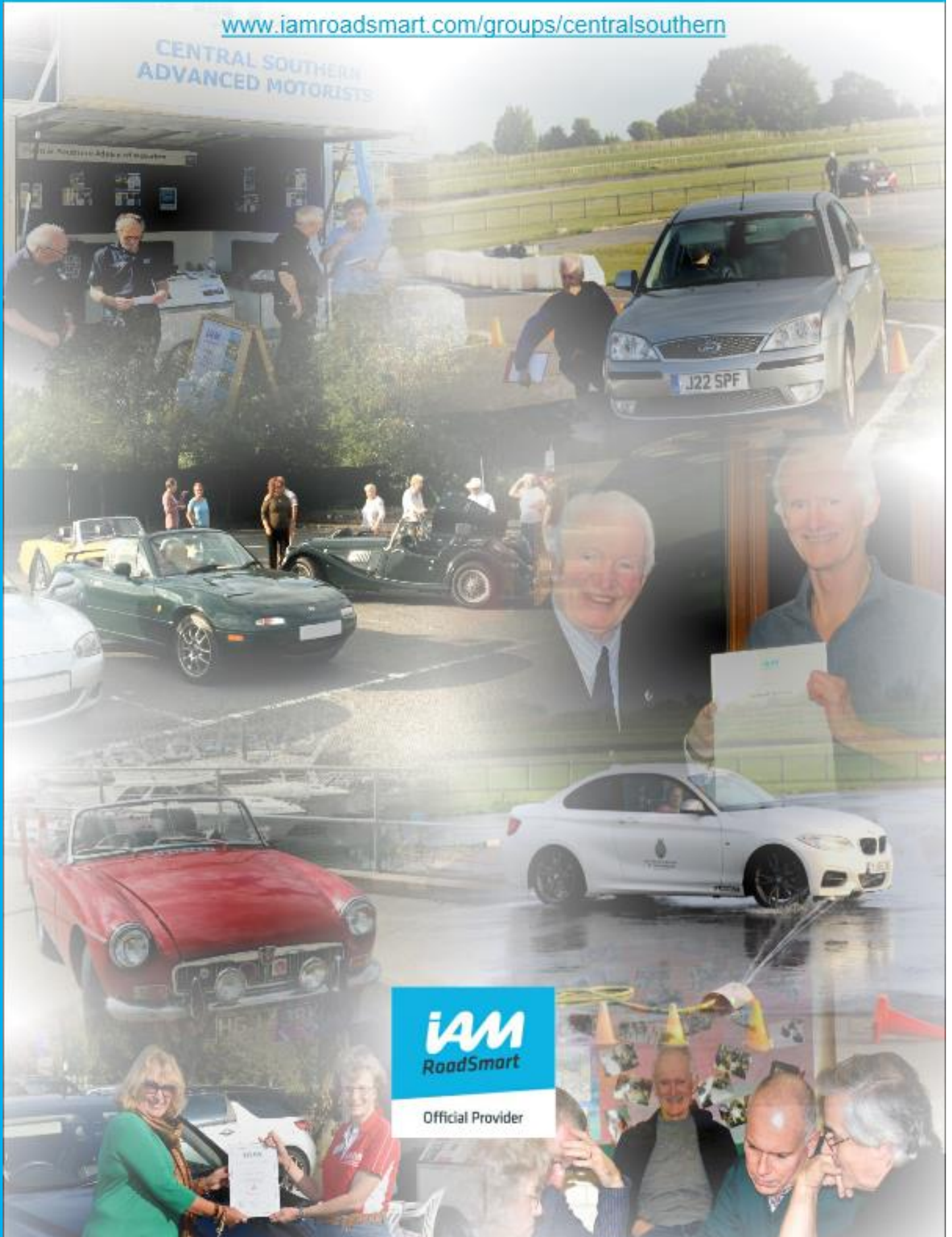


Winter Newsletter

CENTRAL SOUTHERN ADVANCED MOTORISTS

www.iamroadsmart.com/groups/centralsouthern



CENTRAL SOUTHERN ADVANCED MOTORISTS

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CENTRAL SOUTHERN ADVANCED MOTORISTS

Registered Charity No. 1079142

From the Editor



Welcome to our Winter Newsletter of 2020.

Just after publication of the last newsletter Karen and I were off to Scotland for a UK staycation.

Friday and a late morning start with a lunch break at Warwick North saw us to our overnight stop at Gretna.

Saturday morning a visit to the Gretna Outlet Village was followed by a drive to Dores on the shores of Loch Ness. This route took us through Glasgow but we did not stop off as previously planned because of the high incidence of Covid-19 in the city at the time.

Sunday saw a trip to Inverness to stock up with supplies for our week in the cottage and a quick look around.

Monday we were making a trip to Karen's friend who now lives almost on the shore of the Morey Firth. It was the slower pace of life that attracted the friends to make the move there.

Tuesday was another trip to Inverness with more time to look around and to book a restaurant for a special meal and hotel for the overnight stay for the following Saturday which would be Karen's birthday. It would also be the day we were due to leave the cottage so a busy day on the horizon.

Wednesday took us first to the Culloden Battlefield then on to the town of Nairn for lunch. A spot of retail therapy at Brodie Countryfare was followed by a drive to Findhorn before returning to the cottage.

Thursday was a trip to Fort Augustus for a boat trip on Loch Ness with a short stop at The Falls of Foyers on the way. Following a fish and chips lunch by the loch we set off to return to the cottage, we drove back around the far side of the loch to complete the circumnavigation of Loch Ness. Still no sign of Nessie.

Friday was our last day at the cottage and was spent with a run out to Aviemore and back before repacking ready to depart the following morning.

Saturday we had a night at Kingsmills Hotel booked so that I could take Karen to the Mustard Seed Restaurant for her birthday but we had the day to fill so we did a round trip to Avoch Beach, Fortrose, Chanonry Point and Cromarty before returning to Inverness and booking into the hotel to prepare for the birthday meal at the Mustard Seed.

Sunday saw us leaving Inverness for a couple of days on the Isle of Skye. The sky opened and we had heavy rain all the way for the 111 miles to our guest house in Dunvegan. The rain running off the high ground resulted in many waterfalls right by the side of the road in many places and running across the road in a few.

Monday was dry but there was still some water draining off the highlands and rushing towards the sea. We had a day trip to Portree, the capital of Skye followed by a visit to the Fairy Glen which is located in the hills above the village of Uig. (The Fairy Glen visit was, of course, Karen's idea.)

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Tuesday was a quick visit to Dunvegan Castle & Gardens in the morning then on to Eilean Donan Castle at Dornie followed by a journey to Dumbarton for an overnight stay. Premier Inn's smart phone app allowed me to pull over into a car park and choose an Inn based on my location and book it there and then.

Wednesday, our final day, driving back home from Dumbarton with a lunch stop at Charnock Richard then on to Locks Heath to buy the essential bread and milk before arriving back home at Stubbington, having covered close to two thousand miles since we had set off. This was my first trip north of Hadrian's Wall but it is a beautiful country and I intend to go again and see some more of it.

I was impressed when I found out that my Skoda Superb achieved an average of 52 MPG despite the heavily loaded car and regular use of "Sport mode" for the quick overtake when the opportunity arose.

Having had another Lock Down since this trip I am well aware of how this year is running away with us so I would like to take this opportunity to wish all of you and your families a Very Merry Christmas, may next year be a better one for all of us.

Contributors, both old and new, would you please forward your work to my newsletter email address, editor@csam.org.uk.

Andy Wilson, Newsletter and Website Editor

From Our Chairman



This newsletter article is predominately concerned with thanks.

Firstly, thank you to all group members who attended the AGM. Holding our AGM via video conference was a first for CSAM and it went remarkably well; attendance was perhaps a little down compared to the 2019 AGM (where I was a non-Member hidden at the back of the hall), but we still had more than enough for the meeting to be quorate.

I most sincerely hope that we will be able to meet in person for the 2021 AGM, and that we'll be able to return to business as usual, with a speaker, presentations and a chance for more socialising. Even then, I hope we'll be able to add live video streaming as an option for attendees who don't wish to travel.

We conducted the primary business of the AGM simply: a precis of the reports which have already been shared with you; the approval of last year's accounts; approval for budget for the forthcoming year; the election/re-election of Committee members.

After the AGM, we had time for an informal chat amongst attendees; this has led me to feel that we could do more in the way of virtual events for the membership. Watch this space for news...

Next, I'd like to take this opportunity to thank Duncan for his many years of service to the group. Duncan has been a great help to me getting up to speed in my new role.

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My final thanks go to those who, after 9 months of seeing me in an interim position, put their faith in me as the Chair of the group for the next year.

I do of course have to mention the current state of the COVID-9 crisis. At the time of writing, we see an alarming increase in the number of cases, but in our area of operation, we are one of the safest places in the UK. IAM RoadSmart has issues some very simple guidance: when the COVID Alert Level changes from Medium to High, all on-the-road activity for cars should cease. We will respect this advice, and to reiterate previous messages, Associates and Observers should not go out on an observed run unless they feel comfortable doing so regardless of the COVID Alert Level.

Shortly after our AGM, I attended the biannual IAM RoadSmart Local Group Engagement Committee (LGEC), a small group of 30 or so people drawn from local groups, examiners and a modest representation from IAM RoadSmart. Unfortunately, I'm not permitted to share most of what is discussed, but I was really encouraged to see Tony Greenridge, the current Interim CEO in attendance, with a commitment to try to attend all LGEC meetings; he seem genuinely interested to hear our feedback and very well understands the importance of the local group network and army of volunteers that makes IAM RoadSmart viable.

We announced in the AGM the changes happening in the Worthing area; we continue to have regular meetings with them and our IAM RoadSmart Area Service Delivery Manager to effect this transition smoothly.

Until next time, stay safe,

David.

Chairman

Central Southern Advanced Motorists

Chief Observer's Corner



I started my article for Autumn Newsletter on an optimistic note, stating that I was looking forward to the resumption of activities. Well, we did make a start at the end of August and have had a couple of test passes since we restarted. We are now facing another month of lockdown when we won't be able to have any observed runs with our Associates. Two steps forward and one back!

Sixty percent of the Observer team and eighty percent of Associates have decided to restart since early September in addition we have welcomed several new Associates since the beginning of the first lockdown. Given that Associates who were assigned to Observers now in isolation, plus our newly enrolled Associates, John France (Associate Liaison) has managed to reassign/assign all but three Associates. This is a great result and is a measure of the group's flexibility. Thanks John and thanks to all the Observers still helping Associates through the Advanced Driver Course.

Before restarting activities with Associates, many of the Observer Team has taken advantage of a practice run, this has helped us all to maintain our high observing standard. On this note I have to declare that unfortunately the second Observer Training day of the year has been

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cancelled, thoughts of running a virtual training day are still a possibility but the timing and content of any such meeting will be a challenge.

I am very proud of the whole of the CSAM Observing team, the team has shown resilience, high levels of common sense and massive amounts of flexibility. The Observers are the life blood of the whole of IAM organisation, our Observers are a fantastic bunch and my thanks goes out to them.

We have all been getting used to calling each other before our driving sessions to check that we are fit and well, have sanitised our vehicles, will be wearing masks, will have to drive with the windows open and will be completing the briefing and debriefing outside the vehicle.

Having now completed nine runs since the end of August restart I feel that I am in a good position to comment on the process.

- For me the pre-run call has developed from the Covid checks and now includes the normal pre-run briefing.
- I'm getting very good at sanitising my car, it's not exactly sparkly but it is sterile.
- I'm not keen on wearing a mask and definitely find driving whilst wearing glasses at the same time to be major issue when it comes to keeping my glasses from steaming up, so far I haven't found a solution to this issue. If you have the same issue then please make sure that you remain legal, if you can't keep your glasses from steaming up such that your visibility is impaired you must not drive.
- Driving for any length of time with windows open is another challenge, if like me you feel the cold. As we go into winter keeping warm during the session will become harder. As an all year round cyclist I know that keeping moving is the key to keeping warm, lots of hills at this time of year is the best solution, what I now need to do is to find some way to exert myself whilst sitting in the passenger seat to achieve the same end result of keeping warm.
- One final point that I would like to highlight. As an experienced advanced driver I know that I can drive consistently at 30 or 40 mph without constantly watching the speedo, since my first practice run with another Observer I have been struggling. At first I thought that it was because I was out of practice but as time has passed I've been wondering if other factors might be contributing to the issue. When I drive with the windows closed, on my own or with my wife, I'm as good as I ever was. As soon as I open the windows I'm struggling, I have concluded that the increase in wind noise is probably a contributing factor, the fix is to practice more with the windows open, more cold runs! I don't think that we appreciate just how all our senses work together until we change the status quo. I have concluded that listening to the sound of the engine note is a real contributor to my ability to drive at the required speed.

Understandably our monthly Sunday sessions at Chichester Northgate had to be suspended, these will not now restart until at least March 2021. We have had several inquiries from members of the public for the free Taster Runs, hopefully some of these can be completed on a one-to-one basis after the relaxation of the latest lockdown.

It seems as if we have all gone into hibernation or have been on an extended holiday, I am looking forward to getting back to some sort of normality. I hope that everyone stays safe and well, and that we can all get back on the road sooner rather than later. The message remains the same, we all must decide if we want to go for a drive with someone who is not

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part of our immediate bubble and might be dangerous to our health, this is applicable to all drives not just IAM drives.

The IAM RoadSmart offer to extend any Associate's membership for the period lost during lockdown is still in operation. To activate this offer the Associate will need to call IAM RoadSmart Customer Support on 0300 303 1134 at the time of their membership renewal.

Phil Coleman

Chief Observer

Membership Mumblings!



I hope you and your family is keeping well. I am writing this in the second national Lockdown and once again sadly all observed runs have ceased. It was good to get back in the passenger seat with my associate. The first run was strange to us both with masks, open windows and for me it was the first time I had got into a car with a non-family member since March. The interesting thing is how quickly you adapt to the new requirements to maintain as much normality as normal while finding out how wet you get driving with the windows open when raining (it was tipping it down but I won't spoil the answer for you).

I would like to thank you once again for your continued support in this turbulent year. We have not been able to achieve the number of passes we strive to beat year on year or been able to offer social event/educational events, yet you have stood by us and maintained the group as it waits to rise up and out again. It has been hard for businesses, charities, maintaining job security and for one's personal mentality. I have certainly noticed a change in behaviour this year. More often than not the friendly hellos on walks have gone, people take social distance to many different levels some people could not be any closer where others actively walk several meters away from you. The good-natured humanity appears to be weaning and it feels we have become very focused on self-preservation. We have learned many things from the first lockdown but so many things we have forgotten and these have appeared to have come round in full circle. The vaccine seems to be a plausible route out of this pandemic but for many it will be a while before they will have the opportunity. Will those vaccinators then get to return to normal life or still have to abide by social distancing? Will be interesting to find out how this will be managed.

For those out early to work you may have noticed the frosty morning the other week. The nights are certainly drawing in and it is beginning to feel more like winter. With cars spending more time on the drive this year it is really important that we check our cars are ready for the winter and nothing has deteriorated this year.

As I have mentioned previously I have been driving all through lockdown and seen the many changes to the roads over this year. It is fairly obvious that this latest lockdown has not reduced the number of drivers on the road. One of the main changes to my driving over the last few weeks is that I have had to wear a mask. One of my colleagues broke his ankle and as he lived on my route to work we have been driving in together. I have found driving with a mask different and I have been trying to determine what is being affected by the face covering. I am not against masks, I am wearing one everyday at work and with us all in masks

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we have all stayed safe protecting those around us. However I was still curious whether there was any evidence behind my different experience while driving.

There are documents online about the use of the 5 senses while driving. Firstly is sight. Most of the things I read discussed the impairment of vision while wearing a mask and especially for those that wear glasses. Luckily I do not have to wear them, but for those that do undoubtedly you have had to work out suitable methods to prevent your glasses from steaming up while wearing a mask. Sight is the main sense we use during driving. It allows us to focus on hazards, see what is around you, allows us to see into the distance and judge how far things are away from you. Facemasks do affect our ability to communicate with each other and takes away the emotion. You can tell the emotion of another driver by their driving style but I wonder how much eye and face contact we also make to access other drivers while on the road? The other noted issue with sight is the number of missed eye tests during lockdown and this may lead to avoidable accidents on the road.

Hearing is the second most use sense and it allows you to listen for other vehicles or pedestrians. The roads are full of sounds and are a very important part of our navigation of them. Is this being affect by the windows being open? Has it changed the familiarity to sounds/muffle what we instinctively have listened out for? At most it is a new distraction that we may be getting used to.

Smell? Yes smell. This is actually used while driving and allows us to identify an overheated engine, leaking fuel or oil, fumes and brakes that are too hot. Recognizing theses scents will enable you to take action. I have found masks do affect smell (and we are all more careful about what we eat at lunch these days). Masks have been found to reduce sensitivity but not identification. There are studies on this and while fabric and surgical will still allow you to smell, some of the medical masks if fitted correctly do act as a strong odor barrier. Some people have also complained of breathing difficulties while wearing masks depending on health and the type of face covering used.

One website stated taste is never used while driving. While we may have different tastes in cars, the actual sense we use while eating to enjoy our food is not used for the purposes of controlling the car

Feeling vibrations of a vehicle allow us to tell if something is wrong with the vehicle or if there are strong winds/weather conditions. Does the sense of enclosure from the mask affect your judgment on this?

I think one of the main issues may be distraction especially if the mask becomes uncomfortable, needs readjustment and if you find yourself concentration on the mask you are not concentrating as much on the road. It is something different, something many of us are not used to and my guess is it is the distraction the perceived restriction that may be the difference I am experiencing. I am curious on your opinions on this. Anyone that has had to wear a mask driving I would like to know your thoughts and experiences. Does the mask affect your driving and why? Please email me (membership@csam.org.uk) your views and I will follow up with a summary of responses in the next newsletter.

Stay safe.

Matt

Membership Secretary

Associates' News



Since the last Newsletter, I am pleased to report that four new Associates have joined our group. They are Reza Alom from Portsmouth, Ellen Hancock from Crawley, Alex Ferguson from Bosham and Ben Humphreys from Lewes.

Reza and Ellen have already been allocated to their Observers.

Our Waiting List currently stands at six.

Observed Runs are continuing, albeit at a reduced level. We have successfully managed to re-allocate Associates nearing completion and also allocate some new Associates to Observers who are available to help them with their advanced driver course. The safety of Observers and Associates is our prime concern and we are encouraging all Associates to check the latest Covid-19 alert levels for their area and advise their Observer should they have any concerns.

I would like to thank all Observers and Associates for their patience and kind assistance which has helped us to keep going through this most difficult period.

John France

Associate Liaison

ALAN FRANKS

1928 – 2020



Alan was born in January 1928 in Hampstead London.

At 14 he left school and following in his brothers footsteps worked for Lloyds Bank. Banking did not suit Alan at all so he moved to Vickers as an office boy where at 16 he started his apprenticeship working on Spitfire production. Call-up to the RAF came in 1946 and since he and his mate were bored with Spitfire production, they did not return their reserved papers.

Demob came in 1948 when Alan went to work for Dickie Austen (jewellers) in Brighton. That temporary job became permanent and the rest, as they say, is history. When the Chichester shop was purchased Alan commuted by train from Brighton. Early in life Alan was a keen motorcyclist. He used to ride his motorbike to work. The 1950's led to cars, which changed often.

During his early years in Chichester he and his colleague Roy were both members of the civil defence and spent a couple of evenings a week driving round in Land Rovers using two-way radios. He was also a keen amateur photography and had his own dark room when he lived over the shop in East Street Chichester.

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In 1973 Alan was a founder member of the newly formed Chichester Group of Advanced Motorists. Alan passed his Advanced driving test in May 1974. Alan was an active member of the Chichester Group and served as treasurer for many years. He attended publicity events and towed the MDU on many occasions.

In April 1974 he married Sally having met her through Austen's the jewellers where she worked temporarily.

Alan and Sally celebrated their 46th wedding anniversary quietly together this year during lockdown.

Alan was an unassuming man and never realised quite how much he was loved by extended family and friends. Alan influenced the lives of so many people – family, friends and work colleagues – in such positive ways.

He will be greatly missed by all who knew him.

Duncan Ford Retires as Treasurer



On behalf of the group, the Committee would like to thank Duncan Ford for completing four years as Treasurer:

Sheila, Group Secretary says: "Duncan, I very much appreciate your expertise over the last four years as Treasurer. Although you are now out of the 'Committee Bubble' I hope you will continue to be involved with CSAM and keep a friendly eye on us!"

Phil, Chief Observer says: "Duncan has been an Observer since February 2018. He has guided 4 Associates through their Advanced Driver Course to test, all passed and three were F1rst. He is

clearly an accomplished Local Observer and would be a good National Observer. During my time as Chief Observer I have grown to appreciate Duncan's knowledge and his advice has always been valued. He is a good group supporter and turns out regularly when we run the Chichester Northgate Sunday sessions."

Andy, Newsletter Editor says: "Duncan joined the committee and was elected to the role of Treasurer at the AGM of 2016, a role which he performed for the next four years. In this role he was also our main contact with the Charity Commission, collecting and submitting the information required to keep us the right side of the law and enabling CSAM to reclaim Gift Aid from the Government, another task for him in submitting those claims. Well done to Duncan for a busy four years during which he also trained for his qualification as an Observer. Now it is time to relax, just a little bit."

John, our Associate Liaison says: "How would I describe Duncan. Knowledgeable, honest and humorous. A friend to CSAM and a pleasure to work with."

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Andrew, our new Treasurer says: "I really appreciated Duncan's thorough handover to me. I am also grateful for the ongoing support he has provided as I pick-up the reins."

From my perspective, I owe Duncan a huge thank-you, not only on behalf of the group, but personally also. I have seen Duncan as something of a mentor since joining CSAM: his help, insight and advice have been invaluable to me over the last year in getting up to speed as Chair of the group.

I am so pleased that I will continue to work alongside you in the IAM RoadSmart Local Group Engagement Committee.

We wish you all the very best,

David.



FROM GREEN WAVES TO GREEN WAYS

Do you remember that phenomenon known as a green wave? It was a clever idea with traffic lights which was designed to both keep traffic moving and to keep it at the right speed. Supposedly, if you drove at just below the speed limit along a series of major roads in a given direction, the traffic lights were programmed to all turn green as you reached them. A whole batch of traffic could thus keep moving steadily for quite a long way. If you went too fast, you were continually interrupted by red lights, so there was a real incentive to keep to the law and drive smoothly. The scheme was nicknamed a green wave though in practice it was more of a gentle ripple than a wave. The concept only worked on a lengthy stretch of road and with limited, regular volumes of traffic. Parts of the North Circular or the A 12 might be alright, particularly in the late evening but for most drivers it was a fine concept which was still born.

Traffic volumes simply kept on rising and rising, faster than extra roadway could be built, and the synchronised traffic lights were simply overwhelmed.

The continuing pandemic has changed so many things about our ordinary lives that one wonders whether traffic flows will be one small element among a welter of fundamental changes. A whole series of changes which were already in evidence before Covid have since gathered pace and intensity. For us motorists the prime ones are retail habits, work practices and propulsion types.

Take retail for a start. As we are all aware by now, the traditional high street is under severe pressure from internet shopping. A larger and larger percentage of purchasing is done on-line and many shopping malls and high street brand names are feeling a draughty change. Fewer people do regular major shopping expeditions for most everything once every so often, but instead shop on whim for discriminatory items and shop by internet for regular foodstuffs which are delivered to one's home. Home deliveries means more vans trundling around suburbia and many more at odd times of day than was once the case. As drivers, we all know that this demands more vigilance on those innocuous roads which look blandly safe but hide immediate danger. Van drivers are notoriously careless of road regulations, they stop frequently, often without warning, and the delivery crew jump out or move around the vehicle quite carelessly. Under pressure to deliver on time, they'll take a chance on the cooperation

of other motorists and push out on roundabouts, speed down over-parked streets and ignore the danger of children and others on pavements and roads. It's up to us to cater for these added perils on normal roads, to look for moving feet behind the vehicle, to watch for crew emerging from the other side of the road after a delivery and to give opening doors a wide margin.

The combination of more vehicles on the roads and more demand for home deliveries has prompted some dispatch companies to seriously toy with delivery by drone. This conjures up those lost futuristic dreams of the 1950's when we forecast flying cars over every rooftop and speedy zipping from home to anywhere and back in a twinkle. Those fantasies never materialised -- luckily, imagine the crash hazards of flying neighbours -- but the miniaturised parcel carrying drone is very much closer to reality. With today's GPS and accurate central control, the likelihood of mid-air collisions is much reduced as is the number of vans plus crew on the roads. It could all be so much cheaper and safer than now so much so that it can only be a matter of time before a drone fleet will be as common a sight as sparrows once were.

Mentioning time brings up the novel feature of working from home. For some this is impossible, though for many it's a real prospect either partly or fully. The inducements are huge: much reduced commuting means much reduced expense. Just think how much saving a yearly season ticket would be. Forgoing a £3,000 ticket purchased with income after tax at 40% is equal to a saving of £5,000 in pre-tax income. Add in the convenience of flexi-working at home which would allow family duties and household chores to be shared by parents at times to suit across the day rather than segmented rigidly by the daily commute, and an added bonus for the employer is a substantial saving on office space.

Drones and work -at-home look like fixtures of the near future.

Will this have an impact on our road network?

It seems quite possible that the impact will be noticeable and universal. As delivery companies know all too well to their cost, the most expensive part of a delivery is the final mile. Moving a good tonnage of goods from warehouses to dispatch centres can be efficiently done by truck but the final individual delivery costs men, vehicles and time. Drones could take many of those vans off suburban roads.

Varying work patterns could have a big influence as well. If rush hours become largely a thing of the past, then existing roads may be able to cope with present traffic volumes without congestion if those volumes are spread out over the day rather than squashed into concentrated periods morning and evening. The cost savings would be immense. At one time the rule of thumb was that a motorway cost a million pounds a mile. The recently announced by-pass at Arundel will cost £445 million for five miles, over £90 million a mile. If future motorways and major highroads could have more regular traffic, then the demand for costly infrastructure could diminish. Those savings are so enormous that it's worth Government's while to induce people to work at home through partial tax breaks for bedrooms converted into home offices.

And how will this more regular traffic of the impending future be propelled?

The pandemic and the burgeoning internet are coupled with pressure to ameliorate climate change, urging us all towards sustainable power sources. That certainly means many more electric vehicles (EV) than before. Their sale rate is advancing tidily though still well short of the sales volume of standard internal combustion engines. They are still dogged by the public

image of range limitation, the so-called range anxiety factor, and no wants to risk being stranded by the roadside with a dead engine. This is being addressed by manufacturers and most EV's on sale now have ranges well into the 100's of miles per charge. Charge time too is rapidly reducing towards acceptable levels. Consider too the pattern of vehicle use. Research by the RAC and others suggests that most cars are only in actual use 4% of the time. Otherwise they are parked either at home or at work. Now think about the big reduction in commuting brought about by working at home, and the likelihood of multiple short journeys to be done daily from home and the range problem begins to fade away. An EV can be re-charged domestically or at car parks in between work and domestic tasks, and parents being at home might reduce the demand for two cars. Shared chores such as collecting children from school can be done by either parent while flexible hours gives both the choice of domestic or work operations hourly throughout the day.

For longer journeys an older type of arrangement might make a come-back. We could see again the idea of doing the major part of a journey by rail, then hiring a car to do the final stretch. The shorter car usage overcomes the range limitation, the tedious traffic filled early part of the journey is swiftly accomplished by rail and there is still the convenience of individual transport where it is needed at the level of local detail. There is a small indicator of this pattern in London car ownership. About 75% of those who moved to London in the decade of the '70's had at least one car while 60% of those who moved in the seven-year period to 2017 didn't have a car at all. Increased green awareness and increased frustrations with jammed streets persuaded people to abandon car ownership altogether and use public transport instead.

Further issues have arisen recently in response to this year's challenges. There's the increased allocation of space to cyclists which has caused controversy in places but must form part of the transport solutions for the future. There's the whole question of urban overcrowding and the prospect of further pandemics in the coming decades. There's an increased awareness of the value of jobs done by health workers and the disparity between that beneficial labour and their lowly earnings. There's a realisation that electronics and artificial intelligence are rapidly altering work patterns and that data now is the world's most valuable commodity.

We leave these issues to a later date, though not before reminding ourselves that no matter what alterations we encounter, we as IAM drivers will always use skill with responsibility.

REFLECTOR.
(Oliver Fairley)

Again many thanks to Oliver for his articles, Editor.

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Driving fast on the track does not scare me. What scares me is when I drive on the highway
I get passed by some idiot who thinks he is Fangio.

Juan Manuel Fangio

#Project EDWARD

Every Day Without A Road Death

Sussex Safer Roads Partnership are supporting #[ProjectEDWARD](#) (Every Day Without A Road Death) to raise awareness of road safety and reduce death and injury on roads across the county.

Project EDWARD, set to take place on 16th September 2020 and championed by ROADPOL (European Traffic Police Network), aims to raise long term awareness of road safety and better driving.

Around 1,700 people lose their lives on British roads each year, many of which could have been avoided with a small change in how people use and share the roads.

With a focus on the 'Fatal Five' - drink /drug driving, mobile phone use, failure to wear a seat belt, inconsiderate driving and speeding - Sussex Police will provide high-visibility patrols across the county, supported by road safety colleagues at Sussex Safer Roads Partnership.

To find out more about #[ProjectEDWARD](#) and how you can pledge your support for road safety, click [HERE](#)



“Take care of your car in the garage, and the car will take care of you on the road.”

Amit Kalantr

CENTRAL SOUTHERN ADVANCED MOTORISTS

Chairman's Blogs (From our website, since the last newsletter)



On Saturday (31/10/2020) evening Boris Johnson announced a second lock-down; a little less restrictive than the before, but a lock-down none the less. Discretionary activities such as observed runs are not in the list of permitted activities, therefore we will cease all on-the-road activities from Thursday.

As last time, the committee will make the decision when to resume again, once the restrictions are lifted. We do this carefully and with all the data available to us as the safety of our members is our prime concern.

Particularly impacted are our Associate members who are part-way through their course; we thank you for your patience and will resume your courses as soon as we believe it to be safe to do so.

Stay safe, on and off the road,

David.

Happy Monday!

Well, in last week's news we learnt that we will be under "Tier 2: high alert" status once we exit this period of lock-down on Wednesday, a more restrictive tiering than we entered lock-down in. Therefore in line with guidance received from IAM RoadSmart, we will not be restarting any on-the-road activity.

From a personal standpoint, while coaching people through their Advanced Driving and Masters courses is something I love to do, it is not something that I would wish to do at any cost...

On a more positive note, as yesterday was the first Sunday of Advent, we turned on our Christmas lights last night (Blackpool eat your heart out); some much needed festive cheer in these tough times.

Keep safe on an and off the road,

David.



You know, somebody actually complimented me on my driving today. They left a little note on the windscreen, it said 'Parking Fine.'

Tommy Cooper

CENTRAL SOUTHERN ADVANCED MOTORISTS

Latest Covid-19 information from IAM Roadsmart (26-11-2020)

Following the end of the four-week lockdown period in England, details have now been released of the tiered restrictions. With a very limited area of the country being regarded as tier 1 medium risk there will still be substantial restrictions on IAM RoadSmart ability to operate safely. Northern Ireland has returned to a circuit breaker lockdown, therefore all on road and in-person activity is suspended. Scotland remains with Protection Levels and Wales continues to be subject to COVID-19 regulations.

In line with government advice, across all administrations, our temporary suspension of car on-road training, testing and observing remains in place.

IAM RoadSmart Trustees and Senior Management Team believe these steps are in the best long-term interests of our charity and our mission to reduce the number of people who are killed and injured on the UK's roads.

It also ensures everyone at IAM RoadSmart – our colleagues, examiners, trainers, groups, members and customers – plays their part in minimising the spread of the virus. We believe this is the responsible thing to do.



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For anyone who may be interested in [becoming an Observer](#)

If you are interested in taking a current version of a [Theory Test](#)

Suggested Advanced Driving videos, anything by [Reg Local](#) on YouTube, Reg worked as a police traffic officer and an advanced police driving instructor

PLEASE NOTE

The deadline for contributions to the next Newsletter is 31st of January 2021