

MEMBERS NEWS

Issue No: 87
March 2014



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No New Tolls

Approved Driving Instructors National Joint Council

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

From the Chair..... a monthly report



NASG meeting March 7th at Unite Headquarters

I am really pleased to report that we had a very productive meeting together. This group has been meeting for the past 2 years but has only named itself since last September as the National Associations Steering Group. My full report is in the newsletter. I am pleased to say that the ADINJC are continuing to work alongside DIA, DIB Unite, DIDU, DISC, and MSA to ensure the voice of ADIs is represented with a unified approach.

We have a new local association and a new book to help them

We are thrilled to have a new association on board who are literally just getting started. The York Association of Driving Instructors has come on board and we look forward to visiting them soon. Ed Marshall decided to start the group and we wish him every success. I am hoping that the new book we have now completed for anyone in this situation will help him as it's packed with ideas, solutions and sample items that may be very helpful. Thank you to everyone on the GC who helped me write it and to David Poole who has completed the section on creating a new website for an association. Some associations who have set up already may want to use it as well. For a copy please email me at chairman@adinjc.org.uk



Welcome on board to the Huddersfield Driving Instructors Association

We are delighted to also have the Huddersfield Association coming on board after a presentation at a monthly meeting. We look forward to working with your members. Welcome as well to our new individual members who also joined this month. They come in to the Driving Instructors Group known as DIG which was formed by the ADINJC in 2001 for any ADI who isn't in a local association.

Why do local associations come on board the ADINJC?

I think firstly because we have been "the association for associations" for 40 years and so we know how to help guide and support them. They say the most important thing is that if they join us then for just £150 a year ALL their members get ALL our benefits not just the group as a whole.

The benefits include:

- 3 FREE meetings a year where 2 representatives can attend. We welcome guests.
- Monthly newsletter where you can announce news from your groups
- Half price adiNEWS, £15 for 12 copies
- Personalised training events for your groups at discounted prices
- Expert advice and help for every member of your group
- Breaking news sent out through our news flash system
- Representation for all your members, so their views count
- A dedicated helpline 7 days a week and expert advice covering LGV, driver CPC, PSV, Motorcycle, B+E training, ADI training and standards check help
- Our own solicitor who is willing to talk to members we pass on for a free initial consultation
- Terms and conditions to use in your driving schools
- Links to our website
- Regular posts on social media
- Discounts on industry products

"I would like to say a big thank you to you all on behalf of the Wessex Association for keeping us all so well informed on ADINJC items of news. Keep up the good work". Alan Dewfall retiring secretary

"By comparison to most others LLTD is a very small local association so when invited to attend a quarterly Council Meeting as a guest I really didn't expect to get much out of it. As it turned out I could not have been more wrong. I was made to feel as welcome and relevant as delegates from all of the other associations regardless of their

membership numbers and location. Although quite formally run there was an atmosphere of friendliness around the table and everyone was encouraged to contribute to the topics and discussions. I was personally very encouraged by this and it made me realise that it is possible for an ordinary working ADI such as myself to have an opinion and a voice which could actually make a difference to the way the industry works. LLDT has now been a member of the ADINJC for almost 7 years and has gained immeasurably from it." Chris Porter Leighton Linslade Driver Trainers

"I am in debt to yourself and the ADINJC when you came to talk to our local association. You have saved me from being removed from the register and I want to thank you. You can use my situation as one of your success stories and I would gladly come with you to any meetings you attend to promote the ADINJC". - Association member, name withheld"

"SmartDriving has now been an ADINJC member organisation for over three years – the benefits of direct representation, support and information offered by ADINJC has been of proven value to my 1,600 members. I firmly believe that this non-profit organisation has a genuine concern for the improvement of our industry and in helping ADIs generally. No organisation is totally politically unbiased or free of "self-interest" but unlike some organisations who may be tempted to put commercial considerations or rigid political agendas before the best interests of their membership, the ADINJC are about as straight and independent as you might hope to get." John Farlam, Smart Driving

The BIG conversation for the BIG idea

Thank you to those of you who have sent us ideas and to those of you who have completed our survey on the above. The ideas that the ADINJC have from members so far for one idea to take to the DVSA are

- ADIs only to teach learners
- A minimum number of hours training with an ADI before taking a test
- Graduated licences for young/new drivers
- The inclusion of road safety education on the national curriculum in primary and secondary schools
- A certificate of ongoing competence when renewing
- Only dual controlled cars on test
- Learners on motorways with ADIs
- More positive feedback at the end of a practical driving test

We have already gathered some views but if you would like to complete our quick survey please go to the scrolling bar on the front page of the website where you will find a link. www.adinjc.org.uk

These items were discussed at the NASG meeting this month and we will be using your views to help us reach a consensus on the final choice to take to the DVSA.

Our national conference October 12th 2014

The website for the conference is now underway at www.adinjc-conference.info Please remember we are offering a loyalty price ticket of £40 until 31st March if you attended last year. You need to ring 0800 8202 444 to get the offer and to pay. Details of hotels in the area and bookings for the night before are on the website.

Will Amy Childs and Jim Davidson teach learner drivers on reality TV?

It has come to our attention that the above two "celebrities" are to take part in a programme where they teach a learner driver. We are trying to find out more information and we would strongly disagree with the idea of making such a programme as it would devalue our professionalism and all the hard work undertaken by ADIs. It is also questionable because they are presumably getting paid which is illegal unless you are an ADI. We will continue to find out more and let you know the result.

Thanks to you for your continued support. Please let us know if our team can help in any way.

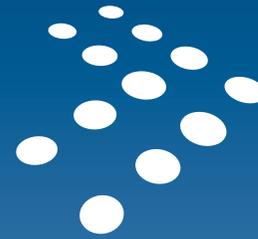
Best wishes

Lynne

Lynne Barrie - MA Driver Training



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ADINJC Report - NASG Meeting

7th March 2014
Lynne Barrie



The meeting was chaired by DIB Unite at the Unite headquarters in Esher.

Present were:

ADINJC- Lynne Barrie, Stuart Walker

DIA- Carly Brookfield, Mike Frisby

DIB Unite- Rob Harper, Matt Draper

DIDU- Barry Kenward, Cameron Smith

DISC- Gareth Marchant, Gavin Brownlie

MSA- Peter Harvey

The Independent Note taker was Sue Duncan and at the request of Unite, Dave Hickenbottam also took notes. All groups agreed to this and also to have the meeting recorded.

The agenda included:

- *Minutes from the last meeting*
- *Standards Check Response to ADI Registrar and reply*
- *Fit and Proper as regards its use for ADIs*
- *The 'one big idea' for the DVSA*
- *B+E update*
- *Standards Check Written Reports*
- *Abolishing the paper licence in 2015*
- *Report from SEN Representatives if available*
- *Future direction of NASG and working together*
- *AOB*

1. Future direction of NASG:

Before the meeting, tensions were running high amongst the associations due to concerns on how we might move forward together and reach solutions for the benefit of the industry and our members. For this reason the item on the future direction of NASG was moved up on the agenda and discussed first. A lengthy and very frank discussion followed. I personally feel it was essential for this to take place if we were to be able to move on and work together within a trusting relationship. Whilst it took up a large part of the morning, it was ultimately beneficial as all 6 associations agreed unanimously to continue to work together.

It was also agreed that:

Chatham House Rule will be used at relevant times. The aim is to provide anonymity to speakers and to encourage sharing of information and openness. It also aids free discussion. That's why the meeting voted unanimously to invoke it where appropriate and as and when necessary.

In the future, votes will be taken as yes we agree, no we disagree or we abstain. The minutes will have action points; emails sent out on important decisions for the group will have agreed deadline dates. If a group does not reply by the deadline then their vote will be considered as an abstention.

If the group reach a majority decision then that vote is carried and we all take that decision forward. An association has a right to let its members know how they voted and if they disagreed with the majority and why. If any association feels that working with a particular member of the group is untenable or detrimental to the NASG group as a whole, sanctions could apply to the offending member. We would hope never to have to use these. Clearly we all have individual consultative status with the DVSA which we can all use but we will be stronger if we work together. Terms of reference for NASG hadn't really been successful to date so a constitution will be made for the group.

We then moved on to the rest of the agenda. The last minutes were unanimously accepted. In future, with the help of an independent note taker, they will be produced more efficiently and effectively than those of us in the meeting trying to take them.

2. Items concerning the Standards Check:

It was noted that the role play option was still missing from the letter of invitation to attend the standards check. The Registrar has said he will allow the role play option to continue for another 6 months from this April 7th. This information needs to be relayed to ADIs, however the DVSA would prefer this option is only used in exceptional circumstances such as when your pupil doesn't turn up. NASG also thought it should be in line with the date when internet bookings start: this aids the ADI to book a slot that is suitable. This service is not available currently but is planned by the DVSA. It would have been ideal if it could have started with the new standards check on April 7th.

NASG will ask for actual confirmation on role play continuing for 6 months in writing. We would like confirmation of the online booking system date and when we can expect to use it.

Other topics on the Standards Check included the fact that the changes to the examiners' guidelines which were confirmed by the DVSA after liaising with NASG, were not yet on their website. We will advise them of that.

A discussion took place on the disappearance of the written report from the standards check for any ADI who was unsuccessful. Whilst the new marking sheet will provide a lot more information, we agreed we would like to see the letter for unsuccessful ADIs continue. The personal approach helps the ADI and any trainer they may use afterwards. We also felt that, as ADIs, we pay for our standards check and that something is being removed that we have previously found helpful. The DVSA may wish to cut down on costs but we pay already.

4 associations, including the ADINJC, voted in favour of keeping the letter and 2 associations abstained. The vote was therefore carried. NASG will write to the DVSA and ask for this to be considered.

Grading structures were discussed again but the DVSA are likely to confirm in the next few days what they have decided.

3. Fit and Proper

NASG consider it irresponsible of the DVSA not to have a description of "fit and proper" as this is what is expected of all ADIs and is important if an ADI is to be removed from the register. Northern Ireland has a definition and NASG want one as soon as possible. DVSA have started drafting this item and may well be asking their lawyers to consider it. We will continue to seek this and then let our ADIs see it.

4. The big idea

Originally when we met with Alastair Peoples, the new CEO of the DVSA, we were asked to let him have "one big idea" that he could help us achieve. Much thought has been given to whether this idea should be from our agenda or a DVSA one. If the DVSA are happy to attend some of our NASG meetings we can discuss it with them fully. The group decided that it needed to be "BIG". Whilst ideas had been raised, some were items that

Continues on page 7

n-dorsed?



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will happen anyway in time such as the online booking for the standards check or a lanyard badge to replace the green badge we currently have in the car as ADIs. Can I say thank you to **ADINJC** members who completed our survey on this and please continue to do so. The ideas you sent us came up at the meeting along with others raised. A long discussion took place around many ideas that were raised and which one to take forward.

This is an opportunity we want to use and **NASG** felt that we could incorporate a few of the ideas together. We would like to suggest a new driving curriculum. Our working title will be the "Road Users' Guide". This will evolve over time as we work on it as a group. It is certainly a big idea but it has off shoots which is important so we can use this as something that is ongoing. It is for the good of the public at large as it encompasses road safety. It will include the idea of road safety being on the national curriculum in all stages of education but in after school activities as well. This will also allow parents to be involved. It's about being safe, responsible individuals and as ADIs we should see ourselves as the road safety professionals. Some of our ideas for restrictions on licences such as night time driving and motorway lessons with an ADI could come about if ADIs were allowed to sign them off before a test takes place. Our plan also includes drivers who are already on the road as it's about being responsible as you get older. Planning on this will start from now on and at our next **NASG** meeting.

5. B+E

NASG has elected an individual to work on this item and he thanked everyone for the information that had been sent through saying it was most useful. A paper to present to the **DVSA** is underway.

6. Abolishing the paper licence in 2015

We discussed ways forward to help ADIs who will need to check out their clients' licences when the paper part no longer exists. It can be done at present but at a cost: in the future ADIs will need a quick and accurate way to do this. A member of **NASG** is writing to the ABL and ACPO to establish what can be done and suggest our ideas.

7. Report from SEN Representatives if available

Not available yet but we have 2 representatives that we have elected to attend the meetings with the **DVSA** concerning SEN and the practical driving test.

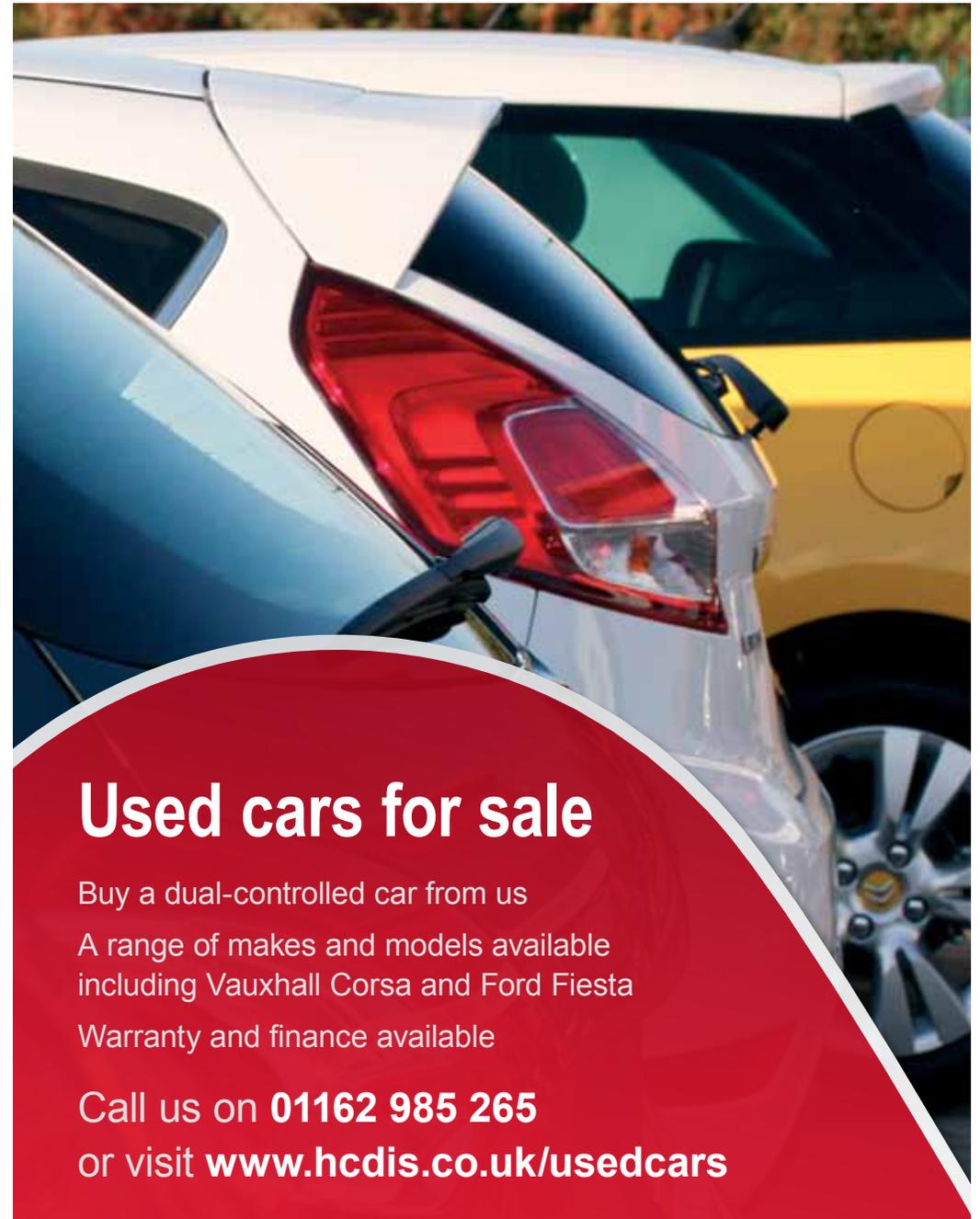
8. AOB

Test centre managers will no longer exist with that title after 7th April. There will be a sector manager whose name and possibly photo will be available at the test centres. They will attend test centre surgeries.

We will be sending out an imminent press release with our objections and concerns about a new reality TV series where celebrities such as Amy Childs and Jim Davidson will be teaching learners to drive. The **DVSA** are also concerned about this and we are both trying to establish more about it. Not least as it could break the law if they are paid.

We discussed the fact that MPTCs will be used for both car and commercial testing and probably for B+E tests in the future and issues this may cause.

Finally we agreed unanimously for each member association to put £100 each in to a fund to be used by **NASG** for such items as travelling expenses for the independent note taker and the SEN Representatives.



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How good is your driving instructor?

DVSA Press Release
13th March 2014

Learner drivers and their parents will be able to make a more informed decision when choosing a driving instructor thanks to changes being introduced by the Driver and Vehicle Standards Agency (DVSA). A simpler and clearer grading structure for instructors will help learners and their parents to identify the best instructors and allow them to understand what level of tuition they will get.

All qualified driving instructors are checked at least once every four years to ensure that they continue to meet the required standards. From 7 April 2014, when instructors are assessed they will be given one of the following grades:

- A grade (85% or over) - an overall high standard of instruction
- B grade (60% or over) - a sufficient level of competence
- Fail (less than 60%) – an unsatisfactory performance

This replaces the current structure that is made up of six grades ranging from grade 1 to grade 6, with grade 6 being the highest, which is not well understood by customers. The move is part of a series of changes aimed at modernising the driver training industry.

The agency is also updating the way it conducts checks on instructors. A new 'standards check' will better assess instructors on how well they meet the National Standard for driver and rider training, and how their instruction helps people learn effectively.

DVSA Chief Executive, Alastair Peoples, said:

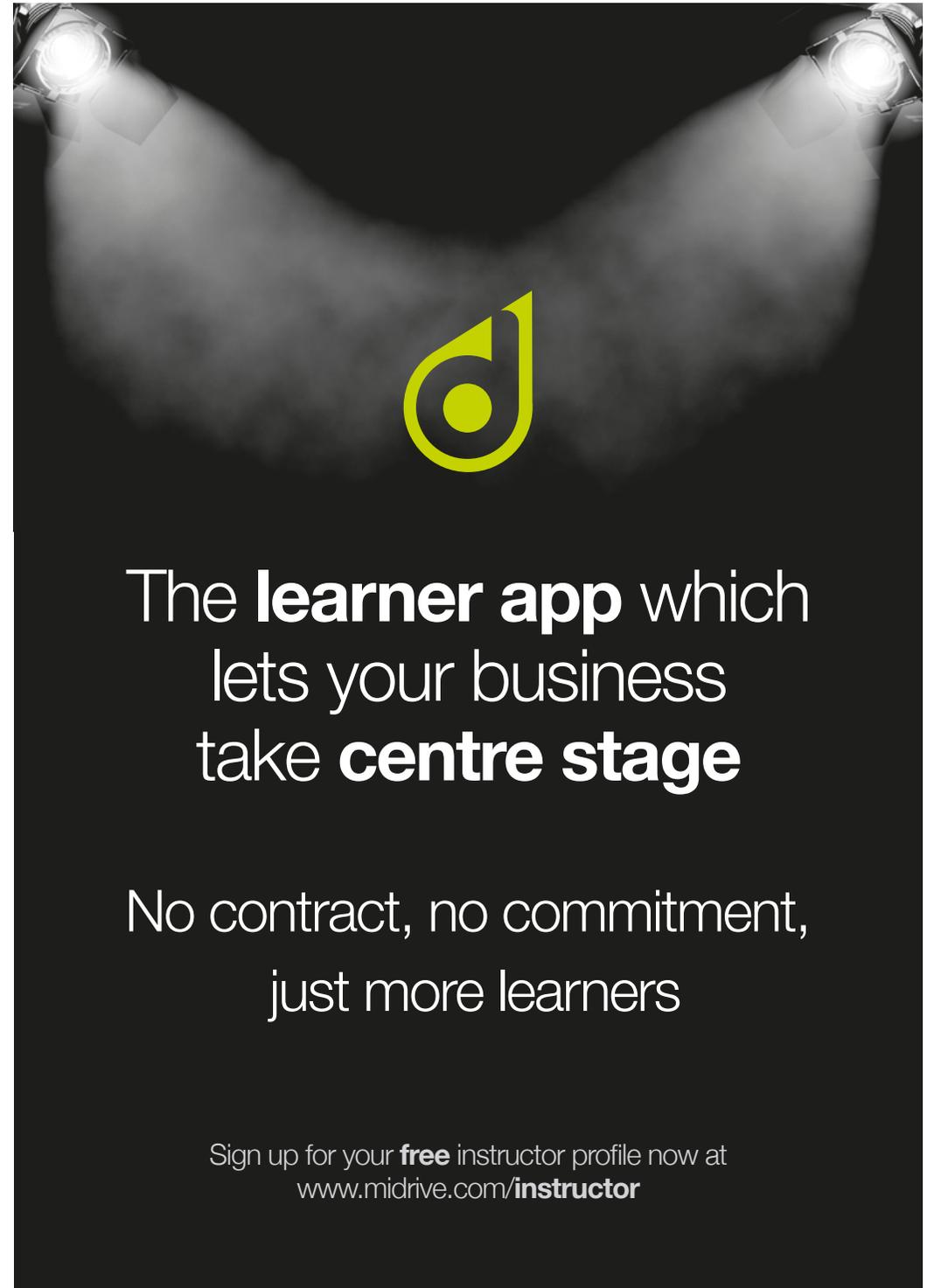
"The new standards check will enable qualified driving instructors to better demonstrate their competence to deliver effective training. A high level of tuition can make a real difference in helping new drivers to become safe and responsible and the grading structure will make it easier for learners and parents to identify the best instructors".

"Most driving instructors are grade 4 on the current structure, which means that they have demonstrated sufficient competence to remain on the register. I want all instructors to strive to achieve the new A grade. I also want to work with the industry to identify ways that we can help top grade instructors to promote the higher level of competence that they have worked hard to achieve".

Learners can check that their instructor is qualified to teach by looking for the green DVSA certificate that should be displayed in the instructor's windscreen. A pink licence signifies a trainee instructor who is gaining on-road experience during the qualifying process.

Before qualifying all instructors have to pass a series of tests and undergo a criminal records check to make sure that they are competent and safe to teach. Standards checks provide assurance that these standards are maintained.

- If an instructor receives a fail grade they will be given another 'standards check' within 12 weeks to allow them to show that their level of tuition has improved and that they meet the standards
- Instructors who fail three times in a row can be removed from the register of approved driving instructors
- DVSA consulted last year on a series of changes aimed at modernising the driver training industry; these included replacing the existing DSA qualifying tests with a new vocational qualification and a reform of the trainee licence scheme, so that trainees would only be able to give paid tuition when accompanied by a fully qualified instructor. An interim report on the consultation is being prepared.



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Road Tolls

Tolls for the existing road network will not be put back on the agenda in any secret Government Plan, Roads Minister Robert Goodwill has assured the Transport Select Committee.

Following Government's decision to scrap proposed tolls on the A14 earlier this year, Goodwill told cross-party MPs on the committee that there would be no U-turn on the subject following a general election.

"I think the fact that we are not tolling the A14 sets a very clear line in the sand that we're not going to go down that route and that people can be reassured of that fact," he said.

"There is no secret plan in the Department that after the election we're going to do a U-turn and announce that we're going to start using roads that they've already paid for. I must make that absolutely clear."

Opposition to tolls on the A14 was significant, and there has also been concern that tolls could be introduced on other sections of existing or improved network.

While Goodwill would not rule out tolls as a way for paying for new schemes, such as the new Lower Thames Crossing due to be given the go ahead soon, he said the Department was not actively considering any plans to do so and also said private finance would definitely not be used to pay for such projects.

The Department for Transport is also consulting on proposals to make it easier for tolls to be increased on local authority run crossings. Currently all increases have to be applied for to the Secretary of State, but the preferred option is to allow for any increases that are at the rate inflation minus 1%.

Peter Rodger FAIRSO - Teaching Tips

The tips which he is providing in an AIRSO context are aimed at providing a check list for trainers whether that be in a classroom or in a vehicle and are designed to augment any additional points which you might already be making.

Commuting

- The biggest problem with commuting is that everyone travels at the same time. People get frustrated and tired and will be inclined to behave unpredictably – be wary and anticipate the actions of road users around you.
- Rush hour is when there are the most vulnerable road users about – walking to school, or cycling to work. Give children and cyclists plenty of room.
- Familiar routes are the ones we get most careless about – keep your attention on the road.
- Listen out for traffic updates on the radio in case your route is affected, and learn an alternative route or two in case of an accident or road closure.
- Check the weather before you travel; heavy rain usually slows traffic up, so leave a few minutes earlier.
- Using your car to commute to work means you are especially reliant on it working. Regularly check your tyre pressures and condition, washer fluid, lights and oil.

One In Ten Crashes Caused By Distractions

The IAM is warning drivers about the dangers of distracted driving after research found that nearly one in ten (9%) of drivers admit to crashing their cars because they were distracted. Just less than one in twenty drivers (4 per cent) say that someone was injured in the crash.

The IAM/Vision Critical survey, which polled nearly 1500 regular UK drivers aged 18 years and over, also found that of the 500 drivers who admitted to having a near miss, almost one in five (18 per cent) then went on to have a crash.

The most common distractions are:

- Children in the car (29%)
- Changing the radio channel (27%)
- Back seat drivers (26%)
- Mobile phone use (24%)
- Sat nav (15%)
- Attractive pedestrians, drivers or passengers (14%)

Our most crash-prone drivers come from London and the South East, where 14 per cent of drivers admitted to distraction crashes. The lowest crash rates are in Wales (3%), Yorkshire and Humber (4%) and South West England (5%),

Men are nearly twice more likely to crash because of a distraction than women (11% and 6%).

Cycling On The Motorway

Surrey Police were alerted to a cyclist travelling on the motorway at around 8.30am on 25th February.

The man was reported to have been cycling on the hard shoulder of the clockwise carriageway of the M25 between Jct 10 and 11 going towards Jct 12 for the M3.

Police worked with the Highways Agency to monitor the progress of the cyclist using motorway cameras that are controlled from the Highways Agency South East Regional Control Centre in Godstone. An officer was deployed ahead of the cyclist to Jct 13 where he was able to stop the cyclist at a safe location.

The cyclist was apparently following a satellite navigation system on his mobile phone.

The cyclist was issued with a £50 fine for contravening a road sign and given words of advice before safely proceeding off the motorway under the guidance of the police officer.

Here a point for consideration:

Motorways are the safest road on the network although it is acknowledged that the hard shoulder is probably the least safe part. We are trying to get people to cycle more and yet that is giving rise through increased exposure to and an increased amount of collisions. Maybe our hard shoulders ought to be part of our cycle strategy and we should be using them as part of our cycling network!

UK Roads Worse For Congestion

A new survey has ranked congestion on UK road as the sixth worst amongst 13 European countries while traffic in London has increased the most sharply.

The Traffic Scorecard Report from traffic information provided INRIX shows drivers spend 30 hours stuck in traffic each year in the UK on average.

This is up one hour on the 2012 study and is worse than Italy, Switzerland, Austria, Ireland, Spain, Hungary and Portugal. Belgium records the most hours wasted in traffic each year at 58 hours and is followed by Luxembourg, France, Germany and the Netherlands.

While Belgium is also home to the most congested city, with drivers in Brussels getting stuck for an average of 83 hours a year, London posts the biggest increase of nine hours to come a close second with 82 hours worth of jams.

Continues on page 10

The study also identified the 10 worst areas for congestion in the UK as well as the worst roads in and out of London.

Medically Restricted Licences and Adding Ten Years

The Driver and Vehicle Licensing Agency (DVLA) has launched a consultation on proposals to extend the validity period of medically restricted driving licences.

Currently the DVLA is permitted to issue a Group 1 driving licence to drivers and motorcyclists on medical grounds for a period of one, two or three years.

The law does not currently allow the DVLA to issue a restricted period licence for longer than three years, even when the health condition indicates that such a frequent review is not necessary.

The DVLA is considering whether to extend the maximum period up to a maximum of 10 years in circumstances "where the medical condition is suitable for this longer review period". The consultation says that "each case would be assessed individually and on its own merits, thus minimising any road safety risk".

The DVLA says that in 2011/12 it made licencing decisions on 675,000 cases at a cost of £20m. It estimates that increasing the period for up to 10 years would reduce this number by around 61,000 cases and thus save an estimated £1.8m per annum.

The move would also improve the DVLA's "ability to provide a fast and responsive service".

The DVLA also says that "more than three quarters of drivers who re-apply following the expiry of a three-year licence are issued with another licence valid for three years". It goes on to say that "reviewing a licence every three years may therefore be more often than is needed for many people whose medical condition is likely to change slowly or remain stable".

It would also appear that the Government is considering raising the age at which drivers have to renew their licence to 80

Currently drivers have to renew their licence when they reach the age of 70 years, and every three years thereafter, and declare if they have any medical conditions which could affect their driving.

A number of European countries renew driving licences at age 80 or have no limit at all. Early analysis of information held by DVLA suggests this could be introduced with little or no impact on road safety.

Kevin Clinton FAIRSO RoSPA's head of road safety, said:

"Changing the renewal age from 70 to 80 should only be done on the basis of evidence that this would not increase risk."

A DfT spokesman said:

"The review of the DVLA has made several recommendations to improve the efficiency of the service. Any change to the current driving licence renewal age would require extensive consultation and no decisions have been made."

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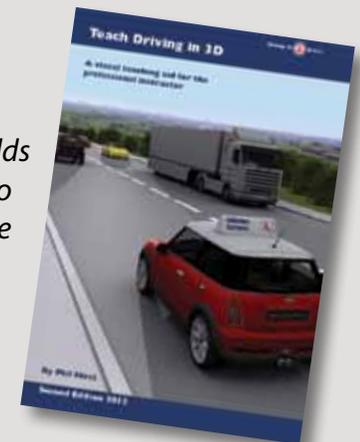
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Load Height Review

A decision is scheduled to be released in a matter of weeks on a review on the regulations concerning the height of loads on Irish roads. The new height restriction of 4.65metres on all loads was introduced at the end of 2013, largely in recognition that certain tunnels and bridges can only accommodate vehicles of these thresholds and to prevent damage to these structures. The Minister for Transport, Leo Varadkar, announced that the Department of Transport is to undertake a review with regard to the transportation of agricultural fodder in open trailers following complaints that the new height limit would impose considerable additional costs on farmers as they will be obliged to engage in extra trips to move their loads. Farming organizations point out that the relevant tunnels are not on distribution routes and that farmers will know where the low bridges are located. As a result, bridge strikes involving agricultural loads are and unusual feature.

eCall

The European Parliament has backed plans for all new cars and vans in the EU to be fitted with automated emergency call devices (eCall) but has opened the doors to postponing its introduction beyond the proposed October 15 deadline. The vote on eCall gives a green light for the pan-European 'type approval' method to ensure the devices meet the necessary technical standards. This follows a vote in December to approve legislation for member states to develop the technical infrastructure for handling calls from crashed vehicles. The European Transport Safety Council (ETSC) is lobbying for the EU to stick to the original 15 October deadline. It has published a position paper on eCall and points to research which shows that with eCall emergency service response time would be cut by 50% in rural areas and 40% in urban areas. Antonio Avenso Executive Director of ETSC said: "After a serious crash the time taken for emergency services to reach you can mean the difference between life and death. The system has the potential to save many lives because it will enable the emergency services to respond quicker. It's now crucial that (European) Parliament negotiates support for the strongest implementation of the technology during negotiations with member states on the final deal and ensure these life saving devices are in all new type cars and vans from the end of next year".

Comment.

The immediate benefits of eCall are immense; however, apart from speeding up response times and saving lives, will it also extend the powers of 'Big Brother' to keep watch on ordinary citizens who go about their daily business and life. For example: record speeding offences, driving without tax or insurance, non-payment of congestion charges and tolls. Then again, it could help to locate stolen cars, locate suspects of crime, provide evidence of vehicle's movement, monitoring movements of suspected terrorists and provide evidence of crashes for investigations, prosecution and compensation etc. Only time will tell.

Shooting Fish in a ...

According to the Road Safety Authority (RSA) excessive speed in this country is responsible for one-in-four fatal collisions, more than half of all single vehicle collisions and is the primary contributor to motorcycle, cyclist and pedestrian deaths. In last year's a October Bank Holiday Campaign, Chief Supt. Michael O'Sullivan, Garda National Traffic Bureau, said, "There are drivers out there sharing the road with you and I that have been intercepted travelling at speeds in excess of 200kph, or in other cases, three and four times the posted speed limit." From January 1 to September 30 last year, a total of 138,599 fixed charge notices were issued for speeding. So, according to the facts, the Gardai simply don't support the perception that speed enforcement is "shooting fish in a barrel." We need to realize that, regardless of the limit, the speed of your vehicle determines the outcome in 100pc of crashes, whoever is at fault. This is the law of physics." It is also pointed out that drivers also hugely overestimate the amount of time gained by speeding. This is known as the "speed fallacy".

For example, if two drivers travel 10km, one at 90kph and the other drives 5kph slower, the driver travelling at the faster speed will arrive a whopping 23 seconds before the slower driver. So, what's the rush? Better to arrive alive.

Stop & Remain at the Scene

Motorists now face fines of up to €20,000 and ten years in jail if they flee the scene of a serious accident where someone is injured or killed. Transport Minister Leo Varadkar has increased the maximum fines five-fold and introduced lengthy jail terms for drivers who fail to stop and help someone involved in a collision. At present, a motorist involved in a hit and run where someone is injured faces a maximum fine of €2,000 and /or six months imprisonment. But the Road Traffic No. 2 Act 2013 says a driver who flees the scene of an accident "with intent to escape", and "knowing that injury has been caused", will face a fine of €10,000 and up to seven years in jail. Where a death occurs, the penalties rise to €20,000 and/or ten years in jail. The tough new rules are contained in a new Road Traffic Act to be enacted later this year and were proposed by Fianna Fail TD Timmy Dooley.

Other new measures in the proposed new RTA, include higher penalty points for drivers using a mobile phone, and fines of up to €2, 5000 for 'clocking' a vehicle. New roadside impairment tests for drug driving, higher PPs for speeding, mobile phone use and not wearing seatbelts as well as a provision allowing unconscious drivers to be blood tested are also included. Learner drivers will have to display an 'N' for 'novice' plate for two years after passing their test and will be put off the road if the accrue seven PPs as opposed to twelve for other drivers. The Minister said the act "strengthened and extended" the law in key areas and Gardai will be able to conduct roadside impairment tests for drug driving on motorists.

'Bendy Buses'

A rapid scheme promises to reduce journey times using modern 'bendy buses' to ferry passengers around the capital. The national Transport Authority (NRA) has launched a public consultation on proposals for a Bus Rapid Transit network for Dublin called 'Swiftway. Describes as the Luas on rubber wheels' it would involve three separate routes radiating from the city and intersecting at its centre. They would run from Blanchardstown to UCD, from Swords and Dublin Airport and from Clongriffin to Tallaght. The new network will provide passengers with a high quality, high capacity, and comfortable form of transport and will connect with the Luas and rail networks in the city. It would aim to carry up to 3,600 passengers in each direction per hour, every two minutes.

The Carnage Continues ...

27 people were killed on our roads up to the 29 February 2014. This is 6 less than the corresponding period in 2013.

New Car Sales

New-car registrations are still running a strong 30pc ahead of last February. With more than two weeks of selling – and despite the incessant rain and storm – someone somewhere is buying cars. Up to the close of business on the 17th there were 4,302 registered as opposed to 3,331 for the corresponding period for last year, according to figures from Motorcheck.ie .

In Brief ...

10 yr. Old – Reckless Driving

A 10-Year old girl has been charged with reckless driving after her mother's car crashed into a Division of Motor Vehicles office in a Denver suburb. Police Sgt. Andy Coleman said the woman parked outside the office and left her 12-year-old and 10-year-old daughters in the vehicle. Anyone 10 or older can be charged with a crime in Colorado, so police gave the girl a ticket for reckless driving.

And finally ... Pupil to Instructor: "By the way, what do you do for a living?"

Press “Push to Pass”

Ian McIntosh, CEO,
RED Driving School



So the young blacksmith goes to see the local money lender and says: “I’ve got a this really great idea”. The money lender yawns (nothing much changed there then) and the young man continues: “I have developed this device into which I squirt liquid explosive. Then I create a spark which ignites the explosive, creates a loud bang and then forces the bottom of the container down. The part being forced down by the explosion is connected to a shaft and the movement makes the shaft spin thereby turning linear motion into rotatory motion. Spinning shafts are really useful as you know. But then the really clever bit is that I am going to do this about 10,000 times a minute and make the shaft spin really fast!” It wasn’t a very long meeting.

As we all now know, perseverance paid off and the internal combustion engine has in principal remained unchanged for over 100 years. Actually, the earliest recorded patent for 4-stroke engine was granted to Alphonse Beau de Rochas in 1861 and in 1862 Nikolaus Otto was the first to build and sell a similar design so the trusted 4-stroke petrol engine has been around for quite a while. Interestingly perhaps, the crank and connecting rod mechanism still used today in car engines was first seen in the 3rd century when Roman Engineers used them in sawmills. In 1206, Al Jazari invented an early crankshaft and converted circular motion into linear motion which is central to the development of the modern engine. In the Palace of Versailles in the 1680’s, gun-powder was used to power a water pump which distributed 3000 cubic meters of water per day across the gardens. This was the first basic internal combustion engine.

Another interesting step forward was the invention of a toy pistol. Yes, you read that correctly. Alexandra Volta built such a toy in the 1780’s which used an electric spark to ignite a mixture of hydrogen and air to fire a cork out of the barrel. That was the first time such an ignition system was used to deliberately ignite a gas air mixture.

In 1878, Dugald Clerk was awarded a patent in England for the first 2 stroke engine with “in-cylinder” combustion and this was followed by a certain Mr Benz who achieved something similar in 1879. Benz later designed his own 4 stroke engine which was patented in 1886 and became the engine for the first production automobile. Perhaps you have not heard of Edward Butler. He was a British engineer who in 1884 built the first internal combustion engine to use petrol. Incidentally, the name “petrol” was first used in the 1870’s to describe a petroleum based refined product by a British company called Carless. Prior to that, engines were fuelled by a volatile hydro-carbon made from coal gas. Butler also invented the spark plug and the spray-jet carburettor both of which are still widely used today. So the automobile has been with us quite a while now.

Way back in the day, when I was an engineering student, I wrote a paper on the pro and cons of hybrid vehicles. I don’t have a copy and can’t remember what I said but I do remember not getting a very high mark on the basis that the writing style was that of a tabloid newspaper and hence inappropriate! Funny the things you remember. Perhaps I was ahead of my time writing about hybrids. Most of us think of hybrids as a vehicle with both an electric motor and an internal combustion engine, either diesel or petrol, which work together to make the vehicle efficient and environmentally friendly. You might be interested to know that the first such hybrid petro-electric automobile was invented in 1899 by Henri Pieper. In 1900, a certain Ferdinand Porsche developed his own version of a petro-electric hybrid vehicle and set two speed records with it. Modern cars are growing in popularity as the fundamental problems of range and battery recharging time are gradually overcome. We probably all know of the Honda, Toyota and Ford hybrids on the market but a new use of hybrid technology has now appeared.

The McLaren P1 has recently been born and is available at a mere £866,000. All 375 to be made have already been sold. It is in fact a hybrid but it is at the other end of the scale from the Toyota Prius. It has



two distinctly different power sources. The first is a twin-turbo 3.8-litre V8 engine that produces 727bhp. The second involves an electric motor that uses a brace of lithium ion batteries to produce a further 176bhp. This provides the P1 with a combined output of 903bhp. It is fast. McLaren claim it lapped the famous Nordschleife circuit in under 7 minutes. In comparison, I did it a few years ago in under 12 minutes on a Honda Blackbird which at the time was the world’s fastest bike. I am of course certain that I was the limiting factor. But I know that under 7 minutes is fast! The P1 bumbles along quite happily with its V8 petrol engine propelling you along but if you fancy a few moments of silence, you can press the button mark “E” and glide along on the mere 179 bhp electric motor. However, there is another special button: “Push to Pass”. Never was an engine mode more curiously labeled. So here is the scenario: you are on the road, any road, even the German Autobahn burbling along with your 729 bhp and you suddenly feel the need to pass someone. You press the specially named button and hey presto you have an extra 179bhp with a combined total of 903bhp. That should be enough to pass whatever is in front of you. Thank goodness for that button – might have struggled otherwise. Anyway, odd buttons or not, I want one but will probably have to settle for a wall poster.

Getting back to reality, we will now explore the technical differences between diesel and petrol engines and why 2 stroke engines are lighter than 4 strokes. On second thoughts either you know this stuff already or will be bored witless in two lines of text. It occurred to me that many drivers today probably have no idea what is going on under the bonnet of the car. I guess that isn’t a bad thing just a modern reality but I also thought that a little bit of “mechanical sympathy” was in a good thing in operating a vehicle. I am guessing too, that some driving instructors do explain the basics of the car to their customers so that they might understand better what happens when they are looking for the “bite-point”. I googled “mechanical sympathy” to see what the world was saying about the matter. Rather unsurprisingly, things have moved on and I was blissfully unaware. Mechanical Sympathy or MS as the computer geeks call it is all about ensuring that “code is sympathetic to the stack/platform so as ensure good performance”. I think that means that the software works with the hardware. There is even an internet forum dedicated to this subject! My own experience is limited to more practical stuff. Back in the day, as a student, my engine seized. I let it cool down, poured in a drop of oil and then sympathetically hit the side of the engine block with a hammer. It started and that old car did a few more miles. I suspect however that this may not be the type of mechanical sympathy that a McLaren with all its computer-controlled high technology would appreciate!

Help Driver First Assist...

...keep our roads a safer place.

It's a sobering fact that every day five lives are lost on UK roads, with an additional 500 people seriously injured. For professional drivers it's an even more salient point, with around a third of road traffic collisions or RTCs for short, estimated to involve someone who is driving for work. David Higginbottom, founder of Driver First Assist, discusses how his road safety initiative seeks to tackle the problem.

The Driver First Assist initiative, launched early last year, aims to equip professional drivers with the vital training and skills required to deal with the aftermath of a collision and to potentially save the lives of the seriously injured. It's those who spend regular parts of their working day behind the wheel who are more likely to come across an RTC and are therefore in an ideal position to become DFAs – the term used for those qualified under the scheme.

The Driver First Assist programme could potentially reduce the number of fatalities caused by RTCs by up to 46 per cent. To do this it's looking for help from professional drivers, who by virtue of the nature of their working day spend many hours on the roads. From truck, bus, coach and van drivers, to travelling salespeople and of course, driving instructors, there are nearly half a million of us who could help make a difference.

In fact, according to David, training driving instructors as DFAs is a natural fit. As well as spending a large amount of time on the road, driving instructors also provide the added benefit that they are in a unique position to inform and influence new drivers, he explains: "Unfortunately young drivers are still tragically accounting for some of the highest figures of RTC fatalities, which means they are a group which would highly benefit from knowing how to deal with a situation, should the worst happen."

Currently, anywhere between 39 per cent and 85 per cent of RTC deaths are caused by airway obstruction, and over half of fatalities occur before the arrival of the emergency services. A person can die from a blocked airway within four minutes and, comparing this with the ambulance target response time which is twice that in urban areas and even longer in rural parts, it's easy to appreciate the life-saving benefits of immediate first aid. David Higginbottom believes that it is this quicker response time provided by trained DFA volunteers that could mean that almost half of RTC deaths will be avoided in the future.

"Driver First Assist has been established with the vision that ultimately there will be hundreds – if not thousands – of trained drivers, who, when confronted with an RTC, will be able to act in an appropriate manner to save lives, look after casualties and prepare the scene for the arrival of the emergency services," explained David.

He continued: "The scheme is not aiming to replace the work of the emergency services, rather answer the need for experienced members of the public to manage the scene and the casualties before they arrive. Receiving an accurate onsite situation report from a DFA would dramatically enhance the performance of the fire, ambulance and police services."

The DFA training, which is taught in one seven-hour day course, is based on the same skills taught to serving emergency services personnel. The courses' content covers everything from how to secure and manage the scene safely and administering basic first aid to 'handing-over' accurate information to the emergency services when they arrive. The course is divided up into two sessions. The first part concentrates on the logistics surrounding how to stop safely and offer immediate assistance, as well as reporting the incident accurately to the emergency services. The second session focuses on learning basic but potentially life-saving first aid and victim treatment. All DFA instructors are themselves either acting or recently retired members of the fire, ambulance or police services ensuring DFA training is both relevant and useful. For commercial truck and bus drivers, the training counts for seven hours of the mandatory Driver CPC.



Continues on page 14

ADINJC Member Benefits

INFORMATION EXCHANGE

- Monthly newsletter with detailed and relevant industry information
- Website at www.adinjc.org.uk providing information and up to date changes
- Annual conference held each October, recognised as the largest in the industry
- Monthly column in adiNEWS and special joint membership deals with adiNEWS
- Regular news sent out as it happens via email to our associations

SERVICES AND TRAINING

- We belong to NASG (National Associations Steering Group) and liaise with the DVSA
- 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
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- Terms and conditions to use in your driving school

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- Expert advice and information available by "asking the panel"
- Help for individual members who have concerns with the DSA, pupils or the public
- Liaison officer available for a personal answer 7 days a week, 2pm to 10pm
- Help for members who are struggling with unsatisfactory Check Test grades
- 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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Help Driver First Assist...

Continued from page 13

PC Steve Rounds, serving police officer and current DFA trainer explains some of the most common mistakes he's encountered made by those calling the emergency services to the scene of an RTC: "The original 999 call can produce a number of issues for members of the public who have not had DFA training. We have had inaccurate reporting of the number of casualties, meaning we have had to deploy too many ambulances or have not had enough personnel at a scene which can be a costly mistake – either financially or emotionally. More often than not, people are also unable to identify exactly where they are on the road which can cause delays in the ambulance arriving.

"The DFA course addresses these problems and aims to arm volunteers with both the medical and practical skills and knowledge they need to greatly assist our job. Now 999 call operators know to look out for members of the public identifying themselves as DFA volunteers and will know that advice given to them comes with a greater knowledge of our needs." said Steve.

However measurable the benefits of DFA on human life are, the scheme also has additional financial benefits which cannot be underestimated. By saving lives and minimising the severity of injuries, DFAs can reduce the ultimate burden on the NHS. Reducing the overall impact of an RTC also helps to re-open roads more quickly, shortening congestion times and keeping the travelling public on the move. Unlike many other initiatives which focus on prevention, DFA targets an improved response to the problem.

And what if something goes wrong? The question of liability and whether or not a DFA who stops and helps at the scene of an RTC could subsequently be sued is an understandable concern. It is also one that David is keen to address. Fortunately for the success of the scheme, the law is behind Driver First Assist. DFAs act in a voluntary position and in the eyes of the law, volunteers are regarded as samaritans, meaning there are no legal ramifications for their actions. The training offered ensures DFAs are confident to deal with situations and know how to act without putting themselves or others in danger, but they are under no obligation to assist if they do not feel comfortable in doing so.

"One of the most important things emphasised by our trainers during the course is the importance of DFAs keeping themselves safe," said David. "Before even approaching the scene of an RTC, it's vital that DFAs feel confident in their own ability at that time. No one is forcing them to approach or even help – it's down to the individual's own choice based on the circumstance they come across. If they feel overwhelmed but are in a position to do so, all we ask is that they dial 999 and provide the emergency services with the relevant information, as would be expected from any other passing member of the public."

With active support from the Association of Chief Police Officers (ACPO), the Chief Fire Officers Association (CFOA), the Association of Ambulance Chief Executives (AAE) and both the current and shadow governments, it's not hard to see why David's supporters are growing in their numbers.

Labour MP Robert Flello, Chairman of the All-Party Parliamentary Group on Freight Transport, said: "Sadly, professional drivers all too often find themselves as the first on the scene of Road Traffic Collisions. Driver First Assist is a fantastic initiative with the potential to save a huge number of lives, and I would urge as many companies as possible to get involved."

The ADINJC has already lent its support to the scheme, with several council members having taken part on the course. For members, as well as the obvious benefits in terms of improving road safety knowledge which can be subsequently passed down to pupils, the DFA qualification sets ADIs apart in what can be a crowded market place.

Most of all however, DFA provides volunteers with the ability to save a life. And what reward could be greater than that?

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How a pupil can change their mind.

David Poole



What you are about to read happened to me as a learner driver, and it happens to all learners, in fact all customers of any product.

I was about 17 and a half when I started to take my driving lessons and back in those days you find a school from either a mate passing on contact details or going into the phone book.

I didn't want the same school as one of my friends, purely because of competition. I wasn't that confident of being a good learner as I knew and still know my practical skills are not the best.

My planning for finding a driving instructor was probably similar to most pupils, I wanted to get a little deal and I remember buying 5 hours. It was enough for me to work out if the instructor was ok, and to be honest I never had the money to pay for more than that.

I also wanted a nice car, if I was going to take lessons I didn't want to do it in a battered Ford Escort. There was a local ADI in such a vehicle and it didn't impress me in the least.

The car I plumped with was a Red Peugeot 205, quite cool for its time, and I certainly didn't want to pootle around in a Nissan Micra – I thought they were vile.

By the time I found out what car he drove my mind was almost set, and then he told me he also trained instructors to be instructors. A-ha! I'm getting an expert, and that clinched the deal.

Almost a year later of doing 1 hour a week, becoming very frustrated with my lessons, my instructor and learning, I told him I ran out of money.

Actually I lied, I became totally disillusioned.

I left driving for a few months but when I decided to get back in the saddle my decision process had changed.

I was no longer a beginner.

I wanted to find someone who could help me pick up from where I left off, let's call them part trained lessons, and that is the answer of conclusion to this article....well almost.

When people visit your website what are they after?

First and foremost to pass their driving test, then secondary needs kick in. My secondary need was not to start with beginner lessons. Perhaps your customer are nervous, want to pass quickly, would like a weekend driving course, or maybe they are sick and tired of failing their test with another school.

Make sure you have products on your website written to the needs of your customer.

And if you have the time think about something totally different to driving lessons, say a fridge, a computer, a watch, even sausages! They all come in different shapes, sizes and tastes (well the sausages do anyway) and this is due to customer demand.

You can find more marketing help from David at www.DavidPooleAndAssociates.com and make sure you get your complimentary copy of Marketing 4 Driving Schools

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Press Release - Reality TV Show "Illegal"

Issued 10th
March 2014

Following newspaper reports of the production of a reality TV show where celebrities are tasked with teaching members of the public to drive, the National Association Steering Group, which represents the driver training industry, has called for the programme to be investigated by the Driver and Vehicle Standards Agency. The Group believes that the programme will be in contravention of the Road Traffic Act 1988, which states that any person receiving money or monies worth for the provision of driving instruction must be an Approved Driving Instructor, and therefore illegal.

A spokesperson for the organisation said: "It is bad enough that something as important to road safety as learning to drive is reduced to "reality TV" celebrity entertainment, but to apparently flout the law in the pursuit of celebrity PR completely undermines the critical role that Approved Driving Instructors play in ensuring that the United Kingdom has one of the lowest rates of death and serious injuries on roads in the developed world."

The NASG completely opposes the programme as it devalues the professionalism, skills, dedication and service to Road Safety that qualified Driving Instructors provide; that it is also likely that the celebrities are being paid to appear, which is in contravention of the Law, is completely unacceptable. We have asked the DVSA to investigate if the celebrities involved will be committing fraud, and call upon the programme makers to drop the programme idea as it is ill conceived and ill judged.

Statistics verify that the most successful method of passing the UK Driving Test is by taking lessons with an Approved Driving Instructor, with over 90% of candidates presented for test using a qualified instructor.

Press Release Issued by ADI National Joint Council, Motor Schools Association of Great Britain, Driving Instructors Scottish Council, Driving Instructors Association, Delivering Information, Developing Understanding and Driving Instructors Branch of Unite the Union.



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Milton Keynes Training Day

Testimonials from Milton Keynes Training Day - 7th March 2014



Thank you very much for inspiring me with ideas and training methods for my standards check. I feel much more confident about tackling it with a greater degree of success than I did prior to this day course. - **Denise Clutterbuck**

Excellent day. Very professional presentations. I liked the varied approach. Great additional supporting material.

Many thanks to you all for a very interesting and informative event today. It was professionally presented, gave me greater insight into the Standards Check than I had previously and will assist me in advising and guiding colleagues in respect of the requirements. Also, there were a number of snippets which will help me in developing my business in addition to myself. Definitely I can see that I will get a return on my investment in the training. - **Rob Tillier**

Excellent day that helped to make me feel better about my standards check. - **Brian Squirrell**

Thank you for providing the service that you do. I feel a lot more confident. - **Brigid Brooker**

Really interesting, engaging and thought provoking training. Extremely beneficial training for all. many thanks for all your efforts and hard work with facilitating a great learning experience. - **Christine McLeod.**

A most informative training course. I have certainly learnt a great deal from today and feel I can be more confident going to my Standards Check. - **Joanne Bateman**

Interesting, enjoyable and thought provoking. - **Andy Kings**

I felt seeing actual clips of film showing coaching techniques was really helpful.

A very enjoyable day. - **Sean Hegarty**

Overall experience today was very good and motivational. - **John Shale**

Very enjoyable. - **Phil Dyer**

Each section was pitched just right and the length was ideal.

Thank you for a very informative day. Lots of ideas to help me through my Standards Check. - **Mark Rengert**

Thanks for a great day. - **Ruth Barton**

This day has complimented my BTEC4 with Tri-Coaching so much.

Enjoyed videos and seeing different styles of lesson teaching.



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Cover available for:

- ADIs/PDIs aged 21+
- Off road tuition for pupil drivers
- Guaranteed or Protected bonus
- Comprehensive corporate driver training
- **Unlimited use of a dual controlled car following a claim** (terms and conditions apply)

Specialist policies for:

- **Fleets of driving school vehicles** (5 or more vehicles required)
- **Fleets of dual controlled vehicles leased out to driving instructors**
- **DSA Part 2, Part 3, ADI check test cover**
- **UK/EU breakdown and recovery cover**



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Member's Corner

DIPOD - The Driving Instructors Podcast - Recorded 27th February - 79mins

With many thanks to those responded to my earlier email and we go through some of your questions and requests for content.

In this show;

- Teaching Article
- One Voice
- Fresh Start Report
- Celebrity Instructor
- Events
- Standards Check - Risk
- SC1 - Unknown Details
- Teaching CCL Style
- Risk Management
- Mirrors On Traffic Lights
- Pupil Progress Sheet
- Making and Changing Test Bookings Online

Remember to send us in your comments. Our email address is adi@dipod.co.uk and our phone number is 08432 892 556 - You can find the show by clicking www.dipod.co.uk

Driving Instructor Positivity Week 2014

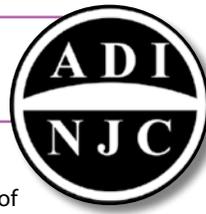
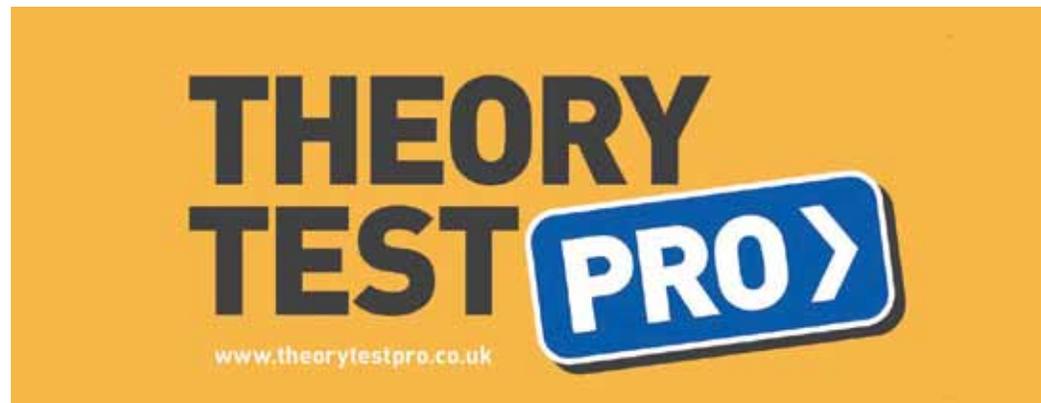
We all know that this can be a lonely job, and negativity can easily become the default setting for many ADIs. To combat this Chris Bensted, a Kent based ADI, has launched a whole week dedicated to positivity. From the 5th-11th May.

The aim is to encourage ADIs to take a step back, look at the positives and deliver something special - no matter how small. A new course or product, sign up to some CPD, the next step on the business plan or maybe a competition for their customers. Alastair Peoples is asking for a 'Big Idea' from the sector, maybe this will help us provide one!

To get involved visit <https://www.facebook.com/events/1473605806186473/>

Or

<http://ideas4adis.wordpress.com/driving-instructor-positivity-week/>



Testimonial

Sometimes life as an ADI can leave you feeling a little isolated. This is why it's important to be a member of an instructors association, their support can be invaluable, but who's best, a local or national association? Both have their advantages, but as a member of a local association which in turn is a member of the ADINJC, I consider I have the best of both worlds.

I have been an ADI for approaching ten years now, and for most of that time I've been a member of SADDIA - the Southend And District Driving Instructors Association. SADDIA have been established for over twenty five years and in that time have done much for local ADI's and the wider community. They have worked with the highways department to get road markings and junctions improved and made safer, including several major junctions, they have arranged outings for underprivileged children to theme parks and zoos and staged children's football tournaments raising thousands of pounds for good causes. SADDIA arrange numerous social occasions each year which enable our members to meet and share work related chatter as well as to socialise generally.

One of our major successes has been playing a huge part in getting a driving test centre back in Southend-On-Sea. The DSA took the decision to "relocate" our local test centre nine miles away leaving Southend and the surrounding area without a local centre. Relentless campaigning and lobbying parliament on no less than three separate occasions by SADDIA in association with local stakeholders such as ADI's, MP's and the general public resulted in a test centre returning to the area - a huge achievement by any standards. But it's situations such as this that require more than a local organisation, and that's where being a member of a national organisation such as the ADI NJC really helps. The ADINJC were able to assist us and advise us with our campaign and put us in touch with other organisations elsewhere that had been face with similar challenges.

Many years ago there was a situation whereby the DVLA were sending out leaflets with provisional licences advertising and promoting a certain national driving school. The strength of the ADINJC together with SADDIA and other ADI's resulted in this being stopped, even if around forty driving school cars driving around Parliament Square nearly resulted in arrests for some of our instructors!

The ADINJC has provided support on numerous occasions and gives independent ADI's who are members of SADDIA a feeling that there is always someone behind us to provide help when needed.

Mark Christmas ADI - Secretary SADDIA

Articles we have sent out via Email this Month

- Report on the NASG meeting 7th March 2014
- DSA Driver CPC: training deadline reminder
- DVSA ADI Grading from 7th April 2014



And Finally...
a quote...

"Excellence is not a skill. It is an attitude."

Ralph Marston