



Borders Observer

www.bordersiam.org.uk

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'Arrive Alive' in the Borders

Members were privileged to view the "premiere" of a new version of the Driving Standards Agency's "Arrive Alive Classic" programme, presented with humour and enthusiasm by Eddie Ramsey, a Driving Examiner based in Edinburgh.

The "Classic" version of the programme, which is a Prince Michael International Road Safety Award Winner, aims to encourage road safety by highlighting awareness of various issues which are relevant to the more mature driver, including rising traffic volumes,

more complex road systems, and health-related issues such as eyesight requirements and the effects of medication.

Using a mixture of snappy video clips and PowerPoint slides, Mr. Ramsey encouraged audience participation, illustrating the points with tales garnered from his long experience as an Examiner. Members for whom the experience of sitting the Driving Test is but a distant memory discovered much about how it has changed over recent years. Today's test candidates are made to feel much



Peter enjoys a refreshment with guest speaker, Eddie Ramsay

more at ease during the test, to the extent that they can even listen to their in-car audio at a modest volume!

The presentation reinforced some of the points made in our theory course for new Associate members, and it was therefore most encouraging to meet some of them for the first time.

Peter Sandison

Events Programme

Check the Borders Group website at www.bordersiam.org.uk for latest information on events.

December 6th 2005: "Quiz Night" with the Chairman at the helm! Buccleuch Arms Hotel, St. Boswells, 7.30pm

February 7th 2006: "The Scottish Environment Protection Agency (SEPA) - a Borders Perspective"; Guest Speaker - Allan Virtue of SEPA. Buccleuch Arms Hotel, St. Boswells, 7.30pm.

March 7th 2006: "A Day in the Life of a Road Safety Officer"; Guest Speaker - Fiona Moore, Road Safety Officer, Lothian & Borders Police. Buccleuch Arms Hotel, St. Boswells, 7.30pm.

April 21st or 28th 2006: Visit to Alexander Dennis Ltd. (@12.45) and Falkirk Wheel (p.m.); Postponed from September. If you are interested in this social event, please let Peter Sanderson know your preferred date(s) so we can be sure of numbers.

May 2nd 2006: Annual General Meeting with guest speaker (to be announced). Buccleuch Arms Hotel, St. Boswells, 7.30pm.

The newsletter of the Borders Group of Advanced Motorists



Peter Sandison presents Andrew Johnston with his certificate for passing his Advanced Driving Test

Congratulations !

To the following members who recently passed their Advanced Test:

Wilma Turnbull (Car)

Derek McGovern (Car)

Ken Robson (Motorcycle)

Welcome !

To the following new members of the Borders Group:

Sandy Brownlie (Car)

Maude Brownlie (Car)

Mig Moore (Car)

John Milne (Car)

Alex Paton (Motorcycle)

Contributions

If you have any comments on the newsletter or if you feel like contributing, please contact the newsletter editor,

Kevin Hamilton on 01506 412386

or e-mail: iam@kevham.co.uk

Your articles and contributions would be gratefully received - after all, it is YOUR newsletter. The copy deadline for the next issue is **Friday 16 December**.

Chairman's Comment

On Saturday 8 October, Kevin Hamilton and myself attended the All Groups Conference in Wolverhampton. This proved to be a very interesting and informative day with guest speakers from the DSA and the Highways Agency.

Rosemary Thew, the new Chief Executive of the DSA spoke on the Road Safety Bill and an update on the activities of the DSA. Nabeel Alzaka from the Highways Agency spoke on an innovative trial of technology on the M42 called 'Active Traffic Management'. This second presentation produced many questions from the delegates. More on all the talks will appear in the Advanced Driving Magazine. The end of the morning session involved handing out the annual awards, and to our amazement and surprise, the Borders Group was **Highly Commended** in the **IAM Group Achievement Awards** along with three other Groups.

I would like to thank everyone involved in raising the profile of the Borders Group. I'm sure that with everyone's help more can be achieved - so lets all raise our game and see if we can improve

in areas that need a bit more attention.

In the afternoon, the IAM Chief Executive, Christopher Bullock, gave his annual report including news of the 50th Anniversary of the IAM movement which is being celebrated in 2006. There are many events planned through out next year and we will keep you informed.

Mr Bryan Davis DCM gave a presentation entitled 'Observing/Associate Throughput'. This gave delegates much food for thought and I believe the Borders Group will have to take on board what is being proposed. Just before the Conference closed it was announced that the Chief Examiner, Brian Lunn, was retiring to be replaced by Mr Peter Rogers.

In an effort to try and raise the profile of what the Group does, we hope to be able to distribute the newsletter more widely in future. With that in mind, from this month we will include more information about Advanced Driving and the aims of the IAM in general. Please feel free to pass your copy on to as many people as you can.

Raymond Black

A Pair of Aces



Graeme and Andrea Pogson pictured with their certificates after passing their advanced motorcycling tests.

Oh Deer!

When we're driving or riding we are always (hopefully) aware of and looking out for other road users. They in turn should be aware of and should be looking out for us.

There are however other road "users" whom we should be expecting but who are not expecting us. They are of course wild animals.

I have recently been a regular traveller on the A82 Glencoe road to Fort William. Riding across Rannoch Moor during the daytime is a wonderful experience, but riding it after dusk and before dawn is a far less enjoyable one. There are many serious collisions between cars, lorries, buses and Red Deer each year. Most of these take place in darkness when the deer come down from the hillsides to graze the temptingly lush foliage at the roadside. They are simply impossible to see as they stand on the road surface (they don't wear reflective vests). Sadly, collisions with deer are a fairly regular occurrence. The consequences of such a crash with a car can be serious. The consequences of a crash with a motorcycle almost don't bear thinking about.

My defence mechanism when riding this particular road in the dark is to firstly expect the unexpected, then to remain "in contact" with another vehicle and thirdly, concentrating like hell. I like to keep a closer reference than normal to the vehicle in front, running between a one and two second gap. This closer proximity should in theory cut the chance of a deer directly crossing my path, as there isn't sufficient time for one to come into "my" gap. Large vehicles are less helpful as their size eradicates your forward vision. Following a car or light van is best,

a local the very best, as they tend to be keen to make progress and are likely aware of the local driving conditions, having no doubt witnessed a deer/vehicle interface or two during their driving career. Drivers who regularly drive out-with towns or cities also make full use of their headlamp's main beam and this is abso-

lutely critical when attempting to make safe, swift progress in the gloom. Riding in tandem with such a driver is to me the safest way of dealing with a dangerous stretch of road as I can make use of his positioning, headlamp intensity and ultimately his vehicle which should shield me from the very occurrence I'm trying to avoid.

This advice was prompted by one of our Motorcycle members who recently had just such a collision on the A697. Sadly Bambi is no longer with us but thankfully Nigel is. His innate riding skills, along with his IAM training helped him to control his machine and bring it safely to a halt. Nigel will be very keen to receive

donations of trout and salmon as he's tired of venison steaks, burgers, stew, mince and pies. Hopefully his BaMbiW will be repaired and back on the road soon.

(Editors note: In 2003, there were 222 reported injury accidents involving an animal in Scotland - approximately 1.5% of all injury accidents.)

*Mike Dall
Motorcycle Observer*



Events Co-ordinator

The Group is still looking for someone to take over the job of Events Co-ordinator.

Without someone in this post, the events programme for the coming year may suffer.

If you might be interested in helping, please contact either Raymond Black on 01890 882677 or Peter Sandison on 01896 758634 who will be able to tell you what is involved.

PLEASE HELP IF YOU CAN !!!

Quiz Answers - September

September's quiz was a bit of a last minute effort as our normal quizmaster, Raymond was ill. When I looked at it again, I realised it was a bit on

the hard side - that might explain the lack of entries!! Anyway, the answers are below and I've owned them all except the Alfa Romeo!

- | | | | |
|---|-----------------------|---|-----------------------|
| 1 | Ford Sierra | 5 | Subaru Impreza |
| 2 | Ford Fiesta | 6 | Mazda MX5 |
| 3 | Toyota MR2 | 7 | Vauxhall Nova |
| 4 | Alfa Romeo 156 | 8 | Volvo V70 |

If you guessed them all, then well done! Even my wife couldn't get them all.

*Kevin Hamilton
Editor*

Roadcraft Quiz

Yet again, Raymond has set another of his devilish Roadcraft quizzes to keep you on your toes. These questions are the sort of things you'd need to be able to answer to meet the theory part of the Qualified Observer test - and all the answers can be found by looking in your copy of Roadcraft. There are no prizes this month but you can still send your answers to Raymond and we'll print the name of the winner along with the answers next time.

- Q1 One of the three main types of hazard is:**
- A Long broken white lines
 - B Road users
 - C Zebra crossings
- Q2 Phase five of the system is:**
- A Gear
 - B Acceleration
 - C Speed
- Q3 If speed is doubled braking distance is:**
- A Doubled
 - B Quadrupled
 - C Trebled
- Q4 Each of the phases of the system**
- A Must be used on every hazard
 - B May be applied in any sequence
 - C Should be considered in sequence
- Q5 Each of the phases of the system:**
- A Must be used on every hazard
 - B May be applied in any sequence
 - C Should be considered in sequence
- Q6 One of the 'observation links' is:**
- A Red traffic lights may change
 - B A cluster of lamp posts – probably roundabout ahead
 - C Dog on lead may run into road
- Q7 How many rules are given for braking on corners and bends?**
- A Three
 - B Four
 - C Six
- Q8 Which of the following is not listed as giving rise to micro climates?**
- A Physical features such as buildings or trees
 - B Landscape features, such as hillsides
 - C Conditions created by local farming or industrial practices
- Q9 An audible signal should be used:**
- A To frighten dogs off the road
 - B When approaching road junctions
 - C To warn vulnerable road users
- Q10 The definition of a hazard is:**
- A Anything which is potentially dangerous
 - B Anything shown on a hazard warning sign
 - C A dangerous driving situation

Quiz Answers - July

Raymond last set a quiz in the July issue and I would have printed the answers and winner in the last newsletter except that Raymond hadn't told me (he was ill after all!). Anyway, the winner was **Glen Guthrie** - your prize is on its way.....

The correct answers were as follows:

Q1=B, Q2=A, Q3=C, Q4=B, Q5=C, Q6=A, Q7=A, Q8=B, Q9=A, Q10=B

Quiz Ideas

We're always looking to improve the newsletter so if you have any ideas for new quizzes or if you don't like the quiz, let us know. Even if you like things the way they are, it would be nice to hear from you. Just drop me a line at iam@kevham.co.uk or contact any of the committee members listed on the front page. We'd be delighted to hear from you.

Kevin Hamilton
Editor

IAM Factsheet Use of Gears

Advanced Driving is all about being in the right place at the right time, traveling at the right speed with the correct gear engaged. In other words, "Speed for the hazard – gear for the speed". Using the gears correctly is a basic requirement of advanced driving; select the right gear before reaching a hazard and use the intermediate ratios whenever necessary, including for brisk acceleration.

Properly co-ordinated gear changes are smooth and precise without any jerking, and passengers do not usually notice them. A smooth downward change requires a little pressure on the accelerator pedal to match engine speed to the road speed when the drive is taken up again. Do not change down though the gears when slowing down. It's "brakes to slow – gears to go", except in an emergency. You can use the lower gears for maximum engine braking going down a steep hill or on a slippery road where you might skid, or if your brakes fail.

Don't ride or slip the clutch, or coast to a stop with the clutch disengaged.

Automatic gearboxes remove most of the need for decision-making about gear changes in normal driving conditions. But, always consider the advantages of using the intermediate 'hold' positions when brisk acceleration is needed.

Recent research by the IAM and BBC Radio 4's 'Today' programme looked at why some drivers exceed the 30mph speed limit. The research was confined to drivers likely to commit 'marginal' speed violations in 30mph limits, not those that greatly exceed the limit. All the participants had manual transmissions and 79% had modern, five speed gear boxes.

Drivers were asked: "Do you ever find the car tends to 'creep' above 30 mph without you realising it?" 74% of those taking part in the poll answered "Yes".

They were then asked what gear they would normally use when trying to maintain a steady 30mph. 54% thought that they should be in either fourth or fifth gear.

The research is thought to be the first looking at driver behaviour and gear selection. It suggests that selecting the most appropriate and most flexible gear for the speed is a simple, practical step that individual drivers can take to curb their speed and avoid prosecution. But selecting the appropriate and most flexible gear for the speed isn't enough on its own. You also have to use good **acceleration sense**.

Acceleration sense is the ability to vary the speed of the vehicle in response to changing road and traffic conditions by accurate use of the accelerator, and it requires careful observation, full anticipation, sound judgement of speed and distance and an awareness of the vehicle's capabilities.

'Nobby the Bobby' wins Dominic Fox Award

The 2005 Dominic Fox Award - the IAM's most prestigious external Road Safety prize - was presented at the IAM's National Conference to PC Martin "Nobby" Clark from Cheshire Police.

The judges said that the work PC Clark has done over many years has contributed to saving the lives of many young drivers and riders, particularly in the North West.

PC Clark joined the Cheshire Police in 1987 after serving with the Royal Air Force Police. It was while he was with the RAF that he first developed an appetite for road safety issues. His work with schools in military bases in Germany and the UK led to him receiving a Commander-In-Chiefs Commendation for his services to Road Safety.

In 1997, PC Clark joined the Traffic Enforcement Department, which formed part of the Uniform Operations. In his new role he found himself with the time, opportunity and resources to promote Road Safety throughout Cheshire in a major way.

He first used a small trailer that enabled him to



carry displays for his Road Safety work. The Road Safety programme was officially launched at Oulton Park in June 1998 where Education, Evaluation, Engineering and Enforcement were to be promoted rigorously throughout Cheshire. From there, PC Clark went on to become the single most important point of contact for Road Safety within the county.

In recognition of his work with Road Safety and in particular the "Drive Survive" scheme, PC Clark received a Prince Michael of Kent Award in 2004.

"We are told that PC Clark is known, affectionately, as 'Nobby the Bobby.' We were impressed by his ability to connect with the

younger drivers and pre-drivers. This undoubtedly has a lot to do with the enthusiasm he brings to his work," said IAM Chief Executive Christopher Bullock.

PC Clark was awarded with a £500 cheque for his road safety work, and a specially engraved silver armada dish.

Previous winners of the Dominic Fox Award from the IAM were Sam Geddes of Adelaide Insurance in Belfast and Simon Ettinghausen of Bexley Borough Council. The first winner of the award was also a PC, John Spencer of Northamptonshire Police, in 2002.

Source: IAM Press Office

By using third gear and accurate acceleration sense, you can stay within a 30mph speed limit quite comfortably in most modern manual cars without putting any strain on the engine, the gearbox or the transmission.

Developing your acceleration sense will also help you to avoid unnecessary braking. Braking, even at 30 mph (44 feet/14 meters per second) can destabilize the vehicle. But, if you vary your speed in 30mph speed limits by just using the accelerator (acceleration sense), you

have a finer level of control of your vehicle and your speed.

You can also improve fuel consumption and minimise expensive wear and tear on your car too. Optimum economy levels aren't just about the engine and road speeds; throttle openings are important factors too. You actually consume a lot more fuel, and you are much less environmentally friendly, if you are in a high gear (fourth or fifth) at a low road speed (30 mph or less). That's because the throttle opening has to be wider to address the imbalance between the inappropriate gear

and your speed. More fuel is admitted into the manifold and the engine, and the result is that you tend to increase your road speed. But, if you select a more responsive gear (third) for the same road speed (30 mph or less) and you use a "light right foot", the throttle opening will be narrower and less fuel consumed. Smoother driving gives you better control of the vehicle and improved passenger comfort – plus it's more economic and more environmentally friendly.

Source: IAM Factsheet 16/001

Keeping a Grip on Safety

More than two million motorists in the UK are putting their lives at risk by never checking their tyre pressure or tread according to the RAC Foundation. The NOP Automotive Survey carried out for the RAC Foundation also showed:

- 7% of motorists only check their tyre pressure and tread once a year
- 15% of women never check their tyres
- 13% only make checks when going on a long journey
- 4% make checks every journey
- 21% every week
- 49% once a month.

Research has also showed that six per cent of all fatal motorway

This problem is exacerbated - as in spot checks it was found that one in three air pressure gauges in petrol stations were not working or had been vandalised. Petrol retailers should provide free, accurate and well-maintained tyre pressure gauges, according to the RAC Foundation after receiving complaints that gauges often are not working.

The NOP survey also found that:

- Half of all women drivers do not know their recommended tyre pressure
- 85% of male drivers claim to know their tyre pressure
- Young drivers (17 –24) were least likely to know their recommended tyre pressures.
- A quarter of high mileage drivers do not know their pres-



inflated tyres despite correct pressures being vital to safe handling, optimum steering, braking and grip.

Edmund King, executive director of the [RAC Foundation](#) said:

"Tyre safety is not an optional extra. Tyres are the only contact that the car has with the road and therefore it is essential that they are not worn or under or over inflated. If you are unsure about your tyres or other safety equipment, this is the perfect time to get them checked and put things right in advance of the Winter."

"If more drivers in the North West followed the simple advice given out at this event then many unnecessary injuries and deaths could be prevented."

Tyre manufacturers estimate that three quarters of accidents caused by "blowouts" are down to incorrect pressures. Under-inflated tyres cause a reduction in the overall control of the vehicle and increased braking distances. Over-inflated tyres cause poor vehicle handling, reduced stability in braking, cornering and reduced grip. Drivers should check their tyres at least once a month.

The [Tyre Industry Council](#) runs Tyre Safety Week every year and offers free tyre safety checks at locations throughout the UK. This year, the tyre clinic will be at the Fort Shopping Park at J10 on the M8 just east of Glasgow on 4th and 5th November.

Sources: RAC Foundation and TIC



FACT FILE

- 20 per cent under-inflation can increase tyre wear by 25 per cent
- 20 per cent under-inflation can reduce tyre life by 30 per cent
- 20 per cent under inflation can reduce fuel economy by three per cent
- 10% of cars are running on illegal tyres (under 1.6mm tread)
- 90% of tyres are incorrectly inflated

accidents are caused by the sudden failure of under inflated tyres and worn tyres contribute to ten per cent of accidents in the wet.

sure.

A recent safety campaign carried out by the [Tyre Industry Council](#) revealed that ninety per cent of the cars they tested had under or over

What is the IAM?

The Institute of Advanced Motorists (the IAM) is a charitable body with 3 very simple aims and objectives -

1. To improve the standard of driving and riding on the UK's roads.
2. The advancement of road safety.
3. The administration of an Advanced Test.

The Advanced Driving Test has been in existence since 1956 (and the Advanced Riding Test for motorcyclists since 1976). Due to the existence of around 200 local IAM Affiliated Groups throughout the UK, all charitable organisations in their own right, the support for people wanting to prepare for and pass the IAM's Advanced Test is unparalleled throughout the UK. The support of the Groups means that the Advanced Test is available and probably achievable for ANYBODY who

has an interest in improving their driving skills.



By "improving their driving skills" we are not talking about those who want to enter motorsport but anybody who feels the way that drivers are left to their own devices once they have passed their "L" test is not good enough, or even that the nature of driving has changed since they passed their "L" Test, especially in today's unforgiving traffic and roads.

The 'Test'

The Advanced Driving Test lasts for about 90 minutes and usually covers between 30 and 40 miles along all types of road.

The Examiner will hold a Police Advanced Driving certificate (either serving or ex Police Class 1) and will have extensive experience from working

within the Traffic sections of the Police Force.

The Test gives a thorough workout of driving ability, allowing the candidate to alter their drive according to the conditions and environment of the road. The types of road vary from quiet country roads, motorways to busy town centres. In each case there are hazards and situations that need to be avoided and taken care of using the methods and techniques that advanced driving gives. There may be situations where the candidate can show flair and panache (or what we term as Sparkle) on an open country road where optimum progress can be gained at maximum safety, using optimum road positioning and excellent observation. All this combines to give a brisk smooth drive, at the legal limit on the open road. In other situations, the candidate will need to show restraint and composure to deal with tricky hazards that may become apparent throughout the drive. Such as

in a town centre situation, where observation is used to pick out hazards in situations that are constantly changing. The main objective is that the candidate has to perform well in all situations rather than excel in one.

Many people often comment on the Test after taking it and more often than not, the comments revolve around how much they enjoyed the drive. On Test the candidate gets to "show off" the new skills that they have been tuning for the weeks during their course. The Advanced Driving Test **IS NOT EASY** but is within the reach of most motorists with the right guidance.

How do I join?

Visit the IAM website at <http://www.iam.org.uk/Skill4life/> and gain a 'Skill for Life'.

Alternatively, contact any of the Borders Group committee who will be pleased to tell you more about Advanced Driving.

IAM Driving Assessment

The IAM Driving Assessment is only available to current IAM members. It is an opportunity for members to undertake a beneficial learning experience with an IAM Examiner that positively supports the IAM policy of improving driving standards for the advancement of road safety. Application Forms and information about the cost and the conditions that apply to the IAM Driving Assessment can be obtained from IAM Head Office.

The IAM Driving Assessment comprises:-

- a short briefing,
- a period of driving/riding by the member - assessed by the Examiner,
- a further period of driving/riding by the member - with open discussion about it, (not instruction),
- a full de-brief.

The IAM Driving Assessment is not a test. Members undertaking it will not be considered to have either "passed" or "failed" and the result will not have any effect on continued membership of the Institute.

Minor errors or omissions during the IAM Driving Assessment, which do not compromise safety, will be treated as part of the beneficial learning experience. At the conclusion of the IAM Driving Assessment the Examiner will give the necessary advice and/or make appropriate recommendations to encourage improvement.

In all cases of an IAM Driving Assessment being undertaken by a Member, the Examiner will give a comprehensive verbal debrief about the strengths and weaknesses noted in the Member's driving.

Members who undertake and complete an IAM Driving Assessment will receive an IAM Certificate showing the date on

which the assessment was undertaken.

The IAM Driving Assessment and the Certificate will have no significance, other than to confirm the fact that the Member undertook the Assessment on a specific date.

An Examiner will terminate an IAM Driving Assessment if, in his/her opinion, the standard of driving and/or the level of safety of the Member undertaking it is so poor that discontinuing the assessment is necessary in the interests of safety.

In all cases when an IAM Driving Assessment is terminated, the Examiner will inform the Member of the reasons(s) why the assessment has been terminated and give a comprehensive verbal debrief about the weaknesses noted in the member's driving. Details of the weakness noted in a Member's driving will be forwarded, in writing, to the Chief Examiner. The Examiner will give the member any appropriate advice

and/or make appropriate recommendations to encourage that improvement.

When an IAM Driving Assessment is terminated, the Member will NOT receive a Certificate since the assessment was not completed.

In all cases when an IAM Driving Assessment is terminated, the Chief Examiner will subsequently notify any advice or recommendations that the Examiner makes to the Member, in writing. The Member will be advised why their driving was considered unsafe and encouraged to consider the appropriate options that will benefit him or her and road safety generally.

An existing Member who wishes to have his or her standard of driving/riding tested may, at any time, take an IAM Advanced Driving/Motorcycle Test in the normal way. The cost of that Test will be the normal test fee.

Sudoku

Thanks to *Bob McKendrick*, **Sudoku** has come to the Borders Observer! For those who don't know (where have you been?) this is a simple logic puzzle which has taken the UK by storm over the past year. The rules are very simple: Fill the grid so that every row, every column and every

3x3 box contains the digits 1 to 9. There is only 1 possible solution.

It's graded as being of medium difficulty (although I found it very hard!!). The solution will appear in the next newsletter.

4				1			6	
					6	7	2	
				8			3	9
			6		2	4		7
1		2	8		4			
3	8			6				
	1	7	9					
	6			4				8

Minister calls on drivers to switch off their phones

A small minority of drivers are continuing to endanger themselves and other road users by using hand-held mobile phones while they are driving according to new figures released today by the Road Safety Minister, Stephen Ladyman.

Research for the Department for Transport has shown that, in the most recent survey, 1.5 per cent of car drivers and 2.4 per cent of lorry and van drivers were spotted using hand held phones.

Road Safety Minister Stephen Ladyman said:

"Using a mobile phone while you're driving makes you four times more likely to have an accident, and it's a shame that a small minority of drivers are still using their hand held phones.

"Missing a call won't kill you, but a road accident might. I urge people to switch off their phones while they're driving to make the roads safer for us all. The police are on the road looking out for drivers using phones and they do prosecute those they catch.

"The Road Safety Bill currently going through Parliament will mean that in future people using a hand held phone will get a £60 fine and 3 points on their licence. But I don't want people to be caught and risk losing their licences, I want them to stop using their phones while they drive."

The findings on mobile phone use coincide with the release of the latest seat belt wearing rates. The seat belt survey has been running since 1988 and this shows a high and stable wearing rate of 93% for all drivers, 94% for all front seat passengers and 83% for all rear seat passengers.

As part of the THINK! initiative the Department for Transport runs targeted advertising campaigns on seatbelts and mobile phones. See www.thinkroadsafety.gov.uk for more information.

Borders Group Website

For those of you who are 'web enabled', why not visit the Borders Group website (pictured right) for the up-to-date information on group events and news.

The site has useful information on the workings of the group and advanced motoring in general. There is also an archive of old newsletters and a range of useful motoring links.

The site address is www.bordersiam.org.uk



Borders Group of Advanced Motorists

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Views expressed in Borders Observer are not necessarily those of the Editor, the Borders Group or the IAM.

