

# MEMBERS NEWS

Issue No: 74  
February 2013



VAUXHALL



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Inspire the Next



## *Irlen Syndrome*

Approved Driving Instructors National Joint Council

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Views expressed in this newsletter are the views of the people who wrote the article and not necessarily that of the ADINJC.

## From the Chair..... a monthly report



This month, I want to start by thanking the Governing Committee for all their hard work so far this year. After a full day GC meeting, we have a lot of new plans underway for this special year. People in the industry I talk to about the NJC are always surprised at the voluntary nature of the work we do. The amount the GC undertakes is truly inspiring and should be congratulated. With just one exception we are all working ADIs which enables us to understand your needs.

New members joining us this month are:

- The ADI CPD Club
- Bath and North East Somerset Association
- Association of South Eastern Driving Instructors
- Over 100 DIG members through the adiNEWS subscription

We are proud to have them all on board and look forward to working with them. The ADI CPD Club has a website you can visit at [www.adicpdclub.co.uk](http://www.adicpdclub.co.uk). Take a look if you haven't heard about them yet. People who join the club automatically become NJC members as well. All members of a group that has joined the NJC are also entitled to receive adiNEWS at half price. All you need to do is quote the name of member association you are with to adiNEWS and the magazine is just £15 for 12 copies. Contact adiNEWS on 01273 573869 or e-mail: [subscriptions@adinews.co.uk](mailto:subscriptions@adinews.co.uk).



ADI CPD Club

The GC has several visits to other associations lined up. These are local associations or groups who have expressed an interest in the ADINJC. If you know of such a group, just email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk) and we can arrange a visit for you. We also want to provide our member local associations with free CPD sessions; if you can provide the venue and members we can come and provide you with an entertaining afternoon or evening just ask us for details in the same way.

We have announced 5 more venues and dates for our very successful check test workshops. Details are further on in this newsletter: areas we are visiting are Newcastle upon Tyne, Brentwood, Southampton, Nottingham and Leeds. Following on from their success last year, we will soon be announcing our continuing FREE CPD mornings around the country in areas we haven't attended before. We want to get out and meet more of you and at no cost to yourselves except some fuel and your time. Personally I don't meet so many ADIs in the test centres any more: maybe as there are less tests taking place. Therefore an opportunity to network for free and learn industry updates is invaluable.

Our sponsors are truly excited by our 40th annual conference and the celebration dinner on the previous evening. Watch out for special prices on conference tickets in adiNEWS and at meetings we attend before we launch the full details. Save the date of October 6th to join us for a very special and memorable conference. We have sold 130 tickets already and hope to have 350 ADIs at the Copthorne Hotel in the West Midlands. There will be a special website to keep you up to date with our plans and we are delighted to have found such a good venue with so much conference space. That's what your feedback from last year showed you wanted. The venue is very close to the Merry Hill shopping centre and waterfront and we have negotiated a special conference rate at the venue of £55 for a double room with breakfast. There are several other hotels close nearby including a Travelodge, a Premier Inn and a Village Hotel a few miles away at Dudley.

We are also holding our next council meeting on March 2nd at the Copthorne Hotel so people can see the conference venue then. We hope to see you there, please come along with news, thoughts and opinions from your local meetings and groups so we can truly represent your views to the DSA. We just need to know if you are attending so we have the numbers for refreshments and the room layout. Please email Sue Duncan, our General Secretary: [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk). The meeting will be the launch of our 40th celebration year.

By the time you read this, I will have attended 2 more meetings at the DSA headquarters in Nottingham, along with other stake holders. The first of these is the Modernising Driver Training meeting and the other is an update on the Business Users Forum. These will be reported on at the above council meeting and in our newsletter. We are also still involved in rewording the revised Code of Practice for ADIs and will be discussing it again at these meetings.



Please enjoy the tweets from NJC and I hope many more of you will follow them. Just visit <http://twitter.com/ADINJChq> and click on the Follow button. I hope you will all consider doing that. You can also join in our LinkedIn discussions, we also have a good following there. Just visit [www.linkedin.com/company/adinjc](http://www.linkedin.com/company/adinjc). Improving our social networking is a goal we set ourselves last year.



Finally I'm off to visit the people at DIPOD again this month to take part in another one of their podcasts. You can see their work at [www.dipod.co.uk](http://www.dipod.co.uk) where you can listen to current news, views and comments on our industry. Peter, Steve and Nick are all volunteers doing the DIPOD podcast in their spare time. I hope they get the coffee and cakes ready for me!

Best wishes

Lynne

Lynne Barrie

And now for the news....

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## Modernising Driver Training Stakeholder Group Meeting

Held on 11th February 2013 at the DSA Headquarters

Attendees from the following groups: ADINJC: Lynne Barrie and Nick Ibbott. Also present were representatives from DISC, DIDU, DIA, MSA, UNITE, RED, DVA Northern Ireland, RoSPA, and the AA.

For the DSA: Mark Magee, Bob Hannigan, Ian Holden, Huw Davies, Jacqui Turland and Lynne Fitzharris

### 1 Introduction

After a welcome and introductions we were given some of the first statistics from the "Learning to Drive" trial that took place over the last two years. However we are still asked to keep these confidential at the present and have no real idea of when they will be released. They are being finalised and reports sent to the new Minister. After that, the results will be published. The research carried out by TRL and RoSPA is about trying to improve the learning to drive process by using a more client centred approach. Frustration was aired by some of the group at the length of time the results were taking and also that the driver training industry had played no part in the research or had their views sought before the trial took place. It was suggested by the group attendees that the sample of people used was small with around 100 in the treatment and control groups used.

### 2 Evaluation of Independent Driving

Independent driving was introduced into the practical test in October 2010 after consultation and research. An internal evaluation at the DSA has taken place to evaluate both the post-test effects and how well it has been received and viewed by candidates. The analysis is both quantitative and qualitative, the latter being mostly the respondents answering questions and speaking their views. Questionnaires were sent out 6 months after the practical test was taken. The first sample was for 92,957 people who had independent driving in their test: those responding were just 4,356. For those a second questionnaire was sent out and 1,229 responded. A sample of ADIs taken from the direct mailing list was also questioned. This process ran for 3 weeks and received 2,224 responses. Also between 20 and 30 ADIs were questioned at an MSA conference that the DSA attended. Age and gender was matched to the national statistics and ethnic groups were covered well.

34.5% took between 6-12 months to qualify and 81% took no more than a year. On average the participants had 42.6 hours of professional tuition. Only 19 had no professional tuition before passing their test. They were asked if they had received specific training for the independent driving section where the vast majority said yes. It was discussed however that if a client centred approach was used the participants may not have realised it was specifically about independent driving. Findings showed that in the main, newly qualified drivers are positive about the independent drive. 73% of respondents felt it had a benefit to them. 89% agreed they felt prepared for it in the test with their training. One learner said of it, "It was a wakeup call: I had to think for myself". Many realised it had helped their awareness skills and approaches to junctions etc. and let them deal with them more calmly.

After 12 months they were asked about their confidence levels in passing their test. The week before their test they were asked how confident they felt to be on the road. The pattern of responses was fairly typical in that they all felt better than average. Areas they thought they needed more help on was with parking and reversing, driving in the dark, overtaking and joining fast roads at dual carriageways and motorways. 76.2% had no further training since passing the test from a family member or ADI. Only 10% of people taking the test were going on to take Pass-Plus. 46% said they drive each day, with 6.7% saying they hardly ever drive having passed their test. Their experiences showed they were less exposed

to rural roads and 22.5% haven't been on a motorway within 6 months of passing their test. This could be because some go off to university or can't afford the insurance or fuel costs for a car. They were also asked about driver distraction and worryingly most felt they were rarely or never distracted.

Asked to define a safe driver they thought the following (in no particular order):

- Proficiency in vehicle control
- Patient and calm
- Making provisions for journey planning
- Doesn't break the law
- Confident
- Being attentive to the driving environment
- Aware of other road users
- Appropriate level of experience and practice
- Ability to pass practical test

Note there are no replies about:

- good observations,
- arriving safely at their destination,
- giving passengers a smooth and safe drive or,
- continuing to learn or evaluate your own skills.

They seem to consider that once the test is passed they are above average drivers

Responses from ADIs surveyed on independent driving in the test were that 62% amended their training when it was introduced and 93% said they felt it had improved road safety and was beneficial. There was some criticism of the way it was delivered on test initially but the DSA have reviewed their diagrams and instructions and it seems to run smoothly now.

It was noted by the steering group that ADIs had done a good job on helping to train the learners for the independent drive and for its success.

### 3 Young Drivers

Mark Magee went over the background to this and the discussions with the last Minister and the insurance industry. Since the new Minister was appointed, the DSA have been back to ask which areas interest him. It appears he wants to look at all 4 quadrants: Pre-test and post-test training, both regulatory and non-regulatory. They are considering (it's not at all definite):

- road skills for young drivers from 14 years of age,
- learners on motorways,
- an extended learning period which the insurance companies also favour,
- the results of the Learning To Drive Trial (which we haven't been allowed to print yet), and
- the hours taken to learn to drive.

A client centred approach is favoured as is training after the test possibly. Ministers will want to know that insurance costs are coming down but the ABI want evidence that the proposals will work. Only 8% of learners currently go on to take Pass Plus. Whilst we can still teach it, the DSA are not actively promoting it. The steering group were concerned about the expressive phase that comes on post-test

## Modernising Driver Training (cont'd)



and the fact that culture should be to be safe, so you don't need to claim on insurance. Telematics will also be playing more part in post-test drivers who want to reduce premiums.

The Minister wants to look at removing manoeuvres from the test and having ADIs sign them off instead. Remember though that new drivers said they felt reversing and manoeuvres were areas they didn't feel happy with when surveyed. It wouldn't be a popular government move if post-test drivers were held back in any way from getting employment by having restrictions on them.

With a change of Minister this has gone back almost to the drawing board. If it takes a lot longer we will be at the next general election!

### 4. Modernising Driver Training Update

#### Qualification:

There are still the 3 routes to be considered by the new minister that the DSA have put forward for the qualification route to becoming an ADI.

- End the trainee licence
- Enhance DSA route including ending the trainee licence
- Introduce a vocational qualification to underpin the National Occupational Standards. These NOS have been signed off and approved since February 6th.

These are a list of skills for both ADIs and their trainers. NOS for the LGV sector are currently being written for approval. The DSA seem to favour the vocational route so that someone who already has skills say as a fireman or a teacher could transfer some of them: they could count as prior learning. However they were clear that this is not definite yet until after the consultation that we all hope takes place in the spring.

#### New Standards Check

The intention is to rename the Check Test as above so it aligns with the standards. The date for changes is still being given as April 2014. Whilst the MDT consultation will include the standards check, the renaming and the new marking scheme don't need official government approval. For that reason I suggest they are likely to happen.

The DSA have also said the role play option will cease after this date. However the steering group raised concerns about Fleet ADIs and problems with finding a client to use. It was also noted that the pupil only option can really only work if ADIs are allowed to book their own slots and times as this is so often a problem when a check test date comes through. The DSA say they are doing this as it gives the examiner a better feel of the instruction (their word not mine!) the ADI is giving and it's more like the real world. We were reminded that both fleet and the ordinary check test could include a full licence holder. The DSA want to continue to work with the industry groups as the change gets nearer to being implemented.

There are also suggesting a review of fee arrangements so that the registration will come down in price to approximately £200. Currently the £300 registration consists of £120 registration, £60 CRB checks, £120 for a check test. However if an ADI fails they receive more check tests for free currently so you could say that good ADIs are subsidising ones who fail to get through and need help. More than one test would have to be paid for at the candidates expense at £120 and that includes if an ADI wants to improve their grade with another attempt.

Every ADI will take a check test in the 4 year registration period whatever their grade. Grades may disappear and we were asked what we thought about "descriptors" instead of "numbers". So maybe "Outstanding", "Fully Competent" and "Competent" would be used instead of grades 6, 5, and 4. On the new mark sheet only 4 boxes are present for marks so it may be easier to have wording. The new marking form has been trialled and it resulted in grades being very slightly higher than the current marking sheet being used. Apparently the government would like the grade descriptor in the public domain. The new mark sheet also allows ADIs to see the feedback more clearly than at present.

Currently 30,000 invitations to attend a check test are sent out annually resulting in just 16,000 check tests. Clearly the DSA see this as an area to save money.

The next set of ADI National Statistics will be available on February 28th 2013. There has been a further decline in applications to come on to the register. Of the ADIs on the register now, 14,712 present between 1-9 candidates for test per year. 13,258 present between 10-20 candidates for test and 16,706 present more than 21 candidates. 2,000 don't take anyone for a test. Currently 20% of ADIs role play on their check test.

In the next 12 months the DSA are monitoring why people leave the register and don't renew their licence. The high court has ruled that some CRB checks could infringe human rights. The registrar stated that he only looks at related incidences so something unrelated and from an early age won't be used against an ADI. It may be in the future that CRB checks will be sent to the applicant to view first.

Finally under any other business the revised Code of Practice was discussed. This has been re-written since Mark Magee sent the first one that we asked your views on. It currently has the support of the ADINJC, DIA, MSA and DISC (Scottish Council). This is a voluntary code and we feel that it will help to make the industry more professional and that professional ADIs will want to sign it now it has been amended. At this point DIDU and UNITE have decided that they wouldn't recommend their members to sign it.

The next stage of the MDT is hopefully the consultation actually taking place. However the steering group were frustrated at the amount of time these changes are taking if indeed they ever come to fruition. It does seem that the check test changes to the name and marking sheet are most likely as they don't need government approval.

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# Notice of Council Meeting

Sue Duncan  
ADINJC General Secretary



Please take this as official notice of our next ADINJC Council Meeting to be held on Saturday 2nd March 2013. This will be at the Copthorne Hotel, Merry Hill, The Waterfront, Level Street, Brierley Hill, Dudley, West Midlands, DY5 1UR. This is also the selected venue for our 2013 annual conference. The meeting will start at 10am and close by 1.30pm. Coffee will be served from 9.30am.

The ADINJC Council is made up of the Governing Committee with the addition of up to two representatives from each member organisation. DIG members may also attend but will need to inform the General Secretary at least 4 weeks before due to space at the hotel. Because numbers for these meetings are increasing, ALL attendees must inform us please beforehand, as it helps us to plan the room size and refreshments needed. Please send apologies or the fact you are attending to our General Secretary, Sue Duncan on [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

We do welcome new guests and any new ADI associations considering membership; please contact the secretary with details beforehand.

There are facilities at the hotel for those wishing to stay for lunch and free parking. The telephone number of the hotel is 01384 482882

Hotel details are: [www.millenniumhotels.co.uk/cophornedudley](http://www.millenniumhotels.co.uk/cophornedudley) PLEASE NOTE THIS IS A NEW VENUE

Governing Committee members should also take this as notice of a Governing Committee Meeting starting after lunch for approximately two hours.

The agenda and minutes of the last Council Meeting will follow.

Contact Details: [Secretary@adinjc.org.uk](mailto:Secretary@adinjc.org.uk) Tel: 07855 453414



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# ADI CPD Club Launch Event

Stuart Walker



ADINJC are delighted to welcome the ADI CPD Club and all its members to the association and on behalf of ADINJC I would like to say a personal thank you for the invitation to attend this launch event which was held in sunny but cold Leicester on 7th February.

For those of you unfamiliar with this new club it is the brainchild of the club's President, Neil Snow and supported by Vice-President Julia Malkin MBE. The club is a place where ADIs can discuss CPD needs and CPD providers can publicise up-and-coming events and with the wonders of Facebook the club very quickly attracted over 630 followers.

This full day event included a lecture on Special Educational Needs (SEN) by Julia Malkin MBE, and Personal Development training session by Neil Snow and the British Heart Foundation's HeartStart by Richard and Dawn Woodward.

Every once in a while you meet someone who despite everything has fought against the odds to achieve something outstanding and which puts a new perspective on a lot of the small problems most of us face as ADIs.

These achievements became even more impressive when Julia Malkin MBE shared with us the details of the most adverse up-bringing she had to endure including bullying, drugs, suicide attempts, having no friends until the age of 23, chronic health problems and leaving school with no qualifications and in her own words 'a family who despised me'. In addition to this Julia also has autism, dyspraxia, ADHD, Irlen's syndrome and dyscalculia, yet Julia is now one of the most qualified driving instructors in the UK and has an impressive collection of letters to her name and is currently working towards her PhD. Who better then to give us an insight into the world of SEN.

I guess most of us have at some point taught someone to drive who requires an adapted teaching approach. As Julia points out, although 1 in 66 people are on the autistic spectrum many SEN go unnoticed and undiscovered, the main reasons being the lack of awareness of these conditions, lack of understanding of these conditions and even if some are aware that these conditions exist there is a lack of knowledge of the support needed. This often leads to people believing that every SEN person is the same and the support needed is the same regardless of the SEN, yet as with Neuro-typical (NT) pupils, each SEN pupil is an individual with individual needs.

Julia's lecture certainly provided plenty of food for thought and highlighted the need for more specialised training for ADIs. It is wise to point out that we as ADIs are not expected to provide a diagnosis, this must be left to the experts, but we should at the very least set aside some time for CPD that raises our awareness.

Following lunch Neil Snow, who last year very commendably achieved his MSc in Driver Behaviour at Cranfield University, held an interactive and informative training session on personal development. This included an explanation of the training cycle and in particular the benefits of conducting a training needs analysis. It may be fair to say that for many ADIs, the CPD they take can be influenced by the popularity rather than individual need. This session highlighted the need for creating a formal personal development plan so that you strengthen skills that are specific to you, meaning both you and your business receive the best return on your investment.



# Irlen Syndrome and Learning To Drive

Janet Edwards

Can you imagine a place where everything you see is blurred, moving or distorted, but you are not aware that this is abnormal?



## Welcome to the world of Irlen Syndrome!

It is a fact that there are many people driving on our roads totally unaware that they have **Irlen Syndrome**. This syndrome is a mostly unknown visual perceptual dysfunction which can affect reading, education but more dangerously and concerning, driving.

The condition affects 18-20% of the population and needs to be addressed!

This condition is not detected by conventional optician eye testing as this is not an eye condition.

Briefly, **Irlen Syndrome** can restrict the span of focus causing difficulty seeing other cars, pedestrians, road signs and road exits. Drivers with **Irlen Syndrome** can be dazzled by lights and have difficulty judging distance. They may experience anxiety, double vision or in severe case, the whole world can, to them, be moving, with only a small amount in focus.

This may sound extreme, but this is how the world can appear to those with **Irlen Syndrome**.

## How Driving Instructors can help:

As perceptual dysfunction is not screened for prior to taking the practical driving test, drivers can manage, with learned strategies, coupled with the familiarity of the driving route, to pass their driving test and go out on the road exposing themselves and others, to extreme danger.

Many symptoms of **Irlen Syndrome** are listed in the health conditions that "could affect driving"; these include night blindness, anxiety, diplopia (double vision), cognitive problems, to name but a few. I wrote to the **DSA** some years ago expressing my concerns, but their reply passed the onus back onto the driver who should not drive "if unsafe". My argument with this response is as the majority of sufferers are unaware that what they perceive is not normal, how can they recognise that they are "unsafe"?



## Can you see my extreme need to have this recognised properly?

Naturally, not every learner driver who misjudges distances or clips a kerb is going to be an **Irlen Syndrome** sufferer, but if it is noted that a driver is consistently making this type of error, would it not be worth their instructor mentioning Irlen?

I feel there is a need for driving instructors to recognise potential problems and direct pupils whom they have concerns over towards Irlen testing.

## Testing and correction:

The syndrome is identified by a screening test. This is conducted by a qualified screener and rectified by means of coloured filters.

Irlen filters counteract the spectral light which causes visual distortion, allowing the brain to process visual information correctly. As the wearers do not see the colour, filters can be worn legally for night driving, providing they are not too dark.

Irlen filters are as necessary to the Irlen sufferer as prescription glasses are to a short or long sighted person.

My desire is for driving instructors to be aware of this condition and to be able to direct possible sufferers to the help they need, so keeping them and other road users safe.

For further details about **Irlen Syndrome** and the screening process please contact

Your local Irlen Centre at [www.irleuk.com](http://www.irleuk.com) or contact me on [admin@readingbycolour.org.uk](mailto:admin@readingbycolour.org.uk) also at [www.readingbycolour.org.uk](http://www.readingbycolour.org.uk)



## IRLAN SYNDROME - A guide to learning to drive



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## Rosemary Thew's Column



### It's a first

I am pleased to let you know that Nottingham Trent University is taking part in a 'first' trial in Britain where driving tests will be taken from university premises.



Bookings have now opened for tests in March which will be operational two days a week at the centres located at Clarendon Street, at the university's City Site, and at the Clifton campus.

The trial is expected to last three to six months and the tests will be conducted by **DSA** examiners. The trial will help us understand how we can best provide a service for driving test candidates using universities. I am pleased that Nottingham Trent University is leading the way on opening up their sites not only to students but also the public.

This builds on our recent announcement to conduct driving tests from branches of Halfords, and **DSA** is also in discussion with areas of the Fire and Rescue Service. The first driving tests from Halfords premises took place in Wellingborough on 5 February.

NOTTINGHAM  
TRENT UNIVERSITY

### Foreign language policy

I also want to let you know about a consultation that is taking place concerning our foreign language support policy. The Government wants to encourage more integration from people whose first language is not English or Welsh. The withdrawal of voiceovers from driving tests would be an incentive to learn English and therefore be able to get more involved in British society.

We are also reviewing the level of foreign language support available to candidates in response to concerns about potential road safety implications - such as being able to respond to emergency

And now for the news....

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messages - and the risk of fraud, as well as the cost of providing translations.

Currently people whose first language is not English or Welsh can request pre-recorded voiceovers for the computer-based car and motorcycle theory tests in 19 different foreign languages.

Candidates can also use approved interpreters on theory tests, usually if a voiceover is not available in a candidate's native language, or where a candidate speaks a dialect that would make a voiceover difficult to understand. Interpreters can also be used in practical tests to translate the examiner's instructions.

Candidates have to pay for interpreters themselves, but the cost of developing and updating voiceovers for the theory test is met by **DSA**.

The consultation sets out four options:

- removing voiceovers (except English and Welsh) and the use of interpreters on driving tests
- removing voiceovers (except English and Welsh) on the theory test but retaining the use of interpreters on all tests
- removing interpreters on both theory and practical tests but retaining the use of voiceovers on theory tests
- making no changes.

The consultation will last eight weeks.

### Dawn Raids

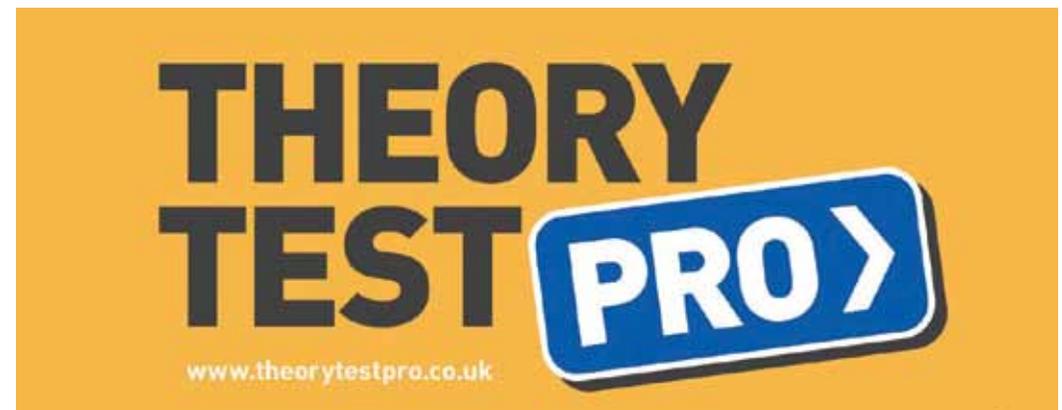
Andy Rice, Head of **DSA**'s Fraud and Integrity Team, joined the Metropolitan Police in dawn raids as they visited more than a dozen addresses across London at the end of last month (Thursday, 31 January.)

Around 40 police officers carried out search warrants during the joint operation with **DSA** and arrested a number of people suspected of being involved in organised driving test fraud. They are accused of paying others to impersonate them during tests or of taking tests for other people

### Motoring Services

I would also like to remind you about the Government's plans to reform motoring services. I wrote about the reform and the consultation in last month's column and there is still time to make your views known. Read the full consultation document on [GOV.UK](http://GOV.UK).

You can respond to the consultation using Citizen Space. It will run until 7 March 2013.



# Road Safety Information

Graham Feest AIRSO general secretary  
and ADINJC road safety advisor

## Long Term Impact of Speed Awareness Courses

Speed awareness courses have a "long term impact" on driving behaviour, according to a new study.

Researchers interviewed 1,311 motorists who had been caught speeding and opted to attend a course delivered by TTC 2000

Professor Robin Martin, Aston University Business School, carried out the research and concluded that the courses improve people's attitude and intention not to speed in the future.

The researchers reviewed how people behaved before and after the course; what they had learned, their attitude to the course and their future intention to "positively modify their driving behaviour".

80% of respondents said they would attend the course again because they knew they would learn something, and attendees said they shared course material with family and friends.

Respondents' views of road safety initiatives also improved as a result of attending the course, and they also "realised the importance of driving within the required speed limit".

People who blamed others for their speeding and had a mindset that they shouldn't be on the course were less likely to change their behaviour, and those who already had penalty points had a "lower attitude" to the course benefits. Older people had the best attitude, particularly older women. Annual mileage did not have any significant impact on the results.

Professor Martin said: "The results clearly show that the speed awareness course led to reliable improvements in client's attitude to speeding and importantly their intention not to break the speed limit.

The benefit of the course occurred immediately and persisted several weeks after course delivery. The speed awareness course led to very reliable improvements in clients' attitude towards not speeding."

## Drink Drive December Campaign 2012

The percentage of people failing a breath test in December 2012 fell slightly compared with the previous year, but there are signs that drug driving may be on the increase.

Official Association of Chief Police Officers (ACPO) figures show that police officers carried out almost 20,000 more breath tests in December 2012 compared with 2011.

In December 2012 more than 175,000 people were stopped and tested for drink driving compared with nearly 157,000 people in 2011.

The total number that refused or failed a test fell from 7,124 (4.55%) to 7,123 (4.05%)

Focusing on the under 25s, police breathalysed more than 1,000 extra drivers in this age category compared with December 2011. With 104 fewer under-25s failing tests, this equates to a reduction from 5.73% to 5.27%.

In December 2012 police also tested 137,671 drivers over the age of 25 - nearly 20,000 more than in 2011. With 115 fewer people failing, the percentage fell from 4.05% to 3.39%.

When it came to drug-driving the figures were less encouraging. In December 2012 police conducted 360 field impairment tests (FIT) compared with 540 in 2011. The percentage of Section 4 arrests following a FIT increased from 16.85% in December 2011 to 21.39% in 2012.

Commenting on the significant reduction in FITs carried out this year compared to 2011, an ACPO spokesman said: "Similar to drink drivers, officers carry out field impairment tests where they suspect those of being under the influence of drugs and officers can only respond to the cases they are faced with."

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## Road Safety Information (cont'd)

Graham Feast  
ADINJC road safety advisor

While the number of those tested did fall, the percentage of drivers arrested was higher in 2012 compared with 2011 and 2010 and is evidence of officers continuing to tackle this very serious offence.

### Top 10 professions most likely to speed

Operations Directors, Surgeons and Sales Directors are the drivers most likely to have been caught speeding – and students are among the least likely, a new survey has revealed.

MoneySupermarket has analysed 14 million car insurance quotes run over the past year and discovered the professions most likely to have points on their licence because of speeding.

It seems professions such as MDs, Directors, Chief Executives and Barristers have the speediest people amongst their ranks. Clearly, high-pressure positions means every minute counts – which is perhaps why so many are going over the limit.

The data shows that professionals in high paid jobs driving fast, powerful cars are more likely to be caught speeding than the average family car, or a car with a smaller engine.

At the other end of the scale - café workers, building society clerks and, yes, students are all among the least likely drivers to have been caught speeding.

The survey comes as MoneySupermarket reveals that 7 in 10 of ALL driving convictions are for speeding.

In the gender split, 9.2% of men have a speeding conviction: a full 3% more than women.

It's 40-49 year olds who are most likely to have a conviction, followed by people in their 30s and then 50-64 year olds.

Younger drivers are LEAST likely to have a conviction for speeding, with male drivers aged 20-24 having a conviction rate of 7.2%, and females a 4.4% rate...

### Top 10 professions registering a conviction for speeding

- |                       |                        |
|-----------------------|------------------------|
| 1 Operations director | 6 Chief Executive      |
| 2 Surgeon             | 7 Commissioned Officer |
| 3 Sales director      | 8 Financial Adviser    |
| 4 MD                  | 9 Hospital Consultant  |
| 5 Chartered surveyor  | 10 Barrister           |

### Motorcycle Incidents

According to the figures released by the DSA there were 149 reported incidents during motorcycle training between October 2011 and September 2012.

- 40% of all incidents happened during CBT training on the road
- There were 27 serious incidents of which just over half were females
- A third took place early in the afternoon between 1.00p.m. and 3.00p.m.
- 65% happened when there was a training ratio of 2:1
- 35% took place when the trainee was following the trainer

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**Some feedback from past workshops.**

**"Many thanks for a most enjoyable, entertaining and inspiring course."**

**"I am inspired and committed to improving my coaching skills further. Thank you both!"**

**"A huge thank you for a really great and informative coaching course. For those ADIs that haven't been on this seminar, it really is a must do!"**

**"I highly recommend the course to other ADIs - it was great value for money, thank you both!"**



## Comment: KSIs

There were 162 people killed on Irish roads in 2012 - 25 fewer fatalities than in 2011. Whilst this reduction is welcomed, too many road deaths and serious injuries still occur on our roads. What can this welcome reduction be attributed to? Is it a consequence of the endeavours by the Road Safety Authority (RSA) (and other state agencies) through their various road safety campaigns or are people at last beginning to get the message about the dangers of drink driving, use of inappropriate speed and realize the benefits of wearing seat belts. Are more people belting up or are there considerably less people – especially younger motorists many who may have emigrated due to lack of employment prospects – driving on our roads. Is the 12 hour mandatory Essential Driver Training course for new permit holders having the desired effect? Whatever the reason, the reduction is to be welcomed and hopefully the downward trend will continue in 2013, although January's road death of seventeen – 10 up on the same time last year – is a matter for concern. According to Gay Byrne Chairman of the Road Safety Authority (RSA), "the reduction in road deaths is down to a combination of factors, and you cannot ascribe it to any one thing. I think it's a cumulative effect of all the various measures we have taken, are taking and will be taking. We knew that they would have to have some effect along the way, and they are, apparently".

But spare a thought for the 400 or so people who suffer serious injuries each year, many of them to the spine or brain. The RSA has pointed out that since 1996; almost 20,000 people have received such injuries on Irish roads leaving many people incapable of independent living and some requiring lifelong support and attention. Orthopedic surgeon and trauma specialist, Dr. Keith Synott of the National Spinal Injuries Unit in Dublin's Mater Hospital said that such patients were stabilized and their care and bodily functions managed on arrival at the unit. But he added some patients may never go home and may live for only five years after the crash.

There are still many driver trainers who believe that a higher standard of education, training and coaching is necessary and that the 12 hour EDT course is inadequate to raise a person's driving standard to a level commensurate with safe and skillful driving. Also, perhaps it's time to examine the role that the current driving test plays in road safety and is it 'fit for purpose' for today's demanding driving conditions. The driving test hasn't changed significantly since its introduction in 1964. While engineering and enforcement measures play an important part in contributing to the reduction in road casualties and serious injuries, surely more emphasis should be placed on driver education and training as this must be the starting point and the single most effective way to reduce KSI crashes.

## Rural D/D Permits

Kerry County Council has proposed the issuing of permits to people in rural areas to allow them to drive after having "two or three" drinks. The council will write to Justice Minister Alan Shatter, asking him to allow Gardai to issue permits that would allow people to drive home from their local pub. The controversial proposal by Independent Councillor Danny Healy-Rae (son of the now retired colourful TD Jackie Healy-Rae) was followed by heated debate but when put to a vote was carried by five to three majorities. Coincidentally, it appears that the five who voted in favour have connections in the licensing industry.

Cllr Healy-Rae claimed that rural people were "travelling very minor roads ... with very little traffic" and "have never killed anyone" The councillor who also owns a pub in Kilgarvan Co. Kerry, said it would benefit people who are "looking at four walls" and could help prevent depression and suicide. Independent TD Michael Healy-Rae – brother of Councillor Danny Healy-Rae – has tabled a Dail (Parliament) request, asking Transport Minister Leo Varadkar to introduce new laws allowing for his brother Danny's

controversial drink-driving permits. But Mr. Varadkar has dismissed the request out of hand, saying he would "find it difficult to respond to a proposal that would undermine" progress in road safety. Independent TD Michael Healy-Rae a TD for Kerry South has asked Mr. Varadkar "if he will introduce legislation to allow Gardai to issue permits to persons living in rural isolated areas to allow them to drive home from their nearest pub, after having two or three drinks, on little-used roads, driving at very slow speeds." Mr. Varadkar responded: "Given the unprecedented progress in road safety in recent years, I find it difficult to respond to a proposal that would undermine so much of that achievement." The Minister added: "I do understand and appreciate that isolation can certainly exacerbate existing mental-health problems. But for the state to encourage the consumption of alcohol; as a remedy for complex health issues would be irresponsible in the extreme. Indeed, alcohol is a factor in a large number of suicides. Issues relating to the health of rural communities require a multifaceted approach by Government."

## Plastic Licence Storm

The new plastic credit card-sized driving licence was introduced on January 19. The new licence will be standardized across all EU member states. The new licence will be available to people who are (a) applying for a new learner permit or full licence or (b) renewing their expired licence. Driving licence fees increased from January 1. However, there is anger that from September motorists applying for a driving licence will have to travel to Road Safety Authority (RSA) approved central locations to have their photo taken and the cost of the new licence is set to spiral from €25 to €55 for a ten year licence. The Irish pharmaceutical Union says the change will have a devastating impact with possible job losses. "It doesn't make sense that you can get a passport photo taken locally by a pharmacist, photographer or even yourself, but now have to deal with a firm nominated by the RSA to get a driving licence picture taken" a spokesman said. The RSA defended the licence fee increase saying the cost of a new licence compared favourably with fees in the UK and Australia. Gerry Strong, a photographer in Ballinasloe, Co. Galway said the new system would decimate the €8.9m annual ID industry in Ireland. Attempts to bring in a similar centralized system in France failed after a huge outcry among consumers. CEO of the RSA Mr. Noel Brett said the arrangements were part of a new EU-wide system aimed at standardizing driving licences in all member states.

"Right now we have 100 different types of licences in Europe" he said. Despite more than doubling the price from €25 to €55 the RSA described the new system licences as "cost-effective".

## Driver Distraction- A Step Too Far?

Driver distraction can occur inside and outside the vehicle being driven. But where will technology end with new gadgetry regularly appearing in new cars. Hi-tech research – commissioned by Direct Line Insurer - has revealed that we have become so distracted by satnavs for example, that we are taking our eyes off the road about every nine seconds. The study used special eye monitoring equipment and found that drivers spend 18pc of their time not watching the road at all when driving. There is a huge temptation to fiddle and twiddle with devices – not to mention the use of mobile phones while driving. Motorists with a satnav were found to have their eyes fixed on the display for 12pc of their total journey time. So, if they were travelling at 100km, they would have driven 12km 'blind'.

Also, a consumer technology report on BBC Radio 2s big show on 10 January included a reference to a computer monitor that fits over the eye and can enable drivers to access emails, messages and videos while driving. On the show, which is presented by Steve Wright, technology expert Olly Mann explained how the Vuzix M100 is much like a "monocle". Mr. Mann said "It's connected via Bluetooth to your phone, and the idea is that your car is driving along, glance upwards, and see for example a text message". The presenter said that this sounds dangerous, but Olly Mann claimed that he had used it and "it's just the same as seeing a motorway sign you're passing".

**Comment.** Perhaps it's time to spend less time dealing with the profusion of in-car distractions and focus on what really matters – concentrating and focusing on the various external hazards on the road ahead and



behind. A glance at a motorway sign is quite different from reading text messages or an email and apart from the visual distraction there's also the cognitive distraction. It's high time that Governments took action and controlled the plethora of technological 'aids' allowed in modern vehicles.

## New Car Sales Down

New car sales have dropped in the first month of the year with Japanese manufacturer Toyota losing out. Just 17,299 vehicles were sold in January, down 18%. It means that 4,000 fewer cars left forecourts than last year. The biggest loser was Toyota, that saw sales down by 46% following a series of recalls issued over the past twelve months. Figures show Volkswagen to be the most popular brand, with 2,146 sales.

## New Smoking Law/ Children in Cars

New legislation on smoking in cars carrying children has been approved by Dr. James O'Reilly Health Minister and will be enforced before the summer. Under the draft legislation to be completed by the end of January, passengers as well as drivers face fines of up to €3,000 for smoking in a private or commercial vehicle with children. A problem for the planned legislation was the issue of how the Gardai would enforce it, matters around proof of age for children as well as the rights of the driver. There were also matters around who would be held responsible for smoking in the car whether it was just the driver or passengers too. Both the driver and passengers can be found guilty. Another problem was overcome with agreement that Gardai can rely solely on visual evidence of cases that come before the courts.

## New RSA Weight Requirements (RTM)

From 19 January 2013 new Real Total Mass (weight of vehicle including the load, if any, which is on it) will apply to the following vehicle categories:

Cat. C (RTM)	10,000kg – actual weight of vehicle including any load of at least 10,000kg.
Cat. BE (RTM)	800kg – actual weight of trailer including any load at least 800kg.
Cat. CE (RTM)	15,000kg – artic or combination must have an RTM of at least 15,000kg.
Cat. CIE (RTM)	800kg – trailer must have an RTM of 800kg – actual weight of trailer including any load.
Cat. DE (RTM)	800kg. – trailer with an RTM of 800kg – actual weight of trailer including any load.
Cat. DIE (RTM)	800kg – trailer with RTM of 800kg – actual weight of trailer and load.

Real Total Mass in the case of categories BE, DE, CIE, and DIE loading of the trailer will meet the requirements by placing 30 solid concrete blocks (9"x4"x18") in the trailer.

In the case of larger vehicles this requirement can be met by placing the appropriate IBCs (intermediate bulk containers) on the vehicle or trailer.

IBCs have a stated capacity and therefore are ideal as proof of a given weight which can contain up to 1,000 litres of water and weigh one tonne.

## Gaybo Stays Put

Chairman of the Road Safety Authority (RSA) Gay Byrne has decided to stay on despite having serious concerns over the impact on road safety by less Gardai. Mr. Byrne believes that there are now insufficient Gardai on the beat. He – and other road safety chiefs – are concerned about the drop in the number of Gardai in the Traffic Corps and blames the Government, but accepts the numbers are unlikely to increase due to the country being "bankrupt". Mr. Byrne was asked last year by Transport Minister Leo Varadkar to remain as chairman for another three years. Despite being rebuffed by Justice Minister Alan Shatter over

proposals for Gardai to keep the €30m a year they raise in traffic fines as a fund to increase their numbers, he has decided to remain in situ.

## The Carnage Continues ...

The number of people killed on our roads to 31 January 2013 has almost doubled compared with the same period in 2012. Some 17 people have died in the first four weeks of 2013 compared with nine in the same period last year. Garda figures show that most fatalities were drivers (11) followed by pedestrians (4) and one passenger and one motorcyclist. The Road Safety Authority (RSA) said it was concerned at the number of fatal accidents so far this year. Spokesman Brian Farrell appealed to drivers not to become complacent and to drive safely. "Obviously we are concerned about the number and severity of collisions in the first four weeks of 2013. We would appeal to everyone to redouble their efforts to stay safe on the roads," he said. The first fatality on Irish roads in 2013 occurred on 1 January in Glenties Co. Donegal. A 39 year old single man died when his jeep collided with a large concrete pillar.

**Comment:** In the RSI Newsletter December 2012, we quoted Gay Byrne Chairman of the Road Safety Authority (RSA) who was commenting on the reduction of road fatalities in 2012, he said, "the reduction in road deaths is down to a combination of factors, and you cannot ascribe it to any one thing. I think it's a cumulative effect of all the various measures we have taken, are taking and will be taking. We knew that they would have to have some effect along the way, and they are, apparently". However, the various measures have not been as effective and successful in January 2013 even though Ireland is now ranked 6th best in terms of road safety in the EU. One wonders why the safety measures are not consistently working.

## 'El Gordo' (Pothole)

A 21 year old man from Kanturk, Co. Cork was alerted to the massive pothole by a friend. After testing the pothole's depth he decided to go for a dip. The pothole estimated at about five feet deep was caused by a burst water main. It has since been filled in. The video of the post-Christmas swim has become a viral sensation with over 175,000 views.

## Lots of Hot Air!

Carmaker Peugeot has developed a petrol hybrid engine that stores energy using compressed air which it hopes will be changing technology to improve energy efficiency. The car will be on the road by 2016 and is estimated to reduce fuel bills by 45% for the average motorist. The engine, which allows up to 80% driving on compressed air in cities, offers fuel economy of 2.9 litres of fuel per 100km and emits 69g of carbon dioxide per kilometer. Motorists never run the risk of running out of compressed air late at night on a deserted country road because the car will be fitted with an artificial brain that ensures it replenishes itself automatically. The air compresses and decompresses of its own accord as the car speeds up and down.

## Holy Mega Bucks Batmobile!

The Batmobile has sold for \$4.2m. The original 19ft black, bubble-topped car used in the 1960s 'batman' TV show sold at auction in Arizona. The Barrett-Jackson Auction Company in Scottsdale revealed the selling price but said the winning bidder has not been disclosed. The car's owner, George Barris, of Los Angeles, transformed a one-of-a-kind 1955 Lincoln Futura concept car into a sleek crime-fighting machine. Drunk Drives to AA

A man faces a drink driving charge after driving on to the lawn of the historic home once owned by the co-founder of Alcoholics Anonymous/ Police in Vermont USA said the 55year old driver thought he was driving into a parking lot. But it was the actually the lawn of the Wilson House built in 1852, the birthplace of AA co-founder Bill Wilson.

**And finally ...** "The good news is that self-driving cars are now legal in California. The bad news is that so are the ones driven by Lindsay Lohan". Joan Rivers (Comedienne)

# n-formed?



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### Articles we have sent out via Email this Month

- First for DSA and Nottingham Trent University
- DSA review of foreign languages on driving tests
- DSA online booking services - launched



### An apology to ADI Support:

"The ADINJC would like to apologise for any difficulties caused by the ADI Support advert in the January newsletter having the incorrect link.

The link to ADI Support is: <http://www.adisupport.co.uk>

### And Finally...

a quote...

*"Courage means to keep working a relationship, to continue seeking solutions to difficult problems, and to stay focused during stressful periods."*

Denis Waitley

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To secure your place call

**0800 8 202 444** or **033 00 100 446**  
(from a landline) (from a mobile)

Email:- [training@adinjc.org.uk](mailto:training@adinjc.org.uk) for more information