



# MEMBERS NEWS

Issue No: 76  
April 2013



VAUXHALL



**HITACHI**  
Inspire the Next



*Where next?*

Approved Driving Instructors National Joint Council

## Contents:

- 3** **From the Chair..... a monthly report -**  
The latest from Lynne and ADINJC
- 6** **Young Driver Consultation -**  
Stuart Walker reports on recent meeting
- 8** **Members responses -**  
on the Young Driver Consultation
- 10** **Brentwood Check Test Workshop -**  
Feedback and images from the day
- 11** **Rosemary Thew's column -**  
the latest from DSA
- 12** **Road Safety Information -**  
news from Graham Feest
- 16** **Road Safety Ireland -**  
the latest from Tom Harrington
- 18** **Welcome to SADIA -**  
meet the committee
- 20** **Member's Corner -**  
your news & latest details from DIPOD

## Your ADINJC Governing Committee for 2013

**PRESIDENT**  
Neil Peek - Suffolk  
president@adinjc.org.uk



**VICE-PRESIDENT & TREASURER**  
Peter Boxshall - Essex  
boxshallpeter@hotmail.com



**VICE-PRESIDENT**  
Bryan Curtis - Kent  
bryancurtis@btconnect.com



### EXECUTIVE OFFICERS

**CHAIRMAN**  
Lynne Barrie - Staffordshire  
chairman@adinjc.org.uk



**DEPUTY CHAIRMAN**  
Chris Porter - Bedfordshire  
depchair@adinjc.org.uk



**GENERAL SECRETARY**  
Sue Duncan - Plymouth  
secretary@adinjc.org.uk



**MEMBERSHIP SECRETARY**  
James Quinn - Birmingham  
membership@adinjc.org.uk



**LIAISON OFFICER**  
Clive Snook - Dorset  
liaisonofficer@adinjc.org.uk



**HEAD OF TRAINING**  
Nick Ibbott - London  
training@adinjc.org.uk



### COMMITTEE MEMBERS

John Ashton - Essex  
john.fairway@btinternet.com



Doug Birch - Gloucestershire  
doug.birch@btinternet.com



Richard Carrick - Bedfordshire  
ricardo.carrick@btinternet.com



Mark Hewison - Aberdeen  
flyingcolours@btinternet.com



Nick Ibbott - London  
training@adinjc.org.uk



Christine McLeod - Leicestershire  
christine.pda@me.com



James Quinn - Birmingham  
membership@adinjc.org.uk



Matt Stone - Northampton  
matt@letsinstruct.co.uk



Stuart Walker - Nottingham  
stuwalker.adi@gmail.com



### CO-OPTED COMMITTEE MEMBERS

Peter Scott - Leeds  
peter.r.scott@btinternet.com



Follow us...



## Members News:

Editor: Matthew Stone - 01327 844875

mdstone@hotmail.co.uk

Design and produced by:

Ideas4ADIs Ltd - 08432 899 118

info@ideas4adis.co.uk

www.ideas4adis.co.uk



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



Welcome on board to our new individual members this month and welcome back to our groups and associations who have renewed membership this year. We will be sending out reminders to any groups who don't pay by standing order. We do thank you all for your continued support as we are proud to be an ever growing association. We now have 8,000 members and 50 member groups on board and this makes us feel very proud to know that in our 40th year we have your continued support. It's always good to get news from you as groups and we like to see photos of any events you hold and items of interest to other members so please send them in.



I am thrilled to announce that Diane Hall has joined as a member with the ADIs who have completed the **L of a Way to Pass** training coming on board with her. Diane came to one of our council meetings to talk about her special techniques with nervous pupils and we are delighted to be working with her more closely. Diane is herself an ADI and Thought Field Therapist. Her book "**L of a way to Pass**" has gained critical acclaim and is available from Amazon. It was initiated through the "Millennium Awards Trust for Social Entrepreneurs" and has been featured in the Department of the Environment's Road Safety Challenge Awards. Diane says: "I'm pleased to announce that as of April 2013, all **L of a way 2 Pass** Accredited Instructors will enjoy the benefits of membership of the **ADINJC**. I'm looking forward to working in partnership with the **ADINJC**, with a view to offering fellow **ADINJC** members discounts from the **L of a way 2 Pass** Accredited Instructor workshops."

"I'm pleased to announce that as of April 2013, all **L of a way 2 Pass** Accredited Instructors will enjoy the benefits of membership of the **ADINJC**. I'm looking forward to working in partnership with the **ADINJC**, with a view to offering fellow **ADINJC** members discounts from the **L of a way 2 Pass** Accredited Instructor workshops." *Diane Hall*

Diane has offered NJC Members a 15% discount on her courses, visit [www.lofaway2pass.com](http://www.lofaway2pass.com)

### NEW Check Test

I read with interest this month that the **DSA** have confirmed that from April 2014 the check test as we currently know it will have a new marking scheme and will be known as the standards check. The details we were sent also stated that the option of role play will be removed as it will take place with "a real pupil". Many ADIs I train and meet have asked why this is happening and are concerned that if a pupil is ill or lets them down they won't have a pupil to take along. Fleet trainers are anxious that it is hard to find a client who is willing to give up time to attend a check test as the time is taken out of their working day. The **ADINJC** have written to ask the **DSA** the reasons behind the role play option being removed and have asked for further discussions to take place following our members concerns. We will let you know the details in the reply when we receive it.

### Check Test Training

Our popular one day workshops on the check test that are currently running around the country do include details of the new mark scheme and future changes taking place when it becomes the Standards Check. Please don't get anxious about the new changes as the training team still firmly believe that the check test should be a normal lesson. In fact if you always give lessons that you know help your pupils learn and improve, and which are enjoyable and appropriate for the pupil then you will be able to perform well on your check test day. However we do also have many tips and much advice which delegates say they find very helpful. We like to hear delegate feedback from the workshops and are

pleased to say we have had reports of greatly improved grades and happy ADIs going from a grade 4 to a 6 because they felt more relaxed and well informed. A great lesson will come out with the same grade even if the mark sheet is different from the current one in 2014 and there is plenty of time for us to help you prepare for the new changes. We will pass on news to you as soon as possible concerning the new standards check.

### Young Drivers

**We need your help please! As you may be aware the Government has officially announced that it will publish a green paper on young drivers in June 2013. This is intended to improve training and lower insurance premiums. We want to be involved as much as possible in this consultation and we have already attended a stakeholder meeting with the DfT in London to express our views and concerns. We have already asked for your views and are pleased by the response and detailed points you are sending through. There is an article further on in this newsletter which includes some of your ideas and a report on the meeting. We have also launched an online survey that we hope you will join in so we can collate ideas.**

**At our next Council Meeting on June 1st a large part of the meeting will concern this consultation and we want to send a formal response to the proposals immediately after that date. Please take part in our current online survey via this link: [www.surveymonkey.com/s/NXQXZZJ](http://www.surveymonkey.com/s/NXQXZZJ) it will only take you a few minutes.**

### Tweet!

We have now reached over 500 Twitter followers so thanks to all of you who are onboard and we do include re-tweets from you as well. Just visit <http://twitter.com/ADINJChq> and click on the follow button. It's the place for breaking news. Our debates are growing on LinkedIn too, join us at: [www.linkedin.com/company/adinjc](http://www.linkedin.com/company/adinjc). Finally, we are on Facebook at [www.facebook.com/ADINJC](http://www.facebook.com/ADINJC). We are excited to know how the many of you will join us there and if you find it useful.



### Conference

From now on in the newsletter you will see news of our 40th celebration conference and you can also keep in touch through our dedicated website at [www.adinjc-conference.info](http://www.adinjc-conference.info) Ticket sales are well underway with 200 sold already and 6 months still to go it looks like being a really superb conference and we hope you will join us. We have **Dr Lisa Dorn, Diane Hall, Neil Peek, Nigel Botterill, Toni Watkins-Burton, Tom Kwok, Mark Magee, and John Sheridan** already confirmed and other speakers joining us too. If you want to read more about who they are and the topics they are talking about the conference website will soon have all the information at [www.adinjc-conference.info](http://www.adinjc-conference.info) The venue is the Copthorne Hotel at Merry Hill, it has excellent room rates especially for us at just £55 for a double room with breakfast for two included if you are travelling to us the night before or want to make a weekend of it. There is the Merry Hill shopping complex by the hotel and other attractions in the area if family are travelling with you.

Have a good April, thank you for all your support: as a group of volunteers working on your behalf we do appreciate it. The notice of our next council meeting is in this newsletter.

Best wishes

*Lynne*

**Lynne Barrie - MA Driver Training**

# n-titled?



## And now for the news....

**GROUP MEMBERS: CLAIM YOUR HALF PRICE SUBSCRIPTION** £15 offer only valid at time of purchase, we cannot back-date this offer, so be sure to mention it when you phone. Alternatively visit [www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc) now

£15 adiNEWS Subscription  
(normally £30) for GROUP MEMBERS ONLY

*Sign me up!*

**HALF PRICE SUBSCRIPTION**  
[www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc)

### OR COMPLETE THIS FORM

Name (Mr/Mrs/Ms) \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Postcode \_\_\_\_\_  
Contact Telephone No \_\_\_\_\_  
Association/Group Name (required) \_\_\_\_\_  
E-mail address\* \_\_\_\_\_

\*We will NOT forward your details on to anyone else, for any reason. As well as your printed magazine, you will also receive our monthly email newsletter with the latest special offers and competition details.

### PAYMENT DETAILS

**Cheque:** Please make cheques payable to **adiNEWS** for £15  
Cheque number: \_\_\_\_\_

**OR pay via Credit/Debit Card:**  
Visa  Mastercard  Switch/Maestro  Other   
Card Number \_\_\_\_\_  
Security Code \_\_\_\_\_ Expiry Date: \_\_\_\_\_  
Start Date \_\_\_\_\_ Issue number \_\_\_\_\_  
Name of Card Holder \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_



**ALTERNATIVELY PHONE 01273 573869 OR POST TO**  
**adiNEWS, The Brighton Forum, 95 Ditchling Road, Brighton, BN1 4ST**

## DSA Reply

Rosemary Thews reply on the ending of role play on check tests

Email to Sue Duncan

Dear Ms Duncan

Thank you for your email of 27 March sharing your members' concerns about stopping offering role play during standards check.

It might help if I explain that many of those instructors who opt for role play later say that they found it to be restrictive. Despite the time being invested in training, some instructors complain that examiners' role playing skills vary and do not accurately reflect a pupil's reaction or ability during a lesson.

The new standards check is designed to enable a broader assessment against the requirements of National Driver/Rider Training Standards with the focus on the instructor's ability to teach. We firmly believe that a live, and therefore completely realistic lesson, will provide greater confidence in the validity of the assessment. It will also give the instructor a better opportunity to demonstrate competence both overall and in the key areas of lesson planning, risk management and teaching and learning strategies.

Role play was initially introduced to allow the check test to go ahead when instructors were unable to present for test with a pupil. Despite its availability, the numbers of ADIs cancelling their assessment at short notice or who simply fail to attend remains high at about 10%; I am sure you will appreciate this represents a significant waste of examiner time. We believe that the majority of ADIs will not be adversely affected by the ending of role play as indications are that 80-85% already present for check test with a pupil.

The regulatory requirement is for an ADI to undergo periodic reassessment to ensure that they have maintained the minimum standard of instructional ability to remain on the Register of ADIs. The fleet register is of course an extension of this register. I can confirm that it is our intention to end the requirement for instructors to undertake a specific fleet check test in order to remain on the fleet register.

The instructor already has the flexibility to present a range of pupils from a learner to a full driving licence holder seeking development. The new standards check form has been designed specifically to enable the examiner to assess an overview of instructional ability against the level and needs of the pupil, irrespective of the stage that they are at in their driving career. In doing so we believe that it will also help to raise awareness of the fact that instructors do not only teach learner drivers, but can also help full licence holders to improve their driving competence and techniques.

Yours sincerely

Rosemary Thew

Chief Executive



# YOU ARE ALL CORDIALLY INVITED

...after 40 years of dedication to representing all sides, all viewpoints, all associations and all driving instructors, we are hosting our biggest and best ever conference to celebrate!

## 40 YEARS, ONLY £40!

Not a member? No problem, everyone is always welcome and, for our early-bird price of just £40, there's no excuse to miss out.

We were set up to help you, and with more speakers, more advice, more ideas and more trade stands on offer than ever before, you'll be celebrating too!

## BOOK YOUR PLACE NOW

# 0800 8202 444

[www.adinjc-conference.info](http://www.adinjc-conference.info)



TO THE INDUSTRY'S  
**LARGEST**  
CONFERENCE  
**SUNDAY 6TH**  
**OCTOBER**  
EARLY-BIRD DISCOUNT



#### THE DETAILS:

9.20am - 4.30pm Sunday October 6th.  
Copthorne Hotel, Merry Hill, West Midlands. DY5 1UR  
FREE parking  
FREE 2 course lunch & refreshments  
Many trade stands

#### EARLY-BIRD TICKETS:

Only £40 if booked by the 1st August, £60 thereafter.

#### SPEAKERS INCLUDE:

Lesley Young, DSA Chief Driving Examiner; Dr Lisa Dorn; Diane Hall; Nigel Botterill, UK Entrepreneur. Visit [www.adinjc-conference.info](http://www.adinjc-conference.info) for further information.

#### TOP TIP - STAY AND SAVE!

Why not stay the night before? Catch up with colleagues, come and say hello to the ADINJC team and join us for a celebration dinner! Book now to get a double room for only £55 (special rate)! See website for the celebration dinner prices.



# Young Driver Consultation Meeting

Stuart Walker



27/03/2013 - Chaired by Lisa Gilmore at Great Minster House, Marsham St, London

There was no formal list of attendees available but included, AA/BSM, ROSPA, DIA, MSA, **ADINJC**, Graham Feest, RAC Foundation, ACPO, **DSA** (Mark Magee and Ian Holden), DfT, Local Authority Road Safety Officers, Roadsafes,

Purpose of the meeting – This meeting was called to engage with road safety stakeholders prior to a green paper being finalised around spring or early summer 2013 and to give DfT an opportunity to listen to stakeholder views to help inform Government thinking in this arena. The question asked was “Other than Government intervention, is there more a role Industry could play i.e. incentives for young people to improve safety and encourage better behaviours.”

Prior to this meeting DfT met with representatives of the Association of British Insurers who are suggesting a number of measures which they believe will reduce the number of claims made by young drivers. DfT have also conducted a number of focus group meetings involving young drivers, learner drivers and the parents of young drivers and learner drivers. The results of these focus groups have been released and it is interesting to note the response from some young learners regarding the age for provisional licensing being lowered to 16½ years old. It would appear that this is not well received with some commenting that they already had enough to concentrate on at that age with preparing for their GCSEs.

As a group, ADIs now have an opportunity to get a clear message across before the green paper is written, but we have only a relatively short time to do so. To allay any fears, it is important at this stage for us to understand what a green paper is.

Green Papers are consultation documents produced by the Government. Often when a government department is considering introducing a new law, it will put together a discussion document called a Green Paper. The aim of this document is to allow people both inside and outside Parliament to debate the subject and give the department feedback on its suggestions.

No agenda was set for the meeting as such and delegates were asked which topics they would like to include in discussion during the 90 minute duration. It was made clear that no decisions were being made by DfT at this stage regarding what does and doesn't go into the paper, and the meeting would be used purely to gather thoughts and opinions.

Despite some concerns, there was no indication that the large driving schools are trying to swing this process in their favour and the larger associations were well represented. If anything the greater threat to the ADI's role and therefore livelihood appears to come from other road safety stakeholders such as local authorities, who in my perception, which is based on some of the comments made during the meeting, hold a narrow view of the role ADIs play in road safety and a low opinion of ADI quality and abilities. With the recent spending cuts, local authorities do of course themselves have a vested interest in safeguarding their future roles in road safety.

There were references made a number of times towards ADIs simply teaching people to pass the driving test. This indicates that if we are not proactive in communicating the recent developments and modernisation of driver training we may fall victim to uninformed opinion.

Don't miss your opportunity - when put together, two of the saddest words are “if only”.

You may have already responded to the **ADINJC** survey, if not it is vital that you do so now. We must gather ADI opinion and produce a consensus on each of the main discussion points (right) of this debate so that the extent of our role in road safety is portrayed accurately and our true value is recognised.

The topics briefly discussed were -

- Minimum learning period – mandatory log books
- Possible night-time curfews
- Education in schools (DfT say very unlikely to be added to the national curriculum)
- Engaging parents/employers/stakeholders in the learning process
- Resources for enforcement and detection
- Practical impact, social and economic influences
- Raising the value of ADIs – possibly to fill the gap as driver safety not likely to be taught in schools
- Communication issues and tackling uninformed opinion
- Scepticism that even if evidence did prove that a GDL works, that insurance premiums wouldn't begin to fall
- Improvement to the driving test – suggestions included; no test routes and extending independent driving to 20 minutes, removal of the manoeuvres.
- Use of vehicle technology both future and present
- Use of telematics both pre and post test and in private practice (If used to enforce must be mandatory)
- Extending new driver act to 3 years – pros and cons
- Use of re-education rather than punishment during that 3 year period
- Impact of greater restrictions increasing illegal drivers who opt out of the system
- Concerns over increased cost of learning to drive.

**Over the next few pages you will find some of our members responses on the Young Drivers Consultaion.**

And now for the news....

**GROUP MEMBERS: CLAIM YOUR HALF PRICE SUBSCRIPTION**  
£15 offer only valid at time of purchase, we cannot back-date this offer, so be sure to mention it when you phone. Alternatively visit [www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc) now

*Sign me up!*

**HALF PRICE SUBSCRIPTION**  
[www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc)



**Driving Tuition Insurance**

**SIX** TUITION INSURERS

MEANS **SIX**

CHANCES TO GET A GREAT QUOTE

**08457 928272**

**[www.driving-school-insurance.com](http://www.driving-school-insurance.com)**  
The UK's Largest Driving Tuition Insurance Scheme



# Members responses...

## ...on the Young Drivers Consultation

I think we need to consider firstly that road casualty figures in the UK are just about the best anywhere in the world, certainly in Europe and vastly superior to Australia, New Zealand and the USA. Considering the demanding driving conditions we face in our overcrowded island that is no mean feat and suggests that insofar as ADIs take some of the criticism for apparently poor driving standards, we are also entitled to some of the credit when things are going well. However, I am not advocating complacency when we kill approximately 1900 people on our roads every year. I don't dispute that the single biggest cause of accidental death of young people aged 15-24 may well be road traffic accidents, but what other accidents routinely occur to that or any other age group anyway?

We are constantly being told that new/young drivers have a disproportionately high accident rate, an assertion that I readily accept as learning such a complex skill as driving in a relatively short period of time cannot possibly provide a pupil with a level of experience that takes many months if not years. I long to see some detailed statistics to support this assertion and have spent several hours trawling the relevant websites all to no avail. Surely, before we as a body of professionals can start to make some reasonable suggestions as to how to rectify the problem, then we must know how bad it is, are males consistently worse than females, is the incidence of such accidents worse in some parts of the country than others and what are the causes of their accidents.

Having looked at the available statistics, I note with interest that fatalities involving cars account for 68% of the total, motorcycles 22% and buses/coaches/HGVs & LGVs the remaining 10%. I've deliberately lumped the last four road users together as they are all 'professional' drivers, most of whom will have had extra training and be licensed accordingly. For a relatively small group of road users this for my money suggests that there are some serious issues to be addressed there. 71% of HGV drivers exceeding the 40mph limit on a single carriageway, more than 4 in 5 breaking the 50mph limit on dual carriageways. Motorcyclists are similarly tragically disproportionately represented in the numbers killed on the roads - do we hear any calls for a review of motorcyclists' training? Lastly, the nub of the matter, new/young drivers....well they're in amongst the 68% somewhere, but to what extent I just don't know. I think it is fair to assume that the majority of those fatalities will involve established drivers. The next time a government minister tells us we must address the terrible casualty figures for young drivers, someone from a more united body of professionals needs to ask politely just how many are there exactly?

### Suggestions as to how we can improve an unknown situation

The test is but a fleeting glimpse of town driving with the possibility of a brief encounter with a slightly faster dual carriageway. The chosen 'manoeuvre' is performed like a party piece that has required many hours of expensive, painstaking tuition time to perfect. It does beg the question, if we are teaching safe driving for life, just when was the last time that anyone, let alone a young driver, actually killed someone whilst reversing around a corner! If only the statistics were available! Such valuable time would have been much better spent using high speed dual carriageways and dare I say it motorways, so that awareness about an appropriate gap at speed could have been 'rehearsed', so that it's second nature once they're released on their own. I suspect that many accidents occur on such roads because of the lack of an appropriate stopping distance, but again I've never seen any statistics to support this belief.

Inappropriate speed for the relevant road or weather conditions will clearly always be a major factor in any collision, but the aforementioned test cycle is unlikely to identify this as an issue during a 40 minute town drive with the candidate on their best behaviour. A 20 mph speed limit in all built up areas would clearly tend to reduce the incidence of serious PI collisions, but that's not just about young drivers. In the rural context, new drivers from a town environment won't appreciate the pitfalls of inappropriate speed in country lanes and the fact that you are four times more likely to die on such roads. Such dire propaganda needs to be included in the theory test.



Telematics in the vehicles of new drivers strikes me as a win/win situation insofar as it would encourage them to maintain a 'best practice' style of driving that would hopefully remain indefinitely. The other benefit would be the reduced cost of insurance to reflect this safer style of driving.

The theory test needs to push the message about drink/driving, viz. 280 fatalities in 2011 (15% of the total) were attributable to the driver being over the legal limit. However, I would strongly suggest that we stop expecting people to learn what the legal limit actually is, as it is simply meaningless. Instead, we need to promulgate the message that if you are driving, you simply cannot drink alcohol and that's an end to it. In 30 years of dealing with the drunken motorist, I've never come across anyone who has drunk more than 'two'! It simply is not possible to gauge how much of which drink you can consume and still be under the limit. We need to get real. Parents could assist here by starting to set an example that is completely beyond reproach, similarly with the use of mobile phones be it for texting or taking calls.

Could the DSA/DVLA use some sort of direct mail shot addressed to the parents of (pupil) when they send out the provisional licence. It could be along the lines of the THINK! road safety campaign, highlighting graphically how best driving practice (or adherence to the Road Traffic Act) would pay dividends and save lives. We've probably all had pupils who have told us that their dad always drives down this(30mph) road at 60 because it doesn't have a speed limit does it?

I would be prepared to support an extension of the New Drivers Act to 3 years if there is evidence to show that its introduction reduced the incidence of accidents amongst this driver group.

As for log books, minimum learning periods and raising the status of ADIs, I feel we should be looking to those places that have used any or all of these to good effect, but I return to my original point that there is no evidence that any other country has a superior road safety record.

With dwindling numbers of police, the Department of Transport and local authorities need to make optimum use of technology to encourage a safer driving standard, speed, use of mobile phones, reminders about seat belt use (95% of HGV drivers not wearing theirs when they were killed at the wheel) and keeping an appropriate distance from the next vehicle at all times.

There is one other road safety issue that I think needs to be addressed, but does not relate to new drivers immediately. Having recently read about a significant number of bus & coach drivers that had their licences revoked because they failed an eyesight test, it would seem only common sense to deal with this. I suggest that when the date falls due to renew a licence after 10 years, the holder is required to take a test at an opticians 3 months in advance of the renewal date and his certificate married up electronically with his licence (in the same way that MoTs are registered). Who knows, it might mean that when you have your photograph taken, you will be sporting a new set of spectacles, but at least you might be able to see the back of that lorry getting progressively closer.

There are a few comments I would like to make – I am an independent ADI, I was with a national school until 3 years ago.

Early road safety education in schools should be part of the curriculum, probably from year 6 or 7. This should be extended to include driving from year 10.

The trouble is with all the suggestions Policing them!

I think a minimum learning period would be excellent. A 'log book' can easily be falsified – I am sure there those ADIs who would be happy to do this. One local ADI advertises on her website that her pupils take an average of 25 hours to pass their tests! Really – I wonder just how safe they are. If this was spread over 12 months that would mean about 2 hours per month – just not enough – IMO.

I am against any sort of night curfew. I can't see why, when that curfew period ends they driver is suddenly good enough to drive at night – again how would this be Policed?

I think the idea of restricting the number of 'peers' in the car could work. Many of my pupils work late into the evening and half the reason for them having a car is so they can drive home after work. Often Uni

## Members responses... (cont'd)



sessions end about 20:00 – that would be dark for much of the year. I live in a fairly rural area, that makes it almost impossible to check any regulations are enforced.

If the independent part of the test were extended to 20 minutes, there would be precious little time for much else at some test centres.

I think a mandatory check carried out by an ADI (not the one they learnt with) after the end of the 'probation' period could make a significant difference. If the assessment was not up to the required standard, perhaps a DSA test could follow. This would also improve the perception and image of ADIs.

As far as costs are concerned, learning to drive is a life skill. Most of my pupils understand that - because I explain the cost, per year, until they are 70 makes it very good value. When I learnt to drive the cost of the lessons per hour were the same as the test cost. As has been said many times technology and the roads are so different now.

As with any sort of legislation there are those in our society that will just ignore the regulations and drive as they want to.

More enforcement, as they have in other countries would have to happen.

Lets have a closer look at the Australian model – there could be lessons to learn for us.

---

Firstly, I would like to address the mention of narrow minded views of Authorities etc. They should try doing our job and are more than welcome to come along and observe a lesson and experience for themselves how difficult it is at times to impress the issue of road safety and positive driving attitudes when trying to deal with the average motorist on our roads and their attitudes towards us and the highway code.

**Minimum Learning Period**- This could be open to corruption by just paying the Instructor. More importantly, all individuals require varying amounts of lessons to reach a good standard of safe driving and could be considered by the layman to be used to line ADI's pockets.

**Possible Curfews** -I would like to see more statistics to back up this idea but I do consider that fewer passengers would be a good idea and the mandatory display of a P Plate for maybe 6 months.

**Education in Schools**- I think that this is essential in promoting and improving a positive driver attitude as the only experience they currently have before learning to drive is with their parents which may not always be the best basis for a positive attitude.

**Engaging parents etc**- I agree that this would be beneficial but expect that the only parents that would be prepared to get involved are those that already have a good positive attitude and want their children to be good drivers. These could also be the ones that have respect for the role of an ADI. Other parents will continue to provide their children with large enigned cars at ridiculous Insurance costs showing a total lack understanding for their childs ability to control such vehicles.

**Resources for Enforcement** - I see no point in making changes if there are insufficient funds to enforce them.

**Practical impact, social & economic influences** - Change is always difficult but normally once benefits can be seen they are accepted and surely saving lives saves money.

**Raising the value of ADI's** - not sure how this could be achieved but maybe ADI's could be trained and used to go into schools to address driver safety and preparation towards learning to drive etc by local authorities as is currently done with Driver Awareness Schemes??

**Communication issues** - This needs to be respectful, positive, forward thinking with Road Safety at it's core and NOT patronising to young drivers, ADI's and parents.

**Scepticism** - Unfortunately, Insurance Companies are a business and are therefore in it to make money. However, they currently penalise 4/5 young drivers for 1/5 young drivers attitudes. From my experience new drivers resent this BIG TIME. They feel they should be rewarded for being the 4/5.

**Improvement to the Driving Test** - I think that it would be very difficult to remove routes all together and as is often the case now on the ID part of the test candidates go off route and the Examiners just find their way back to the DTC accordingly. As routes are no longer published it is difficult for ADI's to just teach test routes, but there are still some ADI's that teach to pass test but from those that I personally know they are fewer than a few years ago. An extension of the ID would be good and lowers number of faults to possibly 10 or 12 would make it harder to pass. Possibly reducing the accumulated driver faults in any one category would be a way of encouraging a better driving habit.

**Use of vehicle technology both future and present** - As long as it didn't detract from driver skill, ability and awareness this may not be a problem although as with the use of Telematics it could be prejudice to those that are not in the financial position to own vehicles with such devices.

**Extending the new driver act to 3 yrs** - It could have a positive impact but again Insurance Companies should reflect and reward or punish offenders accordingly.

**Use of re-education rather than punishment** - I think that the use of both at any offence would be most effective with the costs being covered by the offender. Young people always react to the financial impact of things and this could potentially reduce the amount of young drivers that consider speeding worth the risk.

**Concerns over increased cost of learning to drive** - With over 10 yrs experience I have not noticed a huge increase in learning to drive. However, Insurance costs once a young driver has passed their driving test appear to escalating.

---

I'm writing to you in response to the recent Young Driver Consultation Meeting, (which I have been reading about) and which we have been advised to contact you about with our views.

I have for some time now been of the view that the high level of incidents involving novice drivers is due in part to lack of experience, but is down mainly to the poor standards of driving skill, technique and attitude set to them by the driving population in general. We, as an industry get blamed for this, but in fact, we get to spend around 40 hours with a pupil, and whilst our influence is enough to get them through the driving test, it is simply not enough time to permanently undo a lifetimes conditioning by parents and what they see day to day as passengers....

I don't know if you have seen the new series on BBC entitled 'Barely Legal drivers', but how many driving instructors teach their pupils attitudes such as these? How many driving tests would be passed with driving standards such as these. These kids get through their tests and then there is no incentive to maintain the standards....in fact, the simple act of observing a 30mph speed limit is likely to attract abuse from other drivers...(I get this a lot myself and have video evidence of it)

So....my thinking is that you can change the driver qualification process as much as you like but little will change until fully qualified drivers are required to maintain a good standard of driving and the only way you will do this is by introducing mandatory refresher training. This can be carried out every 10 years, in line with the reissue of the photo card licence. Five hours of retraining with an ADI, (no retest if driving is considered to be of required standard), I believe is the only way forward....young drivers are not directly to blame for this problem.....it is the experienced driver who should know better....

# Brentwood Check Test Workshop



Your feedback from another successful workshop.



*I wanted to say thank you for an enjoyable and informative day. One of the techniques shown using mind maps, I used with my pupil this morning with outstanding results, it's good to be open to new techniques and I understand there is always something new to learn. Thank you. Michelle Alexander*

*Enjoyable, helpful, useful. I have learned a lot. Clay Walker*

*This was a very worthwhile day and I take a lot away with me that I can use to improve. It was clear and covered a wide area well. The whole event was open & friendly. Jackie Bennett*

*2 hour drive from Norwich - would like to see closer venues. Enjoyable & interesting, thank you! Zoe Dixon*

*This is the first seminar I have attended and I have found it very interesting and helpful. Lisa Berkley*

*Very knowledgeable and helpful, Thank you. Pravin Vaghela*

*Enjoyed the sessions, networking with other ADIs was very good. May be a result of the trainers. Took me years to join ADINJC - I am pleased I did; would be good to see more such training days in the area. Karen Elkomyat*

*Made me more confident about my future check test. Graham Morgan*

*Pleasantly surprised at approachability and helpfulness of all trainers. Very much enjoyed. Thank you. Daniella Abergel*

*It is a useful course. Zafar Iqbal*

*Thank you for yesterday I really found it very useful and it real did update me. It made me remember the old saying "he who teaches should never stop learning" Bryan Curtis*



## Rosemary Thew's Column



### Shorter opening hours at service centre

The Agency's success on digital take up of transactional services has led to reductions in the volume of calls being taken by our customer service centre which now handles 100,000 fewer calls compared with a year ago.

Currently 78% of practical test transactions are done online. The new online business service (OBS) and the recent launch of a booking application for mobile devices will accelerate further the reduction in telephone traffic with fewer than 900,000 calls expected to be taken in the current financial year. It has therefore been decided to open the public telephone lines for booking driving tests from 8am to 12pm (instead of 8am to 4pm) from 2 April.

Telephone bookings for theory tests and business customers remain unaffected by these changes. This is part of the Agency's drive to respond more quickly and flexibly to changing customer demand where this can be achieved without threatening the integrity of the driving test or resulting in higher fees.

### Young drivers' safety

The Government has announced plans to overhaul young driver rules to improve safety and reduce insurance costs.

Among the proposals being considered for a Green Paper discussion document to be published later in the spring are:

- minimum learning periods
- driving practice on motorways, in poor weather conditions and during darkness
- more rigorous testing in preparation for driving unsupervised
- longer probationary periods
- incentives for post-test training

The Government is also considering improving the training of driving instructors and giving parents and young drivers' advice on choosing an instructor.

More information can be found on GOV.UK.

### Driving tests at fire stations

Road Safety Minister Stephen Hammond has given the go ahead for driving tests to take place at fire stations. The first one to take part in the scheme is Salford, in Greater Manchester, which will be testing every Tuesday and Thursday from 16 April. A number of other fire stations in the area could also offer tests in the future. All of them will be conducted by DSA examiners.

The scheme is part of the agency's 'taking testing to the customer' in order to give customers a more local service.

### New check tests in April 2014

The ADI check test will be replaced with a new 'standards check' from April 2014.

DSA published the 'National standard for driver and rider training' in 2011. It sets out the skills, knowledge and understanding that you need to be an effective trainer.

The new check will assess how well you meet the standard, which is why it's being called a 'standards check'.

We want the examiner to assess whether your instruction helps a person to learn in an effective way. So, during the standards check, the examiner will observe you giving a normal lesson to a real pupil.

There'll be a new assessment form which will have 3 assessment areas:

- lesson planning
- risk management
- teaching and learning strategies

The form will give you clear and specific feedback about your strengths and areas where you can develop your competence.

You'll get more information about the new standards check over the next few months.

The proposed consultation on modernising driver training will ask for views on making the standards check booking process fairer.

Options include:

- an online booking facility
- whether you should pay a separate fee for the standards check

A separate fee would be in line with the government's 'user pays' principle. It would split the single registration fee into separate fees – one when you register, and one when you book the standards check.

### Business Plan

One of the Agency's key aims for 2013/15 is to respond more quickly and flexibly to changing customer demand where this can be achieved without threatening the integrity of the driving test or resulting in higher fees.

In the latest Business Plan, published 3 April, the Agency, already a star performer on 'digital by default', says it will proactively support personal and business customers to drive online take up to 90% or more by spring 2014. The overarching aim is to become a 'digital by default organisation' by 2015.

We know our personal and business customers want better access, more choice, faster response times and top class service. They also want to transact with us at more convenient times of the day and at a lower cost.

We are working hard to understand their needs and think in new ways about how we deliver services. This includes making sure we deal with concerns and complaints promptly and thoroughly.

DSA also aims to be the first point of call for trusted, easily available information on driving and riding standards in Great Britain and has recently published national standards describing the skills, knowledge and understanding needed by drivers and riders to be safe, responsible and respectful road users. They include what instructors need to know or be able to do, to deliver effective training



# Road Safety Information

Graham Feest AIRSO general secretary  
and ADINJC road safety advisor

## Double the points for driving and using a mobile phone

Sir Bernard Hogan-Howe, Commissioner of the Metropolitan Police believes that if penalty points were doubled to six for motorists caught using a mobile phone at the wheel, drivers would be deterred from flouting the law and young drivers caught within two years of getting their licence should be forced to retake their test.

He is taking a view that at the moment we are dishing out lots of tickets and when somebody gets three points they have got another three chances. Sir Bernard would like to reduce this to two chances so that if you have a further mobile phone infraction you lose your licence. His comments follow concerns that an increasing number of drivers are ignoring the ban on using their mobiles behind the wheel. One recent study suggested around 200,000 motorists are fined for the offence every year.

**Kevin Clinton MAIRSO, Head of Road Safety - RoSPA,** said:

*"If drivers know there is a good chance of getting caught if they use their phone while driving, they are less likely to risk doing so. Increasing the points for this offence would be inconsistent with other motoring offences"*

Comment:

*Whilst the above average risk of using a mobile phone whilst driving is well documented the number of incidents involving death and serious injury on the road is almost uncountable. Of course we do not know how many incidents come about by this practice which are damage only and therefore go unrecorded. Whilst in no way condoning the use of a mobile phone whilst driving and the need to deter drivers from doing so is very important the high risk does not fortunately result in a high number of casualties.*

## Couple of scoping studies

Male motorists have caused an estimated 2.2 million incidents in the last year as a result of admiring their own appearance or using grooming products while driving, according to a new study commissioned by MORE TH>N Car Insurance.

Activity such as styling hair (23%), inspecting their complexion (19%), pouting and posing (15%), or checking their teeth (10%), the rear view mirror is ideally located to let men admire themselves while driving. The study of 3,000 UK male motorists suggests that 2.9 million men will linger on their reflections between five and 10 times in the space of a single 30-minute car journey. Taking roughly 4.8 seconds each time they check themselves out, millions of male motorists could be spending up to 48 seconds with their eyes fixed on themselves instead of the road, claims MORE TH>N.

And

Some 65% of UK commuters have admitted to 'bad driving behaviours' over the past year, according to research by car insurance provider Allianz Your Cover.

The research, based on interviews with 1,000 commuters, suggests that they do not feel guilty about driving dangerously or being distracted on the road and 21% blame their poor driving habits on others.

According to the research, the top five bad behaviours commuters admitted to were:

- 30% speeding;
- 14% careless;
- 14% travelling too fast for the conditions;
- 13% tailgating;

[www.partnersprogramme.co.uk](http://www.partnersprogramme.co.uk)

LOGIN: DRIVING

## DRIVING SCHOOL PARTNERS BENEFIT PLUS

# 0% APR Flexible Finance\*

Representative Choose your deposit, choose your term\* PLUS Lifetime warranty.†

Take advantage of our latest offers, with Vauxhall Associate Partners you don't just get your exclusive discount, you also get our unique Flexible Finance. Flexible Finance calculations below include Associate Partners discount and additional customer saving.

**Corsa Active 1.0i 12v  
ecoFLEX 3dr**

## £139

per month  
60 month term

Customer Deposit  
**£2585<sup>^</sup>**



**Mokka Exclusiv 1.6i 16v VVT  
(115PS) FWD Start/Stop**

## £199

per month  
60 month term

Customer Deposit  
**£5256**



Offers end 2nd April 2013 so to find out more about our great Partners Programme offers, simply visit [partnersprogramme.co.uk](http://partnersprogramme.co.uk) and use the login: **DRIVING**. Call the Partners helpline on **0844 875 2448** or visit your nearest Vauxhall retailer.

associate partners  
discounts for you and your family

**LIFETIME**  
WARRANTY 100,000 MILE



**VAUXHALL**

Models shown for illustrative purposes only and may be fitted with options available at extra cost. \*Available on selected models only, at participating Retailers, exclusions apply. Refer to [www.vauxhall.co.uk/offers](http://www.vauxhall.co.uk/offers) or contact your local Vauxhall Retailer for details. 24-60 month term, excluding ADAM models (24-48 month term). Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Finance supplied by either Vauxhall Motor Finance RH1 1SR or Vauxhall Finance, PO Box 6666, Cardiff, CF15 7YT. Offer will apply to private individuals, Vauxhall Partners and small businesses 1-24 (purchase only excluding B2B supported units). All other customers are excluded. Offer available on orders or registrations before 2 April 2013. ^Customer deposit shown after Vauxhall contribution. †Vauxhall Lifetime Warranty covers lifetime ownership of first registered keeper, 100,000 mile limit. Terms and conditions apply. Offers available to private individuals, Vauxhall Partners and small businesses 1-24 (purchase only excluding B2B supported units). All other customers are excluded. Available at participating Retailers only. Vauxhall Partners includes all employees and pensioners of nominated companies and their nominated eligible Vauxhall relatives. Vauxhall Partners process/savings include Vauxhall Partners discount savings and additional customer savings (incl. VAT) where applicable, number plates, delivery, Vehicle Excise Duty and a first registration fee. Excludes fuel and insurance. We reserve the right to change or withdraw any aspect of the Vauxhall Partners Programme without prior notice. Correct at time of going to press 09/01/13.

**Official Government Test Environmental Data. Fuel consumption figures mpg (litres/100km) and CO<sub>2</sub> emissions (g/km). Vauxhall range (excl. Ampera): Urban: 14.4 (19.6) - 76.3 (3.7), Extra-urban: 27.4 (10.3) - 91.1 (3.1), Combined: 20.6 (13.7) - 85.6 (3.3). CO<sub>2</sub> emissions: 324 - 88g/km.**

## Road Safety Information (cont'd)

Graham Feest  
ADINJC road safety advisor

- 13% not looking when changing lanes

### Additionally

- 38% of respondents claimed they have seen other drivers jump a red light;
- 22% said they have seen other drivers apply make-up;
- 22% claimed to have seen other drivers failing to stop at a 'give way' sign.
- 52% of respondents said they are in too much of a hurry to drive safely; 30% blamed their bad driving on a lack of concentration;
- 27% admitted driving while tired.

### Black box technology

Black Box technology in cars has strong potential to reduce road casualties and can reduce risky driving behaviour says Kevin Clinton MAIRSO Head of Road Safety at RoSPA

### 200 Each day

200 people are injured in road crashes each day while driving for work.

Previously unpublished data from the annual Labour Force Survey carried out by the Office for National Statistics, shows that in 2011 an estimated 73,000 people were seriously or slightly hurt in accidents while travelling on company business (excluding commuting). This is 36% of the total number of 202,000 people recorded injured (but not killed) in all road accidents for that year.

Of those hurt whilst driving in the course of their employment, more than a third (36%) are subsequently off work for more than a week.

There are approximately three million company cars on the road and some 1 in 3 of these is involved in a crash each year.

### Young drivers – not just a uk problem

Young driver deaths increase in USA

The number of 16 and 17 year old drivers who died in traffic crashes in the USA rose significantly in the first half of 2012, creeping back towards what traffic safety experts called "unacceptable" levels, according to recent research which has just been published.

A preliminary compilation of data from all 50 states and the District of Columbia by the Governors Highway Safety Association — found that 240 16 and 17 year olds died behind the wheel from January through June 2012. That is a 19% over the same period in 2011 and a startling 26% more than in the first half of 2010.

### Whiplash

Victims seeking to claim for whiplash injury should be required to undergo examination by an accredited medical practitioner under proposals to curb the UK's whiplash claims epidemic says the Association of British Insurers.

It is estimated that around 1,500 each day make a claim for Whiplash Injury and this figure has shown a rise of nearly 25% in the last four years despite the number of collisions decreasing.

Whiplash claims cost around £2billion every year which I is estimated adds an additional £90 to the average premium.

Quality • Professional • Value

IDEAS  
ADIS

Ideas4ADIs  
Something worth talking about

## Personalised Clothing

Quality clothing with your driving school name or logo.



Buy one of our branded clothing bundles and for every Polo shirt included, we'll give you another one absolutely FREE!

### Examples:

Buy 5 Polo shirts.  
We'll give you 5 Polo shirts FREE!

Buy 1 Fleece + 4 Polo shirts.  
We'll give you 4 FREE Polo shirts!

Buy 1 Fleece + 1 Sweatshirt + 3 Polo shirts.  
We'll give you 3 FREE Polo shirts!

Offer available until end of APRIL only!

ORDER ON-LINE OR CALL  
NEW NUMBER! **08432 899 118**  
[www.ideas4adis.co.uk](http://www.ideas4adis.co.uk)



# 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 1st June 2013. This will be at the Village Hotel, Walsall, West Midlands, close to junction 10 of the M6. 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.

The venue is the Village Hotel, Tempus Drive, Walsall, West Midlands, WS2 8TJ  
Telephone: 0844 980 8041. There are facilities at the hotel for those wishing to stay for lunch.

Hotel details are here: [www.village-hotels.co.uk/hotels/birmingham-walsall/welcome](http://www.village-hotels.co.uk/hotels/birmingham-walsall/welcome)

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

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



## Approved Driving Instructors National Joint Council

[www.adinjc.org.uk](http://www.adinjc.org.uk)



# Guess who just got a Grade 6 Full Day Check Test Workshop



**Newcastle** ~~Sold Out!~~ 12<sup>th</sup> Mar 2013  
**Brentwood** ~~Sold Out!~~ 10<sup>th</sup> Apr 2013  
**Southampton** ~~Sold Out!~~ 23<sup>rd</sup> Apr 2013  
**Nottingham** ~~Sold Out!~~ 29<sup>th</sup> Apr 2013  
**Leeds** ~~Few Places Left~~ 13<sup>th</sup> May 2013

### You Will Learn:-

- How to improve Your Check Test grade
- How the Check Test is marked
- How to plan Your lessons for success
- How to use client centred learning
- How to use coaching techniques
- How the Check Test is changing



**£75** **£95**  
ADINJC Members non ADINJC Members  
(including lunch & refreshments)

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

# n-dorsed?



And now for the news....

**GROUP MEMBERS: CLAIM YOUR HALF PRICE SUBSCRIPTION** £15 offer only valid at time of purchase, we cannot back-date this offer, so be sure to mention it when you phone. Alternatively visit [www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc) now

£15 adiNEWS Subscription  
(normally £30) for GROUP MEMBERS ONLY

*Sign me up!*

**HALF PRICE SUBSCRIPTION**  
[www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc)

## OR COMPLETE THIS FORM

Name (Mr/Mrs/Ms) \_\_\_\_\_

Address \_\_\_\_\_

Postcode \_\_\_\_\_

Contact Telephone No \_\_\_\_\_

Association/Group Name (required) \_\_\_\_\_

E-mail address\* \_\_\_\_\_

\*We will NOT forward your details on to anyone else, for any reason. As well as your printed magazine, you will also receive our monthly email newsletter with the latest special offers and competition details.

## PAYMENT DETAILS

**Cheque:** Please make cheques payable to **adiNEWS** for £15

Cheque number: \_\_\_\_\_

### OR pay via Credit/Debit Card:

Visa  Mastercard  Switch/Maestro  Other

Card Number \_\_\_\_\_

Security Code \_\_\_\_\_ Expiry Date: \_\_\_\_\_

Start Date \_\_\_\_\_ Issue number \_\_\_\_\_

Name of Card Holder \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

**ALTERNATIVELY PHONE 01273 573869 OR POST TO**  
adiNEWS, The Brighton Forum, 95 Ditchling Road, Brighton, BN1 4ST





## B+E Confrontation

The following is a synopsis of an article about a B+E driving test which appeared in the Irish Farmers Journal letters section "Your View" dated 2 March 2013.

The writer whose name and address was withheld was stopped by the Garda Traffic Corps and advised to get a B+E licence for his 03 Berlingo van and 8x4 builder's trailer. He got his learner permit and applied for his driving test. Whilst waiting for a test date he desperately tried to find out from the Road Safety Authority (RSA) what the required trailer specification was. The RSA reply stated that if the towing vehicle was registered before 1/1/2004 that a builder's trailer would be adequate for the test provided it was 2.4m x 1.2m internal dimensions and it had a gross vehicle weight over 1,465kg. His driving instructor confirmed that both vehicle and trailer were suitable for the test. His test was in a Midlands test centre and after the formalities he led the way to his vehicle. On opening the bonnet, he heard the tester say "Sure this is a waste of time". He asked what the problem was and was informed that he did not have a suitable trailer – it should have been a closed-in box body trailer. The test applicant informed the tester that he had a letter from the RSA confirming the above details and told him the above rule was ending on 31 December 2012. The tester said that this was news to him and he would have to cancel the test and reapply again. However, the applicant told the tester that he was making a mistake and according to RSA literature, his vehicle and trailer met all the requirements for the test. The tester then went back into the office and while he was gone the applicant phoned his driving instructor who informed him that the tester was obliged to carry out the test because he had a student the previous week that did the test in a flatbed trailer. On returning, the tester again stated that the test could not go ahead stating that this was a "joke doing it with this vehicle" and that "usually it was a Toyota Land Cruiser that was used to do the test". The tester went back into the test centre a second time and returned with a measuring tape and measured the length of the van, trailer and the total length of the two while the applicant held the tape. The tester again queried the vehicles specifications and the applicant informed him that he had a letter from the RSA stating the specifications and could produce it if required. The tester then paused and thought for a moment and said he was now happy to proceed with the test and to "put all that out of your mind". At this point, 30 minutes had elapsed and after a quick five minute drive around the town and a reverse around the corner they returned to the test centre where the applicant was informed that he was successful.

*Comment. If the above is a factual account of what transpired, then that particular tester should be given carpeting over what he put the test applicant through. Also, if the test – as reported - was completed in such a short time, then it was not conducted according to correct laid down driving test procedures. I wonder did the applicant send a copy of this letter to the RSA for their attention and what reply he got, if any. It's difficult to understand how some testers are unsure or unaware of certain aspects of their job. It was heartening to see that this applicant stood his ground and wasn't fobbed off by this particular capricious tester. If test applicants exuded more confidence and assertiveness like the above exultant gentleman then perhaps a more 'level playing field' would be created for undertaking the driving test and this would benefit all concerned.*

## P/Ps Debacle

Outspoken Independent TD Luke 'Ming' Flanagan who described the issue of getting penalty points written off licences by certain individuals – sportsmen and TV presenters – as "corruption" is continuing to deflect attention from his denials of getting his own penalty points quashed. Mr. Flanagan claims he will reveal all in the Dail. Aside from denying that he had his PPs invalidated, the TD also denied publicly

on social media at Christmas he had PPs for driving with a mobile phone quashed. According to media reports the TD pleaded with Gardai to wipe his fine for using his mobile phone while driving, claiming it was a "once off" and would never be repeated. He was caught twice within a six-month period and the penalty points were quashed on both occasions. There is also some confusion over whether the second incident happened before he became a TD in December 2010 or afterwards in December 2011. Mr. Flanagan now admits that it was "corrupt" to write to Gardai to have his PPs invalidated - and letting his constituents down. But he insists he won't be resigning. Revelations about Mr. Flanagan provoked an angry response including from public relations expert Terry Prone who described him as a "nasty, lying, manipulative, law-breaking creepy politician" She said: "He broke the law several times and got caught. He evaded punishment while campaigning that nobody should be able to evade punishment. In addition, he's trying to get righteous by demanding his points back".

## Road Safety Strategy 2013-2020

The new National Road Safety Strategy recently unveiled contains 140 recommendations on road safety. New powers will now allow Gardai to check phone records of motorists involved in crashes, to see if they were using a mobile phone at the time. The new plan to clamp down on phone use among drivers is a key message in the new strategy document for the next seven years. All the key initiatives in the previous RSS document have been successfully rolled out and the next phase is now introduced. Other key measures include:

- Ensuring that vehicles have undergone an NCT or MOT test before they can tax their vehicle.
- Drivers with a serious illness must have permission from their doctor to drive.
- An obligation to have a first-aid kit in a vehicle.
- Setting a target for the rollout of roadside sobriety checks to test for drugs.
- More speed calming measures to protect vulnerable road users.
- Greater promotion of safe cycling.
- Outlining a new policy on speed limits across road categories.

The blueprint for 2013-2020 was rolled out by Transport Minister Leo Varadkar, the Road Safety Authority and the Garda Síochána in Dublin Castle on Thursday 28 March 2013.

## EU Road Deaths 2012

Recent published road safety figures (Tuesday 19 March) by the EU Commission states that Ireland succeeded in reducing the average road deaths in the EU in 2012. In 2012, Ireland reduced road fatalities by 12pc compared to a 9pc average in the EU. Vice president Siim Kallas, Commissioner for Transport said "2012 was a landmark year for European road safety, with the lowest ever number of road deaths recorded. A 9% decrease means that 3,000 lives were saved last year. It is hugely encouraging to see these kinds of results. Still 75 people die on Europe's roads every day, so there is no room for complacency. We have ambitious plans to cut EU road deaths by half by 2020 and we need to keep up this momentum to get there". According to the Commission, Ireland is also in line with the EU target to cut road deaths in half by 2020.

## Unpaid Tolls

The National Roads Authority (NRA) wrote off more than €3.3m in unpaid tolls last year. Of this amount, 57pc were incurred by Irish-registered drivers that the agency has simply given up pursuing. Barrier-free tolling was introduced on the M50 in 2008 and earns the NRA approximately €100m a year. There is a 96pc compliance rate among motorists, but the €3.3 write-off indicates that the remaining 4pc are

## Road Safety Ireland (cont'd)

Tom Harrington



difficult to pursue. While most of those who avoided the tolls were from the Republic, 28pc were driving northern-registered cars, while a further 15pc had plates from other jurisdictions. Appearing before the Public Accounts Committee (PAC) NRA chief Fred Barry said the agency's enforcement action was carried out by a firm of solicitors. He said those who haven't paid are prosecuted each month but conceded "Some people simply escape". The chairman of the Dail's PAC Carlow-Kilkenny TD John McGuinness questioned this "high sum" and said the write off called into question the NRA's ability to collect unpaid tolls.

### 'Nation of Old Bangers'

The average age of the car population in Ireland has risen to more than nine years and this raises serious safety questions. In the boom years the average age was much lower. In 2000, it was 5.6 years, in 2006 it was six years, and has been rising steadily since then. The situation has led CEO of Opel cars – Dave Sheeran – to call for an immediate restructuring of the Vat and VRT regulations covering the importation of new cars. Speaking at the launch of the new Opel City car, Mr. Sheeran said that a Government rethink on the whole issue of heavy taxation of the motor industry would mean a more environmentally friendly fleet of 'green' cars on the road with much lower bills for the importation of fuel. The Road Safety Authority (RSA) has also expressed concerns over the ageing car population and the Society Of Motor Industry (SIMI) that there are reports that even when warning lights come on in cars, cash strapped motorists are ignoring them. SIMI has also warned of the big increase in the sale of part worn tyres.

### No Texting in Norway

From m4 May 2013, it will be illegal for drivers in Norway to touch their mobile phones while behind the wheel of their vehicle for any purpose other than accepting a call or hanging up. The tougher new laws on mobile phones while driving were outlined by Marit Arnstad, Norway's Transport Minister. It means that text messaging and use of Facebook or other applications will be prohibited for drivers.

### MP Jailed

Disgraced MP Chris Huhne and his former wife Vicky Pryce have been jailed for eight months – a decade to the day since the speeding offence that led to their downfall. The jail term, handed down at Southwark Crown Court, is a culmination of a 10-year drama after Pryce took three speeding points for her then husband in 2003. Huhne and Pryce will wake up behind bars exactly a decade since Huhne's black BMW was clocked speeding on the M11.

### AEB Advancement

It is generally agreed that about 95pc of all traffic crashes are caused by human error. The London Road Safety Council (LRSC) has welcomed the Advanced Autonomous Emergency Braking (AEB) which it believes could counteract "that moment of inattention/distracted". AEB works by measuring the distance between a vehicle and another vehicle or other object ahead by radar, lidar or video recognition. The system calculates the estimated trajectory and warns the driver of an imminent impact, and if no action is taken, the system will deploy emergency measures. According to an EC study, AEB could reduce collisions by 27pc in Europe, which equals about 8,000 deaths and a saving of between €3.9 and €6.3 billion per year. New European Commission regulations due to come into force in 2014 will require new cars to have AEB if they are to achieve a five star safety rating.

### Viva Volvo!

In the US about 52,000 cyclists are injured in crashes each year, with 612 dying in 2010 according to statistics. In an effort to eliminate such crashes, Volvo will soon fit a system to new models that scans the road ahead for cyclists and automatically apply the brakes if the car is about to hit them. Based on a technology Volvo has built into cars since 2010 designed to prevent pedestrian accidents the system includes a radar unit behind the car's grill, a camera in front of the interior rear-view mirror and central processors. The radar signals the speed and location of the obstacles ahead, while the camera identifies potential cyclists and both keep an electronic eye on moving objects. If both sensors believe the car is closing in on the cyclist too quickly, then they will flash a warning light and pulse the brakes up to full power without the driver's input. The new technology will be in all Volvo vehicles by mid-May.

Note. If the new technology proves successful, perhaps some lucky and grateful cyclists may well upgrade from two to four wheels. Cyclists are one of the most vulnerable groups of road users and motorists should make a special allowance for them, because many years ago one particular High Court judge in GB when deciding a case between a motorist and cyclist commented (obiter) – "a cyclist is entitled to his wobble".

### Britain's Most Dangerous Corner?

A road outside a pair of ancient cottages has been dubbed Britain's most dangerous road after five cars crashed at the same spot in just 12 hours. Families living in the cottages on the A371 at Evercreech, Somerset had to endure collision after collision on a Sunday night and Monday morning. Evercreech parish council has repeatedly voiced concerns about the dangers of the bend on the A371 by the Pecking Mill Inn following a number of accidents there over the years. A spokesman for Somerset County Council said: "The road was resurfaced about three years ago and, on inspection today, no defects or unusual road conditions were found."

Note. Many British drivers don't understand road signs they see on a daily basis and nearly half – 46pc – admit to being distracted by road signs while driving. According to the Department of Transport, there are approximately 9,000 misleading road signs on Britain's roads.

### Killer Pile-up in Virginia

At least three people have been killed and 15 injured in a pile-up involving almost 100 vehicles in the US State of Virginia according to police. They say there were 17 separate crashes within a distance of one mile on Interstate 77 near the base of Fancy Gap Mountain. "This mountain is notorious for fog banks" said Glen Sage of the American Red Cross office in the town of Galax.

### Roundabouts Debut

Japanese drivers are grasping with the concept of roundabouts after a local council built the first one in the country. The experiment in the northern city of Iida in Nagano Prefecture is being monitored by other local governments considering doing away with junctions controlled by traffic lights. Experts on roundabouts say that there are fewer traffic accidents and that they do not come to a standstill in the event of a power blackout.

**And finally ... Written on the back of a Ford Transit – "Your skid ends here".**

## Welcome to SADIA

SADIA is an association for ADIs & PDIs covering Sutton in Surrey. We work very closely with Sutton test centre in particular, & it's surrounding test centres.

We are a committee of 6 ADIs:

- Jane Jones - Chairperson
- Philip Traies - Deputy chair/secretary
- Julie Ayres - Membership secretary/ Treasurer
- Chris Kingsley - Inclusion Officer
- Lesley Philbey - DSA, Industry & Community Liaison
- Ruth Kingsley - Social Convenor

We are in our third year & have a membership of around 60 active members. We have at least 6 meetings a year covering various driving industry related topics which are all well attended. We also hold 2 purely social meetings a year too. Some of us SADIA ladies joined in the 'Race for Life' last summer, sponsored by the men & we plan to do so again this year.



And now for the news....

**GROUP MEMBERS: CLAIM YOUR HALF PRICE SUBSCRIPTION**  
£15 offer only valid at time of purchase, we cannot back-date this offer, so be sure to mention it when you phone. Alternatively visit [www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc) now

*Sign me up!*

**HALF PRICE SUBSCRIPTION**  
[www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc)

**Driving Instructors...  
Need a new car but can't afford it?**

**L**ease it...



- Low cost affordable fixed term contracts
- Fitted with Hi-Man dual controls
- Taxed, fully maintained and with AA/RAC cover
- Courtesy dual controlled car if yours is off the road

We're the leader in our field with affordable packages designed to get you in business quickly and keep you on the road. Can you afford not to talk to us?

[www.hcdic.co.uk](http://www.hcdic.co.uk)

Hitachi Capital Driving Instructor Centre

Follow us on:



Call: 01162 888288

Email: [sales@tdic.co.uk](mailto:sales@tdic.co.uk)

**HITACHI**  
Inspire the Next

# n-formed?



And now for the news....

**GROUP MEMBERS: CLAIM YOUR HALF PRICE SUBSCRIPTION** £15 offer only valid at time of purchase, we cannot back-date this offer, so be sure to mention it when you phone. Alternatively visit [www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc) now

£15 adiNEWS Subscription  
(normally £30) for GROUP MEMBERS ONLY

*Sign me up!*

**HALF PRICE SUBSCRIPTION**  
[www.adinews.co.uk/adinjc](http://www.adinews.co.uk/adinjc)

**OR COMPLETE THIS FORM**

Name (Mr/Mrs/Ms) \_\_\_\_\_  
Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Postcode \_\_\_\_\_  
Contact Telephone No \_\_\_\_\_  
Association/Group Name (required) \_\_\_\_\_  
E-mail address\* \_\_\_\_\_

\*We will NOT forward your details on to anyone else, for any reason. As well as your printed magazine, you will also receive our monthly email newsletter with the latest special offers and competition details.

**PAYMENT DETAILS**

**Cheque:** Please make cheques payable to **adiNEWS** for £15  
Cheque number: \_\_\_\_\_

**OR pay via Credit/Debit Card:**  
Visa  Mastercard  Switch/Maestro  Other   
Card Number \_\_\_\_\_  
Security Code \_\_\_\_\_ Expiry Date: \_\_\_\_\_  
Start Date \_\_\_\_\_ Issue number \_\_\_\_\_  
Name of Card Holder \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_



**ALTERNATIVELY PHONE 01273 573869 OR POST TO**  
**adiNEWS, The Brighton Forum, 95 Ditchling Road, Brighton, BN1 4ST**

## Member's Corner

### DIPOD

Hello again!

The March issue of the Driving Instructors Podcast is now online and ready for download.

Show 55 - Starting A Fresh includes two interviews over skype.

One with Marc Ford ADI who was instrumental in organising the recent Fresh Start 2013 event, and Garath Marchant who gives us an insight into Shared Learning, which is an excellent CPD initiative set up by himself and a number of other instructors in his local association.

Apologies to the people who sent in correspondence over the past month. We were unable to get to them this time round, but we are planning an extra show to cover them in a couple of weeks time.

In this show;

- Fresh Start 2013
- Steve's Remedy
- Shared Learning
- Handbrake Button Use
- Amber Lights On MOT's
- DSA - ADI Proposals
- NJC Check Test Workshops

You can find the show by clicking [www.dipod.co.uk](http://www.dipod.co.uk)

### Are some UK car insurers killing off Speed Awareness Courses?

Please excuse for contacting you out of the blue. I am a road safety professional with extensive experience in casualty reduction activities including driver training and development at all levels. I am seriously concerned that the actions of some motor insurers could lead to the demise of speed awareness courses and I would welcome your help in addressing this.

Insurers within the Admiral Group are now increasing premiums for drivers who complete Speed Awareness Courses, despite them not being convicted of any offence. Perversely they are penalising drivers for choosing an option that is proven to improve driving standards. This is illogical and unfair, it can deter others from taking the course and could threaten its future availability. I believe that insurers should promote Speed Awareness Courses, instead some now penalise drivers who complete them.

If you agree please add your name to the e-petition I have created.

The petition can be found at: <http://epetitions.direct.gov.uk/petitions/47243>

I am not an apologist for drivers who blight our lives with their thoughtlessness, however, Speed Awareness Courses exist to fix the problem.

Kind regards.

Ian Procter MA, DipASM, FIRSO, FAIRSO, FInstLM, MAC.



**STOP PRESS • STOP PRESS**

### Fleet check tests to stop from April 2014

Fleet instructors will no longer need a specific fleet check test to stay on the fleet register.

DSA is introducing a new standards check for all approved driving instructors (ADIs) in April 2014. This will assess how well you meet the standards set out in the 'National standard for driver and rider training'.

#### Removal of role play

DSA proposes to no longer offer role play when the new standards check starts.

As the examiner will assess whether your instruction helps a person to learn in an effective way, you can best show this by giving a normal lesson to a real pupil.

#### Pupils you can bring

You already have the flexibility to bring a range of pupils from a learner to a full licence holder seeking development. However, the pupil must not:

- be an ADI
- have passed the ADI part 2 test

As the fleet register is an extension of the ADI register, the ADI standards check will be enough for instructors to stay on the fleet register.

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

- DSA More module 2 bike test sites to open
- DSA ADI check test to be replaced from April 2014
- DSA National standards for driving updated



### And Finally...

#### a quote...

*'The one thing that unites all human beings, regardless of age, gender, religion, economic status or ethnic background, is that, deep down inside, we ALL believe that we are above average drivers.'*

Dave Barry

