

MEMBERS NEWS

Issue No: 67
July 2012

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MDT meeting

Rosemary Thew's Column

News from AIRSO



VAUXHALL



ADI Support



What next?

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.

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From the Chair..... a monthly report



With our national summer of sport well underway and the Olympics very close now we have had our share of excitement amongst the GC. Mark Smith our General Secretary was proud to watch his son carrying the Olympic torch as a runner and our President, Neil Peek has his granddaughter, Jessica (left) in the opening ceremony. The day will be even more special for her as it is her birthday on the same day; we wish her every success in the evening's performance.



I can't imagine the logistics of planning the opening ceremony; our own conference is hard enough work to plan. However it's well worthwhile when we sell out our tickets each year and we are hoping that this year will be no exception. I'm pleased to say that tickets are selling well currently although we still have some available. The booking form and poster are in this newsletter and on our website at www.adinjc.org.uk if you would like to join us there on October 7th at the Village Hotel in Walsall in the West Midlands.

It's also been good to see the take up of spaces at our FREE half-day training events in 6 locations around the country. The training team have worked very enthusiastically to bring you these events and spaces are still available. The poster and free 0800 number to ring are in this newsletter. Once these free days are over we will be releasing new dates for one day events around the country. The 2 topics we have chosen for the training are The Check Test and Better Business Skills. Details will be in the newsletter and sent out to you all but there is also a training section on our website with details.

The committee have been busy visiting ADINJC local associations, I was pleased to be asked to attend and speak at the DING (Driving Instructors Nottingham Group) annual seminar and our deputy also attended the Leeds Driving Instructors Association to update and meet them. We also have another new member group from Sutton in Surrey who we would like to welcome on board as well as many new DIG members this month. I still believe we are currently the fastest growing national association. I don't think there has ever been such an important time to be part of a national association with so many changes being discussed in the industry.



I attended the Modernising Driver Training meeting on July 2nd with other stakeholders and the DSA. You may already have read my report but it is in the newsletter for any of you who have not seen it so far. I was very disappointed that the DSA seem to be having second thoughts on making CPD mandatory in the industry. It came "out of the blue" at the meeting as it has always seemed to me at previous meetings that they were in favour of it. I believe the sheer cost and the logistics of getting it underway are too much for the DSA to want to undertake and be involved with. However our Head of Training, Nick Ibbott, who attended the same meeting with me, then moved on the same day to meet the Minister, Mike Penning. Nick asked him about mandatory CPD. It seems the minister is still very keen on the idea so we have a situation where the DSA and the minister are not in agreement. If CPD is not made mandatory I believe the losers will be many ADIs who will probably continue to do no CPD at all. Sadly they become out of date with modern thinking and teaching. It's just good to meet so many ADIs who obviously feel it is important to keep trying to improve what they do on a daily basis and of course CPD will still be provided for lots of ADIs. There are other very interesting changes coming with the check test and the way it will be marked.

These will allow the ADI to be much more flexible in the teaching styles they can use and the mark sheet will make allowances for this. As we get new information we will pass it on to you and of course the DSA will be attending our conference so we can all ask them questions and get an update on any changes we need to know about.

On July 10th it was announced that the car practical driving test will be bought closer to home in some areas. The DSA will be launching a partnership deal that will see tests going out from branches of Halfords. These will be at no cost to the DSA and will have DSA examiners taking the tests. Road Safety Minister, Mike Penning made the announcement and believes tests need to be available to everyone near their home.

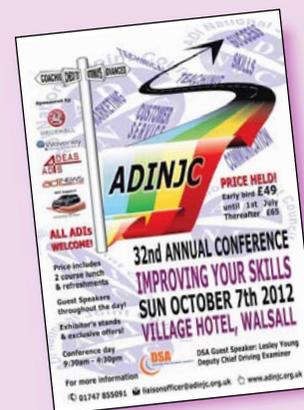
We wait with interest to see who else becomes involved in this partnership deal. Let us have your thoughts for the next newsletter please.

I hope to meet many of you at the events we are holding and look forward to touring the country.

Happy summer holidays and best wishes from

Lynne

Lynne Barrie



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n-formed?



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Report on MDT meeting with DSA

Lynne Barrie

Report on MDT meeting with DSA at the Axis Building on 27.2.2012

Attending for the DSA were:

Mark Magee (DSA Registrar and Director for Regulation, Standards and Development),

Rosemary Thew (DSA Chief Executive Officer),

Ian Holden, (DSA Senior Education Advisor),

Lynne Fitzharris, Jacqui Turland and Elizabeth Smith.

Other attendees were stakeholders from national associations, training bodies, RoSPA, IAM, People 1st, Forum of Mobility Centres, Freight Transport Association; Skills for Logistics and the DfT

Approximately 27 attended.

1. IBS3: Online Booking Services - Elizabeth Smith, DSA Operational Systems Manager

Background: We are into the 3rd phase of IBS to supply all transactions online. DSA also want to respond to feedback from a survey they held and to improve the website.

OBS Benefits

- Users will be able to:
- View test slot availability without entering candidates details.
- Set up favourite test centres and automatically check availability at these sites.
- Update business details online
- Flexibility to book multiple tests between 6am and midnight
- Receive notification of test slot cancellations
- Make and manage multiple bookings, named only for ADIs.
- Add or remove instructors- ADIs only
- Add or amend instructors availability- ADIs only

We were shown examples of the web pages. We will all be invited to visit the website through the Government Gateway, each having our own access details and passwords. We won't all join at once though: it will be a staged approach. It will run without the Captcha software (the squiggly characters we have to retype currently to prove we are human and not another computer!). We will add items to a basket and pay at the end. The site is currently being tested and then will be launched in stages during autumn 2012. Trainer bookers (motorcycles, lorries and buses) will be launched first and then ADIs invited will be to join. Trainer bookers don't have to fill in names until 3 days before the test, business bookers for cars do. The DSA will need to monitor the site to prevent people booking multiple slots and cancelling a few days before. The group queried if single ADIs would be at a disadvantage but we were assured not. It should provide flexibility for us to swop around our own candidates if we wish.

2. National Occupational Standards, mapping to MDT work

Representatives from People 1st and Skills for Logistics have managed to secure funding to review the National Occupational Standards for driver trainers working with learners in Cat A, B and C. This review will be used to ensure the industry NOS map closely to the Driver Training Standards produced by the DSA. A "NOS" is a document that describes what an individual needs to know and understand to do their job. The work will start straightaway and be signed off by the industry

representatives and DSA and DVA by the end of 2012. The new NOS will be submitted to the database at the end of January 2013. I have asked to be part of the group that works on this as I consider it to be of great importance.

3. The ADI Qualification Process - Ian Holden and Lynne Fitzharris

ORDIT workshops have been held where trainers expressed their views on the qualification process. Views were that the majority thought the trainee licence should be retained. There was support for enhancing the Part 2 and the use of a talk through in the test. There was also support for enhancing Part 3 and also for introducing a Vocational Qualification as long as the DSA takes the external verifier role. Concerns were around costs especially for smaller organisations, also that larger training organisations can drive down standards to their economic advantage and a concern that single trainers may not be able to take part.

Impact Assessment Options to Consider: Please note these are current thinking and not decisions!

- Ending the trainee licence which the current Minister supports
- Enhancing the DSA qualification route
- Introducing a Vocational Qualification (VQ) to replace the DSA route.

The proposals if we take the DSA route are:

Trainee instructors will be eligible for exemption if they have passed Part 2, have done at least 40 hours training with a qualified ADI of which 25% must be in car. The training must be received within 6 months prior to the date of application. The exemption is for 6 months only and is not renewable. It is conditional on the trainee being accompanied by an ADI at all times while delivering instruction to a learner who is paying for that instruction. The trainee must inform a learner of their trainee status and the accompanying ADIs green badge must be displayed in the windscreen for all on road lessons. No pink badge will be displayed.

The proposals if we take the VQ route are:

Regulations will allow a class exemption for trainee instructors who are taking the VQ as long as they are accompanied by an ADI at all times while delivering instruction to a learner who is paying for that instruction. The ADI displays their badge in the window and the learner is informed the instructor is a trainee. The accompanying ADI must be qualified to deliver the training under the VQ. The ADI must be satisfied that the trainee instructor has reached a sufficient level of competence and the learner must understand the instructor is a trainee and agree to take part on that basis. The ADIs green badge must be displayed.

The preferred option is to have a VQ as long as the DSA takes the external verifier role.

4. Registrar's Update - Mark Magee

Mark Magee wanted us to be aware that 2nd trainee licences will rarely be given. He will look at evidence that a Part 3 is booked and not cancelled: medical evidence will need to be submitted and having other full time employment will not be a valid reason for a second licence, neither will having insufficient pupils. He reminded us that ADIs have a duty to notify the registrar within 7 days of any cautions or convictions. The ADI Suspension Power to immediately remove someone who is a danger to the public will be available to the Registrar from July 13th 2012.

He moved on to talk about check tests and said the National Statistics for March were published at the end of last week.

Statistics on ADIs for 2011/12:

- 44,000 ADIs presented a candidate for test
- 31,500 ADIs presented more than 10 candidates for test.

Report on MDT meeting with DSA

- 32,000 check test slots had been provided for 16,000 check tests actually conducted.

There had also been a flurry of Fleet Check Test requests from ADIs who had not gained a 5 or 6. The DSA need to improve the efficiency of the check test and Mark is keen to work with the industry to dispel the myth that the check test is a hurdle rather than an opportunity to show competence and continued support.

5. Registration - Jacqui Turland

The current check test was introduced in 1989 and has a culture of non-attendance. This means the "good" ADIs are subsidising the ones who don't turn up. One quarter of planned check tests have the ADI cancel, 9% have a "no show" and 7% are cancelled by the DSA. The voluntary code of practice will be revised shortly.

The proposals are:

- A charge for all standards checks and the registration fee to be reduced accordingly.
- The CRB check to be paid directly to the checking organisation.
- The check test to be booked online by the ADI and the date to be chosen by the ADI within a time frame.
- ADIs will be charged for non-attendance at a check test if less than 3 days' notice is given.
- ADIs that have left the register will be able to come back after 12 months without completing the whole qualification process and by having a check test.
- On demand check tests are being considered and the price of £125 was still being talked about for this.

6. Enhancing the Standards Check - Lynne Fitzharris

The DSA objective is to enhance the standards check process without significant regulation or system change. The main change will be to the marking scheme of the check test as currently this is not allowing for client centred learning and is not flexible enough especially for fleet check tests.

Assessment will be considered in 3 areas of competence:

1. Planning the lesson

- Did the candidate identify the students learning goals and needs at the start of the session?
- Was the agreed lesson structure appropriate for the students experience and ability?
- Were the practice areas appropriate?
- Was the lesson plan adapted when appropriate to help the student work towards their learning goals?

2. Risk management

- Did the candidate ensure the student fully understood how the responsibility for risk would be shared?
- Were directions/ instructions clear and in good time?
- Was the candidate aware of the surroundings and the student's actions?
- Was any verbal or physical intervention by the candidate timely and appropriate?
- Was sufficient feedback given to help the student understand any potential safety critical incidents?

3. Teaching and learning strategies

- Was the teaching style appropriate?
- Was the pupil encouraged to analyse problems and take responsibility?
- Were opportunities and examples used to clarify learning outcomes?
- Was the pupil given appropriate and timely feedback during the session?
- Were the student's queries and concerns addressed appropriately?
- Did the candidate maintain a non-discriminatory manner throughout the session?
- At the end of the session was the student encouraged to reflect on their performance?
- These 3 areas would replace the core competencies as they currently stand.

Marks will be given in three levels:

- 0= No evidence of competence
- 1= A few elements of competence demonstrated
- 2= Competence demonstrated in most areas
- 3= Competence demonstrated in all areas

There will 48 possible marks.

We were shown copies of the possible new marking forms.

There are 3 conditions for an automatic fail:

- If the candidate obtains less than a score of 8 in the risk management section.
- If they fail to manage safety critical incidents effectively,
- If they fail to identify a weakness or give insufficient information that a safety critical incident occurred.

This will all be trialed across the country and the form adjusted after feedback. The new programme will then be rolled out to Standards Check Examiners and after that the new form and guidance given to the ADI industry.

7. Continuing Professional Development - Ian Holden

The DSA are aware that the Minister believes in CPD in our industry. The task is to encourage ADIs and support them to maintain and develop their competence. We have been shown options in the past meetings from voluntary to mandatory. With mandatory schemes it is felt by the DSA that it imposes financial and regulatory burdens on small businesses and that they would be expensive and complex to manage. We were also told it would be impossible to defend at a tribunal due to the existence of the standards check. If an ADI had not taken the CPD but gained a grade 6 at their last standards check the removal of their licence to practice would be impossible. There had also been an independent review on professionalism in Further Education that argued there was no sound, causal, link between regulatory enforcement of CPD in the sector and improvements in practice. The DSA seem to be suggesting that ADIs will be motivated to maintain their CPD as they are tested on the core skills in their check test. Currently it seems the proposed option is voluntary CPD for ADIs. Mark Magee commented that we may risk other areas of change to MDRT by pushing CPD to be mandatory.

The consultation title seems to have reverted to MDT rather than Modernising Driver and Rider Training as the DSA want to move on with the consultation and the Rider section is not fully on board.

The next meeting of the group will be in September.

Report on MDT meeting with DSA

8. My personal views

The changes to the internet booking system should give us more flexibility if it is monitored properly by the DSA. I was assured at the meeting it wouldn't mean a disadvantage for single working ADIs over larger businesses.

The National Occupational Standards review to ensure the industry NOS map closely to the Driver Training Standards produced by the DSA is in my opinion a good move especially as the funding has been granted. I asked the question many years ago "Why don't we count?" and this will enhance our profession. I look forward to being part of it if possible.

Obviously I feel the route to becoming an ADI needs to be more stringent. I am pleased to see that anyone carrying out instructor training will need to have passed certain requirements including being a grade 5 or 6 but I feel this needs to go further and we don't have details of that currently.

I applaud not having a pink licence in the window and the green accompanying ADI badge being there. I am concerned on how the ideas put forward will be policed. How do we know that the pupil will be told they are with a trainee, will they need to sign something about this? Again it's the detail we need and we don't have sufficient currently. Of the 40 hours of training with an ADI, 25% in car is nowhere near enough. In my opinion 50% or more would be a better option.

I applaud being able to immediately remove an ADI who poses a danger to the public and am pleased to see this being enforced from July 13th 2012.

It is obvious the DSA are very concerned about the check test. They have to make more savings this year and therefore need to make it a better system as currently it appears of all the letters of invitation sent out only 50% lead to a check test on the proposed day. The new marking scheme will allow more flexibility especially for fleet trainers who need to use a client centred approach. For other ADIs it means we can use a variety of teaching methods and the approach again is client centred. The DSA want us to be less fearful of our check test so they need to reword the new marking sheet in my opinion. The word "candidate" referring to us as the ADI on a check test is off putting as is the very formal letter to attend one. Whilst the new marking scheme looks complex I do feel it will be far better than the current one. I have concerns about the "instant failure" system mentioned but again the DSA are looking to trial this all shortly so these forms are not final.

Finally CPD! I am bitterly disappointed that the DSA seem to be choosing not to go with mandatory CPD. Although I realise that not everyone in the industry was behind it, I have always felt it would have raised standards. It seems the costs and the administrative burden has taken over from discussions we had before with the DSA when they wanted to take it further. I am finding that there is a great demand amongst some ADIS who have a thirst for knowledge and who want to stay ahead to do CPD. To be able to obtain a high grade on the new check test marking scheme will require an ADI to fully understand learning styles and the key elements to their job. I can see ADIs who don't do any CPD struggling on the check test.

I await eagerly the next phase of this and the consultation taking place so we can move on with much needed change in the industry. Our next meeting is in September and we should start to see changes by 2014.

Lynne Barrie

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Rosemary Thew's Column

ADI Suspension

This month new regulations came into force which gave ADI Registrar Mark Magee the power to suspend driving instructors who pose a threat to the safety of the public.

The Registrar is likely to exercise the suspension power in cases where instructors have been convicted of a violent or sexual offence or are delivering tuition of a dangerously low standard, while the formal removal or revocation processes are being completed.

Instructors retain the right of appeal against a decision to remove them from the Register of approved driving instructors or to revoke their trainee licence.

The instructor will be able to apply for compensation in respect of the period of suspension if they are not subsequently removed from the Register.

Annual Report and Accounts

The DSA's annual report and accounts have now been published detailing the agency's achievements for the 2011-12 financial year and its ongoing commitment to improving road safety as well as working to the government's reform agenda.

Key achievements include:

- meeting 24 out of 26 performance measures
- delivering around 1.6m practical car driving tests and 1.6m theory tests
- keeping ISO9001 accreditation for the quality assurance of the car practical test
- introducing new case studies into the driving theory test and stopping the publication of live questions to try to ensure that candidates gain a better understanding of driving and riding theory
- retaining Customer Service Excellence and Customer Contact Association accreditation
- continuing to support the government's 'digital by default' strategy, increasing our take up of electronic services to 83%
- achieving around £2.8m of efficiency savings and a reduction in our carbon emissions of 8.7%
- working with local stakeholders to trial the introduction of extra car driving test facilities at nine locations to provide a more local service for instructors and candidates; we plan to increase the number of locations in 2012/13.

Taking testing closer to customers

Indeed, in March this year, Road Safety Minister Mike Penning announced that DSA would be looking to extend taking testing to the customer to 21 locations in five additional areas. He also explained that the agency was seeking public and private organisations to work in partnership to identify and provide locations from which the car practical test could be delivered.

On 10 July, the Minister announced that proposals are being developed for partnerships with Halfords Group PLC and Mantra Learning Limited. Subject to working agreements being finalised and premises with suitable driving test routes being identified, it is expected that DSA will begin testing at those 21 locations in the near future.

These will be non exclusive arrangements and DSA may, in future, consider other partnering agreements to provide premises which meet its criteria. Local agreements with the Fire and Rescue Service, particularly in areas not otherwise covered, are also being explored and there have also been



discussions with several universities.

Significantly this use of property will be provided at no cost to DSA. Tests will continue to be conducted by DSA examiners.

Civil Service Reform Plan

This new way of delivering car practical driving tests supports the principles of the Open Public Services White Paper published in July 2011. It also delivers some of the key actions in the Civil Service Reform Plan, published in June 2012.

The Plan explains the Government's aim to achieve radical reform of public services to improve quality and responsiveness for users, whilst also ensuring best value to the taxpayer. As part of this, the Government wants departments and agencies to take a different approach to public service delivery by entering into new partnerships with the private sector or civil society.

Another key aspect of the Plan is the need to make the government's policy of digital by default a reality. The DSA is actively leading the way in this area. Over 83% of the agency's customers already carry out their business with the DSA online and with further system upgrades due in the autumn and early next year that number is set to increase still further.

All Departments are to publish plans for making services digital by default by the end of 2012.

National Statistics

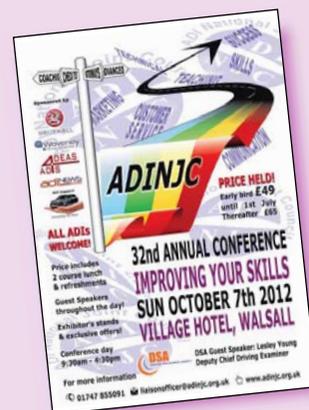
The agency's latest national statistics published at the end of June presented information on the number and pass rates of driving and riding tests conducted in Great Britain to 31 March 2012 (covering the whole of the 2011/12 financial year).

A supplementary bulletin was released in early July, providing breakdowns of test passes by candidate age and number of test attempts.

You can find the statistics on the Department for Transport website dft.gov.uk/statistics

Tests in Welsh

Posters detailing services available to Welsh speakers are to be put up in driving test centres in Wales. The Agency is starting a proactive campaign to promote the fact that driving tests - both theory and practical - can be taken in Welsh if preferred. The posters will include information about how Welsh speaking candidates can book tests.



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FREE ADINJC Training Sessions

The Free ADINJC training sessions held in Elstree and Maidstone have already taken place and by all standards have been hailed a complete success. Almost 200 delegates have enjoyed 3 hours of interesting and informative CPD from industry experts. This is some of the feedback...



Fantastic CPD session. In this business there is always something new to learn even after 7 years of being an ADI. Thank you Lynne and the rest of the ADINJC team - Nigel Slater, Chairman of South East Driving Instructors

Thanks for packing a lot of helpful info into a half day. Very enlightening - Melanie Smith

Thank you for making me more aware of what's going on. I would have liked more time expanding each subject. It was great that it was easy to get to and I very much appreciate that all it cost me was my time. - Helen Palmer



I am really glad I attended, I travelled on my own from West Sussex not knowing anyone, or even what to expect, but I have found the morning to be an interesting and pleasant one.

I have been an ADI since 2006, and went out on my own shortly after that, at the age of 25, found it a little daunting. I feel its most important not to become lonely. I shall be attending more events in the future, and would also look perhaps at sometime to use you, for training, for myself. I feel that everyone came across really well. It was a pity I had to dash off after, as I would have like to stayed and chatted more. - Peter Ray



Great morning - thank you. As an independent ADI & NJC member, it's great to meet up and realise I'm not on my own - Nighean Walker

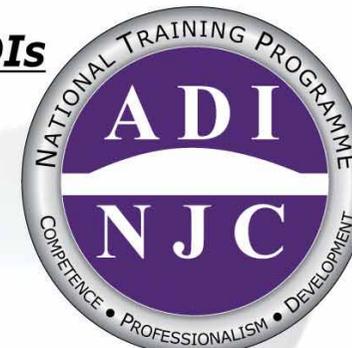


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Date	Venue	Holiday Inn
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17th Jul	Maidstone	Maidstone Road, Rochester, ME5 9SF.
23rd Jul	Walsall	20 Wolverhampton Road, Walsall, WS2 0BS. Off Jctn 10 M6
30th Jul	Manchester	Manchester Airport, Altrincham Rd, Manchester, SK9 4LR.
13th Aug	Bristol	(Filton) Filton Road, Bristol, BS16 1QX.
20th Aug	Newcastle	(Great North Road), Seaton Burn, Newcastle upon Tyne, NE13 6BP.

Registration: 9am - Start: 9:30am - Finish: 12:30pm

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Road Safety Information

Tyre Safety Development

Following more than six billion kilometres of testing involving 50,000 tyres over seven years, Michelin is taking the first steps to combine the introduction of a Tyre Pressure Monitoring System (TPMS) and Radio Frequency Identification (RFID) chips in tyres for large commercial vehicle fleets.



The company believes that its new 'communicating' tyres not only make it possible to obtain tyre pressure and temperature data easily, they will ensure flawless traceability of bus, coach, truck and trailer tyres throughout multiple lives in service.

This new generation of tyres are currently being introduced across a fleet of 100 double-decker buses operated by Stagecoach in London, which is the first major European customer for this new technology. Michelin is confident its innovation points the way to new methods of managing tyres, and hopes more commercial vehicle fleets will benefit soon.

At the heart of the development is an RFID chip and antennae assembly, weighing 0.2 grams and 5cm long, which is built into the Michelin X InCity tyre casing. In conjunction with a separate wheel rim mounted TPMS, the chip enables key data including the tyre pressure, temperature and the serial number of the tyre to be identified using an easy-to-use probe that can also record tread depths. The probe provides an electronic link between the tyre and a data processing system, with all information quickly downloaded into a handheld PDA unit.

The new technology allows a technician to gather complete, extremely accurate tyre information in significantly less time than via a manual inspection. It also makes pressure checks safer; and since the valve is not opened, there is no loss of air. The increased speed of the checks will help fleets ensure their tyres remain in optimum condition for longer. This brings multiple benefits, since tyres maintained at the correct pressure last longer and improve fuel efficiency, which in turn reduces CO2 emissions.

Michelin estimates that a tyre inflated to 1 bar less than the recommended pressure increases fuel consumption by up to 0.4 litres per 100 km. Tyres inflated 10 per cent below the recommended level experience a 15 per cent reduction in tyre life, whilst 30% under inflation reduces tyre life by 50 per cent. Studies of fleet operations also show that 75 per cent of tyre-related incidents are due to slow air leaks.

The RFID chip needs no battery as it is powered by the electromagnetic waves given off during data collection. Chip lifespan is considerably longer than that of the tyre, and it is uniquely designed to survive Michelin's Remix remoulding process, enabling the same sensor to be used in all stages of Michelin's Four Lives offer. Furthermore, the chip cannot be worn off or lost, as a bar code label can, because it is embedded in the tyre's construction.

The Road Safety Markings Association is set to carry out the UK's biggest survey of the state of white lines.

From 16 July and throughout August, more than 6,000 miles of roads in England, Scotland and Wales – including the UK's ten least safest roads identified by the Road Safety Foundation – will be assessed for the quality of their central white lines.

Road markings are measured on their retro-reflectivity. A rating of



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Road Safety Information

150mcd (millicandelas) is the level recommended by the industry, with road marking materials available that ensure lines remain clearly visible even at night in wet conditions. Under a Highways Agency standard, if the quality of markings falls below 100mcd, they should be scheduled for replacement, and if the quality rates below 80mcd, they must be replaced immediately.

The RSMA recognise that the UK is currently under huge financial pressure, but road markings are widely recognised to provide the best, most simple and cost-effective navigation aid to drivers – and previous surveys have found white lines reduced to the level of the faintest chalk mark.

The latest figures on road casualties, issued by the Department for Transport, show that around 40% of night-time collisions on motorways and rural roads occurred in the wet; and 34% of collisions caused by permanent road sign/markings defects occurred at night - of which 35% are where there is no street lighting.

Currently, the Highways Agency and many local authorities are turning off motorway and street lighting – which makes high quality, well-maintained road markings absolutely imperative, if drivers are to be able to find their way on the darkest, wettest night.

The findings of the report will be published in the autumn.

Personal Injury Claims

Despite an 11% fall in the number of road collisions in 2011, personal injury claims rose by 18%

A report from the Actuarial Profession says that a higher proportion of people involved in accidents are making claims for personal injury, such as whiplash, and that this may cost the insurance industry an extra £400m a year.

The Government is planning new laws to limit the amount of money that firms can make from 'no win no fee' cases. The legislation, announced in March 2011 by Justice Secretary Ken Clarke, would prevent lawyers claiming "success fees" from the losing side. Instead they would receive a share of the damages.

The proposals follow a review carried out by Lord Justice Jackson in 2010, at the request of the previous Government. The legislation also aims to prevent insurance companies and others from passing on motorists' details after a collision.

Young Farmers looking to help road safety

The National Federation of Young Farmers' Clubs (NFYFC) is meeting with Mike Penning, road safety minister, to request funding for a specific person in each county to run rural driver training and hazard awareness courses.

NFYFC, which represents 23,000 young people in rural areas in England and Wales, is also calling for specific targets for cutting rural road deaths.

Mike Penning said: "We welcome the support of any group looking to improve road safety, especially those involving young people."



Image: © Nevit Dilmen

Comment: Whilst the Young Farmers getting involved to raise an ongoing awareness about the problems of deaths on rural roads it concerns me that everyone believes the solutions to all our road safety issues is more and more and more driver training. Many of the drivers who come unstuck are not "poor" drivers and we need to explore other initiatives which tackle the problem which are not purely connected to training

Study shows benefits of advanced driving

Drivers coached beyond the L-test to advanced driving standards are more aware of other road users, road conditions and hazards on the road, according to a new survey commissioned by the IAM.



*The survey showed that: 90% of advanced drivers are more aware of other road users and potential hazards; 66% believe that advanced driver training helped them to avoid an incident or collision; and 78% have better car-handling skills.

The independent survey of 2,500 IAM members also reveals that advanced driving saves fuel and money, with 60% saying their driving is more fuel efficient as a result of taking a course.

Men are more likely (than women) to say their driving has become more responsible, considerate and tolerant, and that they drive less fast as a result of the course; while women are more likely to say their driving has become more decisive and confident. 89% of respondents agreed that taking the IAM test had a permanent positive effect on their day-to-day driving.

Simon Best MAIRSO IAM chief executive, said: "We know that educating drivers and changing their attitudes to driving makes them safer. This report also demonstrates an improvement in hazard awareness and therefore a reduction in the likelihood of an accident."

Young and inexperienced drivers in particular will benefit from further coaching, but more experience on the road doesn't mean that your attitude to driving is any healthier. Advanced drivers are significantly safer in a number of key areas, including speed, maintaining safe distances between themselves and other drivers, cornering and use of mirrors."

Road Safety Week

The 16th Annual Road Safety Week this year runs from 19th to 25th November 2012 and has as its theme Slower Speeds = Happy People.



Organisations can access free electronic resources and guidance to help them get involved. Go to www.roadsafetyweek.org.uk and click on 'organisations' for initial ideas and to register to take part and get a free e-action pack (which will be emailed out from August). This includes downloadable posters to display during the Week, plus advice, and case studies of what other organisations have done in previous years.

Scotland handed powers to set drink drive and speed limits

New powers to set drink drive and speed limits in Scotland have now been transferred from Westminster to the Scottish Parliament.

The transfer is likely to see Scotland reduce their drink drive limit as part of a range of new powers being handed to the Scottish Parliament under the Scotland Act. Scottish Government colleagues and Scottish Ministers will now take the lead on these matters.

The Act now gives Scottish Ministers the powers to make their own decisions for Scotland's roads.

Road Safety Information

Ministers have been keen for many years to reduce the drink driving limit and the Scotland Act now gives them the necessary powers. There has been a suggestion that this change might well take place before the end of the year leaving England and Wales plus Malta as the only countries with a limit of 80.

Delivering Driving Tests

The DSA has selected Halfords plc as a preferred partner, and is also exploring partnerships with the Fire and Rescue Service and several universities.

In one location the agency also expects to sign an agreement with training company Mantra Learning Ltd.

The scheme focuses on 21 locations, centred around 5 different areas across the country:

- Glasgow
- Kettering
- Manchester
- Watford
- Worcestershire

Starting from autumn

Testing from partner premises in these locations is expected to start from the autumn.

These arrangements apply to practical car tests. Other types of practical tests and theory test centres will not be affected.

Partners will allow the use of their premises at no cost to the DSA. Tests will still be conducted by DSA examiners.

Safety Cameras still operational

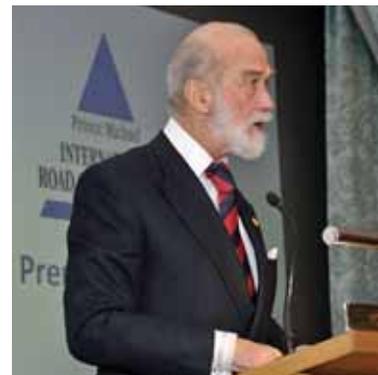
Two years after the Government announced major cuts in road safety funding, figures obtained by the RAC Foundation suggest that fixed safety cameras continue to be used in most areas of England.

Data obtained by the RAC Foundation following Freedom of Information (FOI) requests reveal that, in England, there are currently 2,331 fixed safety camera sites; 3,026 fixed safety camera housings; and 487 operational fixed cameras.

Of the 38 organisations approached with FOI requests, four refused to answer questions, while Durham, Darlington, North Yorkshire and York have never used fixed safety cameras.

Of the remaining 32, 10 said they had made no change to the level of provision of sites, housings and cameras since 2010, while several others registered only small changes in provision over the past two years.

The biggest changes have been in Avon & Somerset and Wiltshire & Swindon where all operational cameras have been switched off.



Prince Michael Road Safety Awards

The deadline for nominations for the 2012 Prince Michael International Road Safety Awards has been extended to 6 August 2012.

Organised and managed by RoadSafe, the Prince Michael Awards recognise achievements and innovation which will improve road safety.

The most outstanding examples of international road safety initiatives are given public recognition through the scheme.

I am privileged to be one of the judges for the Prince Michael Road Safety Awards and am happy to provide any guidance about making a submission. Over the years there are a few

important things which you need to ensure

- Your initiative/idea/programme etc has some history and is sustainable. It is no good having a good idea putting it into practice and hoping that after a few months you can achieve an award at this level
- You need to be able to produce some evaluation as to the worth and value of your initiative which goes hand in hand with the above. Without a degree of longevity you will not be able to demonstrate what has been achieved and whether it has value.

It is surprising how often I see something of value and yet people are unable to produce the evidence which is required because they have not built in the evaluation needs from the onset which is a great pity as the judges will find it difficult to assess.

Freedom of Information Question

The IAM has recently gained the following information. These figures are the result of a freedom of information request made by the IAM to the Ministry of Justice dated July 2012

- The average sentence for causing death by dangerous driving is just four years – 62% shorter than for manslaughter.
- The average sentence length of manslaughter is 6.6 years.
- Those sentenced to prison for causing death by careless or inconsiderate driving are given an average sentence of 1.3 years.
- Causing death by careless driving when under the influence of drink or drugs has an average sentence of 4.35 years.

53% of those convicted of causing death or bodily harm through driving offences were sentenced to immediate custody (260 people) in 2011. This has dropped from the 83% sentenced to immediate custody in 2001.

- Fines for drink driving are also lower in real terms than they were ten years ago. In 2001 the average fine for drink driving was £203 – the average £240 fine in 2011 was equivalent to just £178 in 2001 prices – a 12.3% decrease.
- The average fine for careless driving is £138, 27% less in real terms than it was in 2001. Dangerous driving is the only area with tougher fines. The average fine is £518 – 30% more in real terms than in 2001.



Road Safety Information

Manhole covers (sorry Inspection Chambers)

Andy Price MAIRSO from Preformed Markings Ltd, providing some very useful information in his presentation at the Summer AIRSO Meeting held at 3M this week.

You can find his full presentation in the MEA

- It is estimated that the UK has in excess of 18m manhole covers in the highway alone
- Of this quantity, nearly 1/6th of them are inside the M25
- On average 11% of inner city manhole covers are manufactured from grey iron, and predate the first ever relevant standard for covers (pre 1976)
- 7% of manhole covers are constructed to the original British Standard of BS 497, which covers a period between 1976 and 1994
- The remaining covers are constructed from a range of materials and comply with the European standard BS EN124:1994. This standard is currently under revision.
- Nearly 17% of all rural manhole covers predate the 1994 standard
- There is no skid resistance requirement for manhole covers under the current or previous standards.



Disappointing road casualty figures

AA/Drivetech

In a recent statement, the AA said they should provide a "wake-up call" for the UK Government, which has abandoned targets on cutting casualty rates and cut road safety advertising.

Key points

- The annual number of people killed in road accidents reported to the police has increased, by 3%, from 1,850 in 2010 to 1,901 in 2011. This is the first increase since 2003.
- The number of people reported killed or seriously injured has also increased by 2% to 25,023 from 24,510 in 2010 – the first annual increase since 1994.
- The total number of casualties (slight injuries, serious injuries and fatalities) in road accidents reported to the police in Great Britain in 2011 continued to fall, by 2%, from 208,648 in 2010 to 203,950 in 2011.
- Total reported child casualties (ages 0-15) have continued to fall, by 0.5% in 2011 to 19,474. The number of children killed or seriously injured also fell, decreasing by 4% to 2,412 in 2011, from 2,502 in 2010.
- Vehicle traffic levels are broadly stable after falling for 3 years. The overall casualty rate for accidents reported to the police per billion vehicle miles continued to fall to 666 per billion vehicle miles, compared to 681 casualties per billion vehicle miles in 2010 but the killed or seriously injured rate increased to 82 per billion vehicle miles.

<http://www.dft.gov.uk/statistics/releases/reported-road-casualties-gb-main-results-2011>

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John Farlam, Julia Malkin MBE, Mac McDade & Neil Peek

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A very good conference. - Alan Chadwick

An informative day. Thank you. - Elise Leak

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- Regular news sent out as it happens via email to our members
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- We provide a united voice for the industry - We are the "Association of Associations"
- We use our consultative status to represent your views to the **DSA** and the Government
- Regular Council Meetings to which member organisations can send 2 representatives
- Training courses which qualify as CPD
- Our own Road Safety Advisor, Graham Feest, who updates us regularly
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- Business tools and ideas to increase your profits
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- A network of instructors who can relocate pupils for training across the country
- We are the fastest growing organisation with around 7,000 members

If you have any issues we might help with, contact Clive, our Liaison Officer, by phone on **01747 855091**. He's available to give you a personal response 7 days a week from 2pm to 10pm; alternatively, you can email him at liaisonofficer@adinjc.org.uk



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Member's Corner



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Articles we have sent out via email this month?

- DSA. Have you got your driving test soon? Read this guide.....
- ORN markings being introduced in London
- £18m of road improvements under way to help reduce congestion and boost local economies

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