get in touch.

We are all looking forward to an excellent 2013. I hope you enjoy the rest of the newsletter, my thanks to Paul for putting together this newsletter. There is a great deal of work and co-ordination involved, many thanks.

Safe driving and please feel free to contact me or the committee with any questions or suggestions.

Steven McCormick  
Chairman

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## **Succession Planning**

An item mentioned previously and one that needs mentioning again. We are a group of volunteers who run the Guildford & District Group of Advanced Motorists in roles such as front desk, associate coordinator, training team, observers, membership, first point of contact, news letter, marketing, recruitment and more.

Can you help with any of the above roles, would you like to shadow a person in the role currently to see what's involved? Is there another skill you could offer to help the group?

If there is, please contact me ([chairman@guildford-iam.org.uk](mailto:chairman@guildford-iam.org.uk)) and I'll give you a call to discuss.



A few spaces left for  
March 3rd at 1330 and  
next date is 29th June.

### Ever Tried a Skid Control Course? It could save embarrassment... Or a life!

Courses are at Goodwood race track on various dates  
throughout the coming year - please check the website  
[www.guildford-iam.org.uk](http://www.guildford-iam.org.uk)

The 3 hour course covers an initial briefing on the causes of,  
and coping with, vehicle skids.

Most of the time is spent in a specially adapted car, on a prepared track,  
supervised by experienced, approachable experts.

Here you start developing your skid control skills and observing others.

Guildford IAM provides the courses at these discounted rates:  
£50 for Members/Associates of the Group  
£55 for Non-Members (family and friends)

Interested?  
e-mail [skidpan@guildford-iam.org.uk](mailto:skidpan@guildford-iam.org.uk)  
or call Chris King on 01483 537608

A few spaces left for March 3rd at 1330 and next date is 29th June

## On patrol with Surrey Police

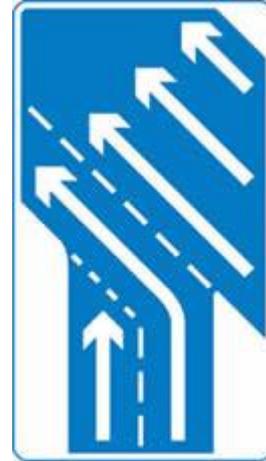
Just past 2 pm and the Sergeant calls out 'there's a stolen car on the way down the A23, so you go with Stuart – quick as you can'. And this is how I started the afternoon shift with Surrey Police on the Bank Holiday after Christmas. The Volvo automatic was checked and ready, so bonnet down, all the gear in the back, and off we go. A gentle cruise from Godstone to the M23 Northbound, then round the 'Works entrance' in the middle of the motorway and stop behind the hedge on the outside of lane 3 watching the passing cars. Light rain and some mist – ideal!

Stuart set all the radio channels so that we could monitor progress, tried the 'on board' ANPR that was refusing to co-operate, and explained that the fixed ANPR cameras had spotted a stolen car heading in our direction so we would sit and wait for another sighting and then decide if we could assist. We had a few minutes to introduce ourselves and Stuart explained who else was on that shift; a couple of double crews from Godstone and a couple of cars from Chertsey to cover the whole of Surrey that afternoon, with the Sergeant in another car and support from the Divisional cars scattered around the County, including the Dog Handler and an armed response unit.

The radios stayed quiet until suddenly another sighting in the North of the County, so it was blue lights on and off we go again, the automatic Volvo nicely warmed and quickly up to more than 100mph on the wet M25. A well timed exit from the clockwise carriageway at J8 through 4 lanes of traffic and almost to a stop at the green traffic lights on the roundabout as it is never safe to assume everyone has seen you, even with the lights on and the sirens sounding.

High speed towards Sutton, with the dual carriageway reasonably clear and most people looking in their mirrors; I too glanced in the mirror a couple of times, mainly out of habit, but there was hardly any point as no-one was going to catch us at that speed!. Not too fast through the speed cameras as they are there for a reason, and I got the feeling

that too high a speed caught on film just led to additional paperwork; we set one of the three off as we sped down the road. Cars slowed for us to pass, but some slowed just enough to narrow the approaching gap to a traffic island or other obstruction, so the plea is 'please STOP so I can get round you quickly!'



Stuart displayed an amazing amount of confidence in the potential actions of the other motorists, commenting that they all see you eventually and if in doubt you just have to hang back. It is pedestrians that are more of a risk, so our speed slowed towards Sutton, and as we had strayed into the Met area we turned around. The stolen vehicle had obviously disappeared off the cameras so no point in pursuing until they were spotted again.

Off to Guildford, the centre of the patch and more likely to create some jobs as darkness fell, but the radios were quiet and everyone was behaving themselves today so Stuart stopped in a local housing estate to check a few vehicles. En route we discussed his driver training and his style of driving, noting that he was keeping much closer to the nearside on straights and right hand bends than I do, and making the most of views through the left handers from the centre of the road. The misty conditions had people displaying a fine array of headlights and other illuminations, but you cannot stop everyone and change the bad driving habits of a Nation all in one shift, so we continued on our way, keeping just under the speed limits and noting the actions of passing motorists.

Once on the outskirts of Guildford we spotted one out of date tax disc but the controller told us that everything else was in date, so he just received a fixed penalty notice that would be dealt with by DVLA – the Registered Keeper lived in North London so no point in going looking. The speed at which the control room could input a Registration Mark and return all the details was astonishing, and we knew everything about the car and the keeper in seconds. These requests went on all evening as each crew called in another ‘vehicle check’.

The next car in the street was also displaying an October expiry tax disc, and this turned out to be more serious; the MOT and insurance were also well out of date and the address was local, so after checking some details we switched on the Sat Nav and went in search of Number 37. No-one in, despite an open upstairs window, but another notice issued.

A gentle run into central Guildford then followed, listening to the radios as a serious RTC in Dorking led to some road closures and a trip to St George’s Hospital for one of the Chertsey cars. There was another incident ongoing with a man brandishing a knife in his house and more road closures, so everyone started to get busy. As the single crewed car with a civilian attachment, Stuart was not going to get the really serious jobs unless there was no-one else available, but the demands of an RTC with someone badly injured would quickly soak up resources, so we remained alert.

Do you have a couple of hours to spare each month?

Your Group committee needs some new faces to help spread the IAM message and get new Associates to join us.

Contact the Chairman, Steve,  
on 01322 739727,  
chairman@guildford-iam.org.uk

“Traffic sign fallen into the road on the Hog’s Back at Farnham Road blocking the lane”. We heard the first call, then another, and accepted the job immediately. I guessed the location was on the access road to the Hog’s Back before the A3 slip joined the A31, but we were just about to join the A3 South and that would have put us after the junction, so we quickly turned and ran with blue lights through central Guildford to get into the right position.

Stuart’s exceptionally smooth driving style got us through the town at high speed and off up the hill into the mist – a hazard in the road on a night like this could quickly cause an accident and three calls about the sign had been received at control. An overtake in the dark as we ascended the hill was aborted as the faint glow of some lights appeared in the distance – better safe than sorry, and the road opened up shortly after. Suddenly the headlights picked up a sign lying in the road exactly where we thought it would be. Blue lights on, yellow coats on and carefully exit the car into the dark to retrieve the sign and see if there was anything else at the scene.

It looked like a truck had turned at the junction and taken the sign with them – clear tracks in the wet mud and grass and no need to turn it over to see that it was a ‘Give Way’ sign, so we moved it to the side of the road and confirmed there was no other damage. Stuart reported back to control once more to confirm the actions taken, and we returned to the warmth of the Volvo to cruise down the Hog’s Back in some low cloud.

Stuart wisely decided that this may be the quiet time to take a meal break, so we turned and drove back to Guildford at a steady pace. One enterprising driver called out to us as we waited at some lights to ask the way into town and then proceeded to drive in front of us for some minutes with his left indicator flashing like a Christmas decoration. He eventually found the indicator stalk.

The Burpham garage was empty when we arrived. It is the home of the Surrey Police Driving School and all their cars, the ‘office’ for our friends Alan Bone and Vince Bailey who have a National reputation for excellence

in Police Driver training, and is also the base for the Surrey Police Firearms unit; all their gear laid out in neat piles (but no guns) and their unmarked cars ready for action.

A short break in the empty Mess Room was a chance to relax for a few minutes and take off the bulky stab vest and some of the other gadgets that are carried around by Police Officers, but the radios stayed on and we listened to the progress of the KSI victim in Dorking and a man seen on the railway line in Haslemere. I found it amusing that the fridges in the Mess were all padlocked shut – you obviously cannot trust your fellow Officers when they run out of milk or forget to bring their lunch! Stuart was keen to learn a bit more about the IAM so an ideal opportunity to do some selling.

Break over and we were back on the road, adjusting the radios again to keep on the correct channels and listening for any new jobs. The Haslemere incident sounded the most likely to develop, so we headed down the A3 at a steady 55mph watching the other motorists and discussing their antics. Turning towards Milford a Mercedes emerged from the Texaco garage and seemed to be lost, moving very slowly and uncertainly down the road. Stuart spotted a flat rear tyre and decided to stop the car as the driver was appearing confused and likely to cause an obstruction.

After a short chat the driver was told to change the tyre, but he was partially disabled and his wife and children were a little distressed, so it was going to be easier and quicker if we did it for him. Yellow jackets on, and we quickly had the wheel nuts undone, but the wheel refused to come off until I pulled hard and ended up flat on my back in the road with the tyre on top of me. The space saver tyre was fitted and the driver left with instructions to keep his speed to below 50mph and check the wheel nuts and tyre pressure as soon as possible. An offer of some Christmas cheer was politely but firmly refused, but they were extremely grateful.

Back in the car we carried on towards Haslemere and a few minutes later control called us to ask if we could get back to Guildford to another RTC. Apparently a tyre

had come off a truck and hit a car, breaking the glass and causing other damage. Stuart looked for a safe place to turn and immediately had the blue lights on and the sirens wailing as we sped back towards the A3. As we approached the hill down past the Cathedral the traffic slowed and the lights of one of the Police cars from Chertsey gave us the location.

Yellow coats on, and I grabbed 5 cones from the back of the Volvo. Stuart and I walked up the road 100 metres and carefully placed the cones in the approved manner to close Lane 1, then returned to the scene and received a report from the crew at the incident. The truck driver had already arrived to talk to them, and the paramedic was treating the driver of the worst damaged car for shock, so Stuart assessed the scene and decided we should try to get the cars off the road as soon as we could as they were all potentially driveable, except there was another wheel to change!

It appears that a Transit van driving South on the A3 lost two wheels, the wheel nuts having been loose and fallen off for some unknown reason. He had a double wheel axle so was able to stop safely in the nearby lay-by, but one of the wheels bounced over the Armco barrier and hit two cars, one losing the offside bumper and having the tyre punctured, and the other being hit heavily in the driver's door smashing the glass and bending quite a bit of metalwork. A third driver at the scene claimed he was also hit by a tyre although he had been driving in the other direction.

Interviews and treatment took a while, so the plan to remove the cars was not as swift as we thought due to the ambulance remaining at the scene for some time, but we changed the wheel of the VW in readiness to clear the road. It took all three Police Officers some time to interview the four drivers involved and complete all the required paperwork, but we were keeping the traffic moving and were soon collecting the cones and packing the car. All the drivers were able to continue home, now waiting for their insurers to sort out the mess. No injuries were a welcome outcome.



Off up the A3 again, roughly in the direction of home as the shift was due to finish in just over an hour, but another call on the radio came from the Dog Handler who was following a driver in lane 1 at 30mph who appeared very unsteady. Divisional cars are not allowed to stop traffic on A roads and Motorways, so the Sergeant directed the driver into the BP services on the Northbound A3 before Wisley. I felt a bit sorry for the driver as she said she was only driving carefully because of the conditions, but she had three traffic cars, one Dog Handler and the unmarked car all in the same garage – it was pure coincidence that everyone was in the area at that moment!

Stuart had followed the others into the services and had a quick chat with his colleague from Chertsey and then we were off again up the A3 intending to take the scenic route home. Our route led through Horseley, Leatherhead, Dorking and round Reigate as we cruised along the relatively quiet roads. One girl failed completely to realise we were following her for several miles, despite the street lights and us stopping directly behind her at a red light, and she proceeded to drive at 40mph regardless of any other posted speed limit. She looked suitably sheepish as we passed her on entering a roundabout and realised we had been watching. Mirrors can be quite useful when you are driving, but not everyone seems to realise they are there!

Before we knew it, it was well past 9pm and time to return to Godstone. We had covered 135 miles on the shift, not as many as a really busy day, and needed 38 litres of petrol from the garage pump; driving heavily laden automatic cars with roof mounted signs at over 100mph makes for poor fuel consumption, and it can sometimes mean a car needs refuelling during a busy 8 hour

shift! Next stop the car wash (these Officers wash their own vehicles!) as a surprising amount of grime had built up over the 8 hours, and back in to the office to sort and distribute paperwork and report on the events of the shift.

Sergeant Clarke was back at his computer dealing with the reports for the KSI incident in Dorking, and his Officers were busy completing record sheets and filing reports so that they could get away as the 10pm shift arrived for duty.

So all in all, an unforgettable experience with an inspiring driver who was good enough to take me out for the shift and allow me full access to his day at work. I am very grateful to Sgt Clarke for arranging the opportunity and to Stuart for being my driver for the day.

Paul Whitehead

*This exciting day out with Surrey Police was 2 years ago. It is still a vivid memory. Ed.*



*Need a refresher?*

*Lost some of those finely tuned skills?*

*Book a refresher drive with our Associate Co-ordinator and get back to 'test standard' with our experienced volunteer Observers.*

*All it takes is an hour or so of your time.*

*Call Paul on 01252 519355 and arrange an appointment for 11:30 on one of our Sunday Runs – it's free for Guildford Group members.*

*Don't delay, call today*

## Ready, steady, snow

The IAM has issued advice on driving in snow and ice, with freezing conditions across the country possible at any time this winter.

IAM Chief Examiner Peter Rodger said: "Avoid travelling unless completely necessary, and don't ignore police warnings or advice to avoid specific routes. Can you work remotely, or change your schedule?"

If staying at home in the warm is not an option, the IAM offers the following advice on driving safely through snow:

- \* Ensure your windows are clean and clear, and that you have all-round visibility before you set off. Also take the time to clear snow off the roof of your car.

- \* When driving in snow, get your speed right - not too fast that you risk losing control, but not so slow that you risk losing momentum when it is needed.

- \* From stationary, start gently and avoid high revs. Stay in a higher gear to avoid skidding and maximise control. If it is very slippery, in a manual car move off in a higher gear, rather than just using first.

- \* If you get yourself into a skid, the main thing to remember is to take your foot off the pedals and steer. Only use the brake if you cannot steer out of trouble.

- \* Double or even triple your normal stopping distance from the vehicle in front so you are not relying on your brakes to be able to stop; it simply may not happen!

- \* It's better to think ahead as you drive to keep moving, even if it is at walking pace.

- \* Plan your journey around busier roads as they are more likely to have been gritted. Avoid using short cuts on minor roads – they are less likely to be cleared or treated with salt, especially country lanes and housing estates.



- \* Bends are a particular problem in icy conditions – slow down before you get to the bend, so that by the time you turn the steering wheel you have already lost enough speed.

- \* On a downhill slope get your speed low before you start the descent, and do not let it build up – it is much easier to keep it low than to try and slow down once things get slippery.

And if the worst does happen:

- \* Keep track of where you are. If you do have to call for assistance, you need to be able to tell the breakdown or emergency services your location.

- \* If you must leave your vehicle to telephone for assistance, find a safe place to stand away from the traffic flow. If you have just lost control, the next driver could well do the same in the same place.

- \* If you break down or have to pull over on a motorway or dual carriageway, it is always better to leave your vehicle and stand a short distance behind and to the safe side of it. Don't stand in front of it if at all possible. Balancing the risks of a collision and hypothermia is something that depends entirely on your situation.

To keep drivers safe this winter, the IAM has launched a website, [drivingadvice.org.uk](http://drivingadvice.org.uk), with traffic updates, weather forecasts and tips on how to drive safely in winter.

Tips cover rain, snow, ice, fog and wind – everything you can expect in a typically unpredictable British winter. Check it out before you travel.

## **Accidents increase in South East**

The South East of England has seen less improvement in its road safety than any other region in England, according to IAM's analysis of recent data produced by the Department for Transport.

Figures for 2011 show that the rate of reported killed or seriously injured (KSI) casualties in the South East of England has increased by ten per cent since 2010, corresponding to 45 more KSI incidents per million people.

The region that has made the greatest improvement is London which has seen a decrease in the rate of KSI casualties on the roads by six per cent (81 casualties) since 2010.

The North of England (North West, North East and Yorkshire and the Humber) has experienced a period of stagnation, having made little or no improvements to their rates of reported KSI accidents since 2010. However, the North East of England does have the lowest rate of KSI casualties per million population of all regions (329 per million).

The IAM reported earlier this year that local authorities will receive a 26 per cent reduction in their funding from central government over the next four years. Councils now have more flexibility in how they spend their money – with no obligation to spend a set amount on road safety – but significantly fewer resources, a fact which is reflected in these road safety statistics.

Other data includes:

\* In 2011 there was an increase of 160 on the 2010 total figure of reported KSI casualties in the West Midlands.

\* There was an increase in the rate of KSI incidents in the East Midlands between 2010 and 2011, from 463 to 478 per million population.

\* The South West of England has seen a steady decline in KSI figures since 2005, with the rate continuing to decrease by an additional one per cent between 2010 and 2011.

\* In 2011 the East of England saw a drop of five per cent on the 2010 KSI figure.

IAM chief executive Simon Best said: "It is unacceptable that road deaths and serious injuries have risen since 2010 in several regions, as well as at a national level.

"Ministers should take this as a serious warning. Cutting road safety education and reductions in local authority spending all suggest that road safety isn't a major priority for this government.

"The government must bring back targets for road safety. While our real aim should be for no deaths or injuries - as is the case on the railways - simply meeting the European target of reducing deaths by 50 per cent by 2020 would in itself save a thousand lives."

### **Accidents increase in South East**

**What are YOU going to do about it?**



**Safer Roads for Surrey**

## Driving 'down under'

I was lucky enough to visit friends in New Zealand recently and I couldn't help but notice the contrast between the busy roads here in the UK and the open country roads of NZ.

Although New Zealand is a relatively small country it can take many hours to drive between destinations. Even when distances are short, hilly or winding terrain or narrow secondary roads can slow your journey. And then you have to factor in the additional time needed to stop and enjoy the view and take the obligatory photos.

Like us they drive on the left and the maximum speed on any open road is 100km/h. The maximum speed in urban areas is 50km/h. The presence of yellow paint is a sign of danger - double yellow lines indicate it is too dangerous to overtake.

Most roads in New Zealand have a single lane each way, and some provide passing lanes at regular intervals - these should be used where possible when overtaking. You must not cross a solid yellow line on your side of the centre line to pass a vehicle.

They have very few motorways and those they do have would probably not be recognised as such by us. No four lane highways for them. Weather extremes, the terrain and narrow secondary roads and bridges require drivers to be very vigilant.

In winter some roads may be treacherous due to ice or snow, particularly around mountain passes. There is often a risk of avalanche and when this happens road crews may have to build new road around the obstruction if it is very large.

### **One lane bridges**

A number of roads in New Zealand have one-lane bridges where vehicles travelling in one direction must give way to vehicles going in the other direction.



Either of the signs above show that you are approaching a one-lane bridge. Slow down and check for traffic coming the other way. The smaller red arrow shows which direction has to give way.

Given the size of the freight lorries on the road it is a miracle that they manage to cross many of the narrow bridges which span lengthy gorges. There seems to be little room to spare and no barriers of any consequence.

One vehicle I did see was not on the road fortunately, but it is obvious that they enjoy their off road activities.



## Rail crossings

Only half of New Zealand's 1500 public rail crossings are protected by automatic alarms. For example, if red lights are flashing, stop and only proceed once the lights have stopped flashing.

Other crossings are protected by Railway Crossing and Give Way or Stop signs only. When you see a Stop sign at a crossing, stop and only cross the track if there are no trains approaching. When you see a Give Way sign, slow down and be ready to stop and only cross the track if there are no trains approaching.

It sometimes feels as if you are sharing the roads with the trains - there is often little to separate the two! This picture shows State Highway 1 and the North South Railway line in close proximity to one another.



## VACANCY

The group is seeking a 'Web Site Editor' to work closely with the committee and the Webmaster. The main duties will be to keep the data on the group web site under review, organise new and revised material for the web site, and generally make sure the information we publish is relevant and up-to-date.

Pay and working conditions are fantastic, and there are opportunities for world wide travel and other benefits. Please apply in confidence to the Chairman as soon as possible.

chairman@guildford-iam.org.uk

### Guildford Rules

Did you know ....?

As part of an effort to eliminate road sign clutter in the mid-1980s, a colour-coding system was developed to indicate information pertaining to different categories of route on a single sign. The system became known as Guildford Rules, after the town of Guildford, where experimental versions of this signing system were tested.

Do you know any more about this subject?

Write and tell us .....

## Can you help?

All our Observers are being asked to qualify as a Local Observer or a National Observer under a new Training and Qualification scheme being run by the IAM. This scheme is accredited by IMI, the Institute of the Motor Industry, and represents a significant step forward in the way Observers are trained and assessed, and an increase in their professionalism and standing in the road safety community.

One of the requirements for National Observers is for them to be assessed by an IAM Examiner whilst carrying out an Observed run. As you will know, we presently carry out all our runs on a Sunday, and if we can only meet Associates once per month it is going to take more than two years to get all our National Observer applicants through their test.

The requirement to have an Associate has therefore been relaxed somewhat, such that we can be assessed for our training and observing skills with any member of the IAM (except another Observer applying for this test).

So, do you have a couple of hours to spare during the week, and would you be willing to drive an Observer under test with an Examiner in the back seat? Of course, the person being assessed is the Observer and this run will have no effect on your status as an IAM member. But, it will give you the opportunity to get a free Observed run where you can discuss any advanced driving topics you wish to with the Observer and the Examiner, and maybe brush up on some skills that are a bit rusty.

We really would appreciate your help, and your contribution will go towards helping our Observers to be better qualified and able to help more people to join the IAM. Please contact the Chief Observer (details inside the back page) if you can assist us. Thank you.

## WHY DID YOU DO IT?

A couple of questions for which we would really like to get your answers ....

1. What was it that got you into advanced driving?
2. What do you think would attract new people into advanced driving now?
3. What improvements can we make to the way the group is organised?
4. Do you have any ideas to attract new Associates?

Please e-mail the Editor or the Chairman with your suggestions – thanks for taking the time to reply.

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### Refresher runs Observed Sundays - 11:30am

You've passed your advanced test, you've been driving using the system and have noticed improvements in your driving but there may be that small area that you'd like to work on some more?

Maybe you'd like help with your town driving with an observer beside you offering pointers? Country roads might not be your thing and you'd like to work on limit points and positioning some more? Confidence on motorways might be an area you'd like to improve?

If you'd like to work on anything further in your driving or even just a sanity check since your test, then please get in touch. You must still be an IAM member and a member of the Guildford group to take up this offer.

If you can send an email to me (chairman@guildford-iam.org.uk) in the first instance then I'll get your session arranged. Just let me know what it is you're looking for help with and your contact information.

### **Fines for riders and drivers not carrying a breathalyser in France.**

Fines for drivers of all motor vehicles - including motorcyclists, - who are caught without a breathalyser kit, will be implemented in France from March 2013, according to the IAM.

All drivers in France, including motorcyclists, are now required to carry a breathalyser kit and the €11 fine is will be applicable to all road users, except for those on mopeds.

Single-use breathalyser kits will satisfy the requirement. The legal limit in France is 50 mg per 100 ml of blood, lower than in the UK (the UK limit is 80mg). They cost between £1 and £2 and they will be available at ferry and tunnel terminals for crossings to France. It is intended that people will be able to test themselves to check whether or not they are over the French limit.

Anyone driving in France is already required to carry a warning triangle and a fluorescent safety vest to use in an emergency. Additionally UK motorists and motorcyclists must display a GB plate.

IAM director of policy and research Neil Greig said: "The new French rule is a genuine attempt to reduce the number of alcohol-related accidents. France's lower limit means it's very easy to be over the limit the morning after as well. As always, the best advice for road users is not to drink and drive at all."

*Note from the Editor – we commented on the 'usefulness' of this legislation in our Summer 2012 newsletter when this matter was first announced. Can you see how it is all going to work?*

## MEMBER INFORMATION

Annual Membership is from 1<sup>st</sup> April each year.

### NEW ASSOCIATES

Welcome to: David Englefield, Hugh Elliott, Gillian Estcourt, Simon Bates, Michael Baker, Nicholas Tinker, Richard Purkardt, Joanna Adamczyk, William Martin, Gemma Huddy, Jon Watson, David Bralsford, Rachel Sarno, Benjamin Tyas, Eric Martin, Sue Hazell, Tony Hazell

We hope you enjoy your observed runs and wish you luck taking your Advanced Driving test.

### RECENT TEST PASSES

Congratulations to:

Rebecca Quinlan (F1rst), Chris Krishnan, Peter Lewis, Kara Newman, David Hyman.

A special mention for Gareth and Valerie Corfield. Although we have a number of members who are in the same family, we cannot recall sending two certificates to members of the same family at the same time! Well done.

### Can't make your Observed run appointment?

We try to match the number of available Observers (all volunteers) with the number of booked Associates, but sometimes we realise things can go wrong. If you cannot attend your booked appointment please let us know. Call the Associate Co-ordinator on 07817 490446 any time, or on the morning of your appointment please call 07973 217785 or 07791 914031.

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### Passed your Advanced Driving Test Want to do more?

Train to be an Observer

Join the group committee

Try the IAM Masters test

Promise to keep up the standard –  
take a refresher

Get a friend to match your skills and  
take the test!



## Officers and Committee Members

### PRESIDENT - VACANCY

|                                |                    |   |
|--------------------------------|--------------------|---|
| CHAIRMAN                       | Steven McCormick   | <a href="mailto:chairman@guildford-iam.org.uk">chairman@guildford-iam.org.uk</a><br>14 Jackson Close, Epsom, KT18 7RA<br>01372 739727                               |
| VICE CHAIRMAN                  | VACANCY            |   |
| SECRETARY                      | Paul Whitehead     | <a href="mailto:secretary@guildford-iam.org.uk">secretary@guildford-iam.org.uk</a><br>01276 472354 – 07860 600477   |
| TREASURER<br>TEST CO-ORDINATOR | Gerry Raleigh      | <a href="mailto:test@guildford-iam.org.uk">test@guildford-iam.org.uk</a><br>Brackendale, Brimshot Lane, Chobham,<br>GU24 8RN - 01276 857853                         |
| CHIEF OBSERVER                 | John Panting       | <a href="mailto:chiefobserver@guildford-iam.org.uk">chiefobserver@guildford-iam.org.uk</a><br>48 Linden Way, Send Marsh, Ripley, Woking,<br>GU23 6LW – 07713 485547 |
| FIRST POINT OF<br>CONTACT      | Chris Hughes       | <a href="mailto:firstcontact@guildford-iam.org.uk">firstcontact@guildford-iam.org.uk</a><br>13 Windsor Road, Wraysbury, Staines,<br>TW19 5DE - 07814 172531         |
| ASSOCIATE<br>CO-ORDINATOR      | Paul Wallace-Stock | <a href="mailto:associates@guildford-iam.org.uk">associates@guildford-iam.org.uk</a><br>43 Manor Road, Farnborough, GU14 7HU<br>01252 519355                        |
| MEMBERSHIP<br>SECRETARY        | David Pearce       | <a href="mailto:memsec@guildford-iam.org.uk">memsec@guildford-iam.org.uk</a><br>17 Burpham Lane, Burpham, Guildford,<br>GU4 7LN - 01483 505389                      |
| FRONT DESK<br>MANAGER          | Shan Hughes        | <a href="mailto:frontdesk@guildford-iam.org.uk">frontdesk@guildford-iam.org.uk</a><br>23 Copthall Way, New Haw, Addlestone,<br>KT15 3TX - 01932 350715              |
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| EVENTS<br>CO-ORDINATOR         | Colin Pound        | <a href="mailto:events@guildford-iam.org.uk">events@guildford-iam.org.uk</a>  |
| WEB SITE EDITOR                | VACANCY            |   |

Do you have a friend or relative who would benefit from  
our advice and guidance?



If so, please put them in touch with Chris Hughes,  
[firstcontact@guildford-iam.org.uk](mailto:firstcontact@guildford-iam.org.uk) - 07814 172531

Please pass on this newsletter once you're done with it – how about  
asking if your doctor's or dentist's waiting room will accept it?