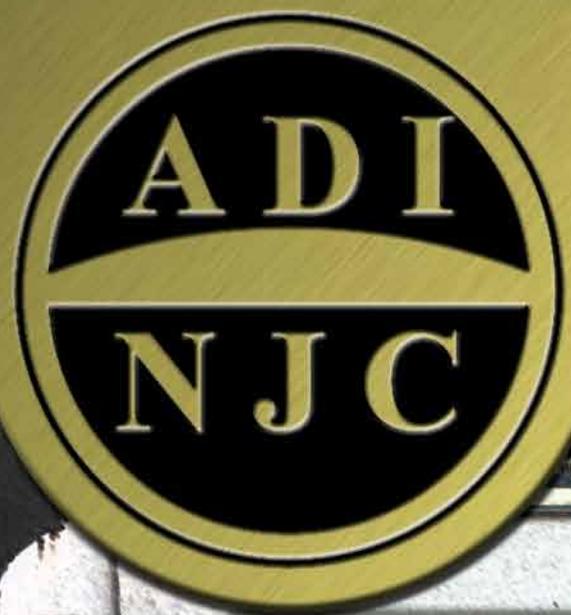




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MEMBERS NEWS



Tailgating?

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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



A new national association group is formed:

We have had another exciting month at the ADINJC. I think the best news we have had as an industry for some time came at the meeting with all the national associations when we met in late October in Nottingham. We have held these meetings for the past 2 years but this was by far the most harmonious and beneficial. The national associations that met were ADINJC, DIA, DIDU, DISC, MSA and Unite. It was decided at the meeting to form a group amongst ourselves to represent the industry, which in my opinion has been necessary for a long time. We have named the group The National Associations Steering Group and will meet at least 3 times a year and also hold conference calls in addition. We were then able to meet as a united group with the DSA and the new chief executive, Alastair Peoples. My full report has been sent out but is also available in this newsletter for anyone that missed it.

FREE training events:

The training team have now concluded this year's four free training events when we visited Milton Keynes and Bridgend. Numbers at these free events have been excellent with 100 booking at Milton Keynes and over 60 at Bridgend. We enjoy presenting these training sessions and thank you for the feedback and your enthusiasm at the events. It's great to see that ADIs will travel to better their business and themselves and



whilst we want the events to be fun they are also a valuable learning experience for the delegates.

We are also presenting the session at SELKent Association in January. The group have got together the venue and the refreshments and we will deliver the training to around 50 of their members. If any more associations would like to discuss anything similar then please get in touch with our general secretary at secretary@adinjc.org.uk

We are planning a talk at Huddersfield Association of Driving Instructors in the New Year so they can learn about the work we do. If any other associations would benefit from a visit and are reading this and want to know more or to plan a meeting just email us at secretary@adinjc.org.uk

Thank you and welcome:

It's important to say that without our sponsors none of these free events would be possible. We have to thank Vauxhall, Waveney Insurance Brokers, MiDrive, Ideas4ADIs, adiNEWS and Hitachi for all their help with these events. They also wouldn't be possible without the hard work from the training team so a big thank you goes to them all.

Welcome to all our new DIG (Driving Instructor Group) members who have joined us this month or renewed their membership. It's great to see so many new names each month and we really appreciate all your support. Whilst I can't always name the individual members we help we have been active in helping several members this month with check test issues and items related to their registration. We often liaise with the DSA on behalf of our members. The full benefits and details on membership are often in the newsletter or on our website at www.adinjc.org.uk. We have had permission from the DSA to place a printed copy of our newsletter into test centres so if anyone could print one of and take it in for us that would help other ADIs see what we do and who we are. We do need your help to spread the word about the ADINJC!

The organisers of the Fresh Start 2014 conference have announced new industry awards to be given out on February 23rd at an event the evening before the conference. Nominations are sought for 10 categories by December 1st. I understand there is an award for the best national and local association so you may want to get involved. To make nominations go to

<http://www.driving-instructor.tv/library/golden>

Our 2013 AGM

Our AGM is being held on 30th November this year at the Village Hotel, Walsall, followed by our council meeting. All the ADIs on the governing committee, including myself are all working ADIs who give up our time on a voluntary basis to help the industry and because we are passionate about the ADINJC. We are voted in by members each year. I will stand down along with the others on the committee at the AGM and the new elections will take place. It's been a pleasure and an honour to represent fellow ADIs and to work with the dedicated team we have. I know there will be some changes to the team and they will be announced in the next newsletter after the AGM.

Best wishes

Lynne Lynne Barrie - MA Driver Training



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New Association Steering Group

Lynne Barrie



A new National Association Steering Group formed and Alastair Peoples explains his 5 year plan for the DSA.

A report on the 2 meetings held on October 30th in Nottingham between the National Associations and the DSA by Lynne Barrie ADINJC Chairman

The morning meeting between national associations:

The national association groups present at the morning meeting were ADINJC, represented by myself and Stuart Walker, DIA, DIDU, DISC, MSA and UNITE. This is the third meeting of its kind, a national association has hosted and chaired each one so far and this was hosted and chaired by the DIA. The meeting lasted from 9am until 12 noon and the idea is to formulate what we want to present to the DSA in the afternoon meeting. It was apparent that we all considered this to be a golden opportunity to move forward and meet the new chief executive and DSA in the afternoon. We decided on some terms for future meetings on how we conduct them and discussed the fact that if we are to be more successful we need to meet face to face more often as a group 2-3 times a year and we intend to have conference call meetings in addition. I am delighted to say we also formed a group called the National Associations Steering Group which in my opinion has been essential for some time. It certainly doesn't mean that any of us will lose our own identities but it does mean that on matters of policy making and liaising with the DSA, DfT, and government we can have a more united approach and can be a greater benefit to the industry. Items put forward and discussed included:



- Modernising Driver Training
- The Standards Check
- The Green Paper
- The Code of Practice
- B+E training regulations
- Separating the theory test from the hazard perception test for all categories

The group as a whole are unhappy about how the DSA have been communicating with us recently. The MDT consultation was one such area where only 6 weeks was given for the consultation to be completed and the jargon used complex and the need to read so many other documents that most ADIs didn't reply. We discussed that we wanted to open communication with the DSA and not put up barriers and resistance and that we would suggest they use us as a focus group before sending out such consultations in the future. I've often said that we should be the ones consulted on the questions to be included in consultation documents. In the past we have spent considerable time discussing items that have never been included such as CPD when we were told it would not become mandatory after being told for years that it would.

We discussed the new qualifying process for becoming an ADI and wanted to know why the DSA were not going to be the external verifiers as we were led to believe before the consultation that they would be. If the DSA are not involved where are the knowledge base and standards coming from? We are concerned that many excellent small traders who currently train PDIs will find it hard to fund the new process and stay as trainers whilst many of them do an excellent job. What will be put in place to help safeguard the loss of these people by way of funding or help? There needs to be a support system for them during the changeover.

It became apparent that the reason behind our difference of opinions in response to some of the consultation

document was due to insufficient details on it. For example the ADINJC had returned that we were not in favour of any more sanctions for ADIs who do not comply with the being "fit and proper" other than the ones already in place. On discussion we all agreed that the "devil is in the details we don't know" and that we would like to discuss these sanctions further. A definition from the DSA of fit and proper would help us.

The document on the new Standards Check was promised to us at our ADINJC conference in October and this has not yet appeared. The group would like to see it before it goes out so we are happy to communicate it to ADIs and help to do that. We are still concerned that the DSA due to the government's digital policies are not helping ADIs who do not have the internet sufficiently. We agree that ADIs as business owners have to try to keep up with modern technology and help themselves but some rural areas do have issues with internet connections. We discussed the mark sheet at length and all the associations agreed that a pass/fail instead of the current grading system would be acceptable. It may be that there could be one "golden" or "distinction" level but ADIs would own their mark sheet and display it to show a top mark.

The group wanted to know when the Green Paper would be out as it is a paper of proposals and no more. It doesn't hold the government to any decisions. It may be being held up due to a change in minister, the DSA/VOSA merge and the fact that some areas are not popular vote winners. As soon as it is published the group will hold a meeting.

The Code of Practice has only had 1,000 sign up to it currently so it isn't being effective enough. It isn't mandatory but we discussed it going back to what is "fit and proper" and trying to work on standards for the industry that all ADIs would want to sign up to in the future.

The B+E regulations are complex but some of the group wanted a change in the law so only an ADI can train in this category. Currently the ADI system only applies to Category B cars.

It was considered that some specific needs candidates would benefit from splitting the theory test and we would ask the DSA in the afternoon about the possibilities.

Altogether in my opinion it was a very harmonious meeting with everyone trying to reach compromises and realising that in fact when we discuss more we are not poles apart on what we want to achieve. Perhaps because this was the third meeting of its kind and we saw new opportunities it was by far the best meeting we have held so far.

The new group will meet 3 times a year and liaise in between.

The afternoon meeting between national associations and the DSA:

The DSA came over to the hotel we were using for the meeting instead of ourselves going to the Axis building as we have done previously. Alastair Peoples the new chief executive of VOSA and the DSA were present together with Mark Magee DSA Registrar, Lesley Young Chief Driving Examiner, Gill Green from VOSA and Ellen Turner executive assistant to Alistair.

Alastair started by explaining his background and experience in the industry. He was keen to stress his strong links with driver training and testing. He was a former driving examiner in Northern Ireland. He set out an ambitious plan for the next 5 years and what he wanted to achieve. With VOSA and DSA merging a transitional board is currently running but the new agency will be on course to launch on April 1st. There is still no new name for the agency as yet. The acronyms of some of the suggestions aren't good! One of them turned out to be the name of an infectious disease; he didn't say which it was.

The 3 items he wanted to deal with first are the new name, the new board and the business plan. The offices at the DSA headquarters were full of VOSA staff and DSA staff meeting and starting the merger which is why we met at the hotel.

His new board will have 5 directors of which 2 will be from the DSA and there will be a new director of external relations so the driver training industry will have a voice on that panel concerned with policy setting and external relations. He acknowledged the huge amount to achieve with the merger but his 5 year plan is outcome based and he said he saw key milestones. He wants to take the DSA from what he described as a good organisation to a great one. He realises that the new agency will touch almost every household in the country as it will include testing vehicles as well as all the driving tests so it will have influence and weight and be very important.

New Association Steering Group (Continued)

He seemed very keen in my opinion to change the working hours and availability of his staff and to use modern technology to its best advantage. The use of debriefs being sent to a candidates smart phone and tablets for all examiners was mentioned, as was the use of cameras to record tests. He stated he wanted to collaborate with the industry and look at taking tests to the customer and how well it was working. He talked about VOSA staff having a green, amber and red light system for their approach to work and that maybe ADIs would have something similar with anyone not performing well enough being in the amber or red category. He suggested it would be a harder industry to enter and poor standards with an ADI would be looked into. It's important we realise these are ideas and items being looked at and not final in any way as yet.

It's heartening to know he wants to collaborate more with National Associations and he seemed pleased we had formed a group that he said he would be happy to meet with. He was keen to meet regularly on high level strategic items and pass them on to Lesley Young and Mark Magee to discuss with us when necessary.

He was very concerned that the pass rate for practical tests is only 45% and he wants to look in to why this is the case. Is it the correct test, correct assessment, and is it the best training and how can we influence parents, these were all items he mentioned. He wasn't attaching blame just making observations that he wanted to look in to.

Our group put forward the ideas from the morning meeting and they were discussed. Key points from the session were:

- *Why has the practical test pass rate remained the same for 25 years and why is it so low*
- *Issues with ADIs who had problems getting online would be looked at as currently there is little support for them. Specific needs pupils need to talk to a person when they book and can't always book online successfully.*
- *Concerns with increase in ADIs who take money and then don't give the lessons resulting with complaints from the public. Sanctions for ADIs who don't act in a professional way.*
- *The question was raised about the Code of Practice and helping ADIs understand their role fully.*
- *Possible rewards for ADIs who move up the ladder.*
- *It is possible to split the 2 parts of the theory test but it would mean extra expense. It was felt the test shouldn't be easier but the DSA are looking in to why pass rates have dropped recently. Probably due to the removal of the question bank.*
- *DSA said that OFQUAL didn't want them as the external verifier.*
- *Guidance notes for the examiners on the new check test will be out in November and we will be able to have them then as well. The marking wording such as "few" and "most" will be defined.*
- *Gaining below 8 on the risk management section of the standards check, details will be forwarded to the registrar but this does not mean an automatic suspension for the ADI.*
- *A possible gold standard for the top ADIs on the standards check but otherwise a pass/fail system may replace the 1-6 grades.*
- *Online booking for standards checks and standards checks on demand will not be available from April when it starts.*
- *Invitations for the new standards check will go out to ADIs from January for the April start time.*

This is a report on both meetings and the afternoon meeting discussed ideas. There is another meeting planned for December with the National Association Steering Group where we will start work on the items discussed. The formal minutes from the meeting will follow.

Personally, I consider this was a more positive meeting than we've had previously, both in terms of working together and understanding each other better, as well as being focused on progress. Alastair Peoples is refreshing in his approach and I think we have an opportunity to have more of an input when working with DSA.

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Standards Check Update

Phil Hirst



The clock is ticking steadily towards a new dawn when our periodic assessment by DSA will become the Standards Check – only four months to go now!

Whilst we sit and wait for whatever is sprung upon us, DSA is working hard behind the scenes to ensure their examiners are prepared fully for their new duties. As you read this, senior examiners are attending courses and the roll out will continue into next year.

DSA's Head of Training, Lynne Fitzharris, ran a pilot course last month, using Cardington staff trainers, to determine how conducting Standards Checks will differ from the expiring Check Test.

Examiner's Debrief

Immediately prior to debriefing driving instructors at the end of the Standards Check, examiners are likely to spend ten minutes considering their opinions and then complete the new SC1 form. This will, in all probability, happen in the test centre. This also occurs after the conclusion of the current Part 3 test. It will give the examiner breathing space to reflect upon the lesson as a whole and, in particular, the first statements in the three main assessment groups, namely:

- Did the trainer identify the pupil's learning goals and needs? (Lesson Planning)
- Did the trainer ensure that the pupil fully understood how the responsibility for risk would be shared? (Risk Management)
- Was the teaching and learning style suited for the pupil's level of ability? (Teaching and Learning Strategies)

Examiners will be briefed to not over-focus on the less-important assessment criteria, as in isolation they could be difficult to review and mark accurately.

Instructor's Profile

A quick glance at a completed SC1 form should offer a profile of an instructor's performance. The seventeen ticks in the 0-3 columns on the right side of the

form will show this profile clearly. In future it is considered that there will be no need for a follow-up letter from DSA should an instructor not reach the required standard. It appears that if an instructor fails to reach a score of 31 out of a maximum 51, or fails to achieve a minimum score of 8 out of 15 in the Risk Management section, then the instructor will not have reached the required standard and will have to take the test again.

There should be obvious "peaks and troughs" to be seen on the form when it has been completed, pointing to areas of strong or weak performance. The form's design will, supposedly, help improve the feedback given by examiners and instructors should find it easier to analyse and relate to their own performance.

DSA Explanatory Notes

Watch out soon for the release of DSA's 32-page explanatory notes on the new format – gripping reading!

You can download the SC1 form from DSA's website. It is worth comparing and contrasting the SC1 form with the old ADI 26 (Check Test form) to try to make some sense of it all. The new form is very different in content, style and appearance, yet, our day-to-day job is not changing significantly even if a more client-centred approach is being encouraged.

The old core competencies (identify, analyse and remedial action) will still be taken into consideration on a Standards Check even though those words are not to be seen on the SC1. Faults will occur on every driving lesson and will need to be dealt with appropriately.

Over the next few months, I will expand upon the requirements of the seventeen assessment criteria on SC1, prior to the first instructors turning up for their Standards Checks on 7 April 2014.

For information on one-day Standards Check Workshops, please go to www.philhirst.co.uk

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16th October 2013

Dear Lynne

On behalf of the Trustees and members of RoadPeace, thank you so much for your recent donation of £1000, presented to RoadPeace member David Midmer, at the recent ADINJC conference. We are so grateful that you chose RoadPeace as your charity to support.

Your donation will directly help us continue to support those bereaved or injured by a road crash, and to campaign for justice for road crash victims, and for road danger reduction and transport policies that give greater consideration to vulnerable road users and the environment.

Thank you once again for thinking of RoadPeace, and for helping us to help others.

Yours sincerely

Sara Dowling
Campaigns and Development Manager

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Amy Aeron-Thomas
Executive Director

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Training Days - Feedback



Feedback and images from the recent Free CPD Training Days in Bridgend and Milton Keynes...



Very good presentation, very informative Paul
Excellent presentation, thank you Eve Wakeford
Very professional and well-presented K Williams
Thank you very informative and well organised
Very good, lots of learning points, Rob
Very enjoyable I learnt a lot
The section on coaching was excellent
Thoroughly enjoyed it
Thanks for the updates, good information N. Cartwright



Highway Maintenance On Local Roads

The All Party Parliamentary Group (APPG) on Highway Maintenance has called for urgent action to stop local roads deteriorating. Christopher Chope OBE MP, the chairman of the group, called for local authority asset management plans to be made mandatory as part of urgent action to prevent local roads from falling into further disrepair.

The report recommends:

- Getting local roads into a satisfactory steady state for planned preventative maintenance as soon as possible
- Improving borrowing facilities to allow councils to prevent roads deteriorating further before additional maintenance funding promised by government for the 6-years starting in 2015
- Making asset management plans mandatory in return for access to central government funds for road maintenance.
- Allow further devolution of highways funding decisions, by encouraging decisions on how local authorities can spend central funding allocated for capital outlay to be made locally
- Optimising maintenance schedules across local and national strategic road networks, to minimise disruption to road users and the associated costs.

The Group aims to foster understanding and awareness of the fundamental importance of the highway network.

Driving Through Roadworks

The footage that shows the shocking consequences of motorists not slowing down or paying attention when driving through roadworks is being made available by the Highways Agency.

It has been taken from cameras situated within roadworks on the country's motorways and major A roads and is being made available in an attempt to remind drivers of the importance of driving with extra care through roadworks.

The footage includes:

- A car undertaking and pulling out in front of a lorry, causing it to swerve and overturn
- A driver failing to spot traffic slowing ahead and crashing into the back of queuing traffic
- A lorry ploughing into the back of a car, sending it crashing into a set of roadworks, feet away from working staff

The Highways Agency has issued advice on driving safely at roadworks:

- Keep within the speed limit – it is there for your safety
- Get into the correct lane in good time
- Concentrate on the road ahead, not the roadworks
- Be alert for works traffic leaving or entering roadworks
- Keep a safe distance – there could be queues in front
- Observe all signs – they are there to help you.

EU Proposes Vehicle Speed Control

The IAM has recently conducted an on-line survey regarding Intelligent Speed Adaptations (ISAs) finding Three quarters of drivers are concerned that the use of will compromise safety.

Last month, the EU announced that they were considering rules for new cars to be installed with the technology. This would be capable of detecting limits through cameras or satellites and automatically applying the brakes. Existing vehicles could be forced to be retrofitted with the devices.

- Seventy-eight per cent of drivers don't want to see the retro fitting of ISA technology onto older vehicles.
- Fifty-seven per cent of drivers feel that ISAs won't have a positive impact on road safety – avoiding crashes, deaths and injuries.

There is overwhelming support for ISAs when vehicle control remains with the driver. Sixty-seven per cent of respondents would prefer ISAs to operate with warning messages with no control of the vehicle.

Respondents do feel that there are some benefits to ISAs.

Fifty-two per cent see a reduced likelihood of speeding convictions and less money spent on traffic calming measures such as road humps.

Thirty-one per cent of respondents feel that, if enforced, ISAs should be restricted to younger drivers, newly qualified drivers and drivers with previous road-related convictions.

More research into the benefits would help to reassure the public that this will improve road safety.

Teaching Points

This week Peter Rodger has focussed on the high winds in his teaching points:

- Plan your journey – is there a route with less exposure to the weather and less risk of fallen trees? Choose a sheltered route if you have the option.
- Strong winds are not constant, they are usually gusty so ensure you hold the steering wheel firmly
- Overtaking high sided vehicles or driving past buildings can result in a sudden gust from the side as you clear
- Give cyclists, motorcyclists, lorries and buses more room than usual. They get blown around by side winds easily. Even pedestrians can be blown about.
- Watch trees and bushes on the roadside - their branches can show you how strong the wind is. Look well ahead, that way you don't need to take your eye off the road and you can see any windy patches before you get to them.
- Go slow enough to cope with the gusts. Wind can get under a car and reduce its handling and braking significantly.
- Keep an eye on what is happening to other vehicles – where they are affected will give you a pre warning.
- Go slowly enough to cope with the tree that has fallen right across the road, just round the bend where you can't see it.
- Be careful of debris, try and have space beside you in case you need to dodge it.

Teaching Points are designed for those involved in providing messages to drivers and serve as a prompt to assessors and trainers etc.



Data

The number of motorcycle deaths dropped in 2012 to 328 from 362 in 2011.

The total of all deaths also fell to 1,754 a figure which is now confirmed following the publication of the official road casualties Great Britain figures which show little variation overall from the provisional figures issued previously.

Abolish The Independent Driver Trainer?

Is the way forward for driver training to abolish the single operator in favour of registering driving schools under a criteria of having to have a minimum number of instructors, with proper office practices and records?

This is a debate which I have heard before and something which gets raised from time to time and there could be some merit in this approach where a pupil then gets a more readily available access to a number of different driver trainers and the opportunity, which would need to be part of the criteria, to drive a range of different vehicles.

Equally would this be a better lot of the driver trainer, enabling them to charge more as it reduces the number of independent people all striving to get business and in order to do so charges ridiculously low lesson rates which does the profession overall little good.

There has to be some sound reasoning behind the fact that different driver training approaches get certain messages across to those whom we train more effectively and I have also been a believer for some time that one of the problems, although never to the best of my knowledge ever researched, that most trainees learn to drive on fairly low rated vehicles of a small mass which are not those which they initially drive when away from the trainer.

Whilst it could be unsettling for a trainee to swap about for the first few lessons and indeed it may not make sense from a training perspective I do just wonder if there is not merit here in looking at such an option. I wonder what you think?

Highways Agency

A consultation over the transformation of the Highways Agency into a Government-owned company has been released.

Under the proposals, motorists are set to benefit from a more effective road network and will have a greater say in how their roads operate.

Turning the Highways Agency into a Government-owned company will improve efficiency and reduce running costs, with taxpayers expected to benefit from savings of at least £2.6 billion over the next 10 years.

The changes made to how motorways and trunk roads are operated, maintained and developed will also be reflected in a new watchdog that will be set up to better reflect the views of motorists. This will encourage greater transparency of the agency and its performance.

The proposed changes are the next steps in the 'Action for Roads' (copy of the document in the MEA) command paper that was published earlier this year, and set out the future challenges and detailed plans for the management of roads.

Agenda for the 40th Annual General Meeting

10am Saturday 30th November 2013 at the Village Hotel, Walsall

1. The Chairman, Lynne Barrie will open the meeting.
 2. The Secretary will read the convening notice.
 3. To record attendance and apologies received in writing.
 4. Approval of the minutes of the 2012 Annual General Meeting.
 5. Matters arising.
 6. Chairman's Report.
 7. Treasurer's Report and motion for the adoption of the audited accounts
 8. Motions (From the Committee).
- The present Governing Committee will then retire.
9. The retiring Chairman will conduct the election of the President.
The President will conduct the election of the Vice Presidents.
The President will conduct the election of the Chairman
The Chairman will conduct the election of the Deputy Chairman
The Chairman will conduct the election of Committee Members
The Chairman will conduct the election of the Auditors
 10. To set the membership & DIG membership subscriptions for 2013/14
 11. To agree the honoraria to be paid to the Secretary, Treasurer, Membership Secretary and Liaison Officer
 12. Motions (from members). None received.
 13. To set the dates and venues for Council meetings 2013/14
 14. The Chairman will close the meeting.

The AGM will be followed by the Council Meeting, details of which are featured on the next page.

News from the DSA

From Monday 4 November, DSAs customer support team will start trialing an alert service on Twitter for test slots cancelled due to bad weather.

The trial will cover driving test centres in the Sector 5 area (North East England and North Cumbria) using the Twitter account name [@DSA_HelpMe](#).

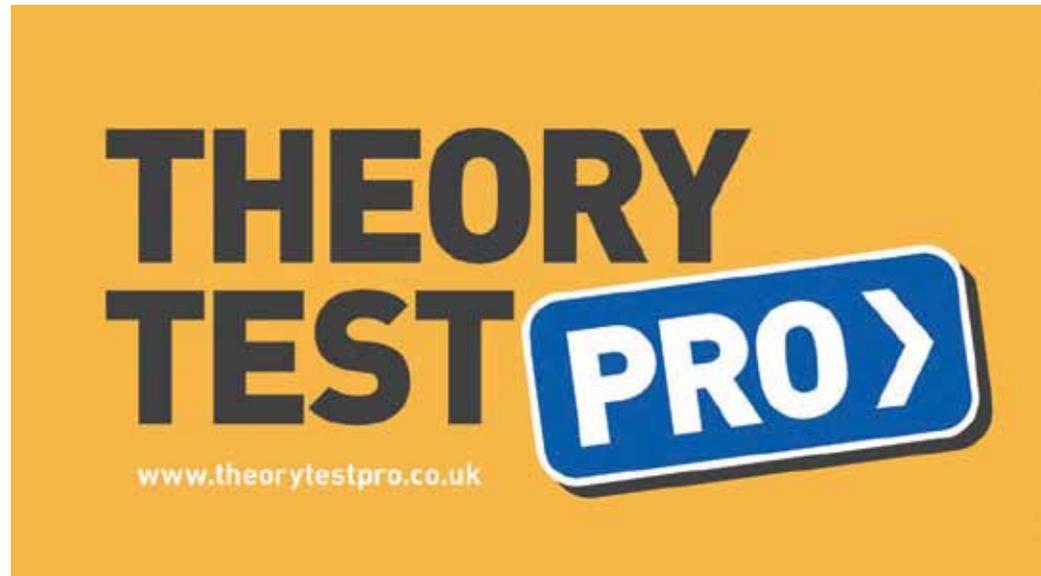
Those test centres involved in the trial will be promoting the service from a poster on the DSA notice board and by word of mouth from examiners.

The service will work as follows:

- local examiners will identify test slots cancelled due to bad weather
- the Twitter team will issue a tweet of the test centre(s) and slot time(s) affected, asking ADIs and candidates to keep checking the Twitter feed for further updates
- the tweet will include a hashtag of the relevant driving test centre, for example, [#LongBentonDTC](#)

Should the trial prove successful, the team will start to roll it out nationwide. It's expected to last a month, however it may need to be extended should the team not get the chance to test the procedure (due to milder weather than expected).

We would encourage ADIs to follow the [@DSA_HelpMe Twitter](#)



Council Meeting Agenda

Sue Duncan - ADINJC
General Secretary

Meeting starts immediately after the AGM,
at the Village Hotel, Walsall, West Midlands WS2 8TJ

Saturday 30th November 2013

Coffee on arrival from 09:30 and at 11:30 break

1. Meeting opened by the Chairman – Lynne Barrie
2. Attendance register and apologies for absence
3. Minutes of the Council Meeting held on Saturday 1st June 2013
4. Matters arising
5. Correspondence
6. Chairman's report
7. Presentation from Jeremy Moger of We are Marmalade
8. Report on meeting with national associations and DSA – Lynne Barrie & Stuart Walker
9. Training Report
10. Feedback from 2013 conference and plans for 2014
11. Open forum for members
12. Date and venue of next meeting
13. Meeting closes by 1.45pm

This agenda may be amended by the Chairman before the meeting.



n-formed?



And now for the news....

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Increase - 200 Road Deaths – 2013?

As many as 200 people will be killed on the roads this year because of a lack of enforcement by cash-strapped Gardai, according to road safety officials. Chairman of the Road Safety Authority (RSA) Mr. Gay Byrne said falling Garda numbers and cuts in budgets have resulted in a change of attitudes among motorists who are no longer afraid of being caught speeding or drink-driving. He also accused Justice Minister Alan Shatter of not being as committed to road safety as his predecessors, which prompted an angry response from the Department of Justice. "The Department regrets the comments attributed to Mr. Byrne which are both inaccurate and offensive". It added that Mr. Shatter had outlined his commitments to road policing in a letter to the RSA which had not been responded to. And an analysis of Garda activities so far this year shows a drop of 50pc in the detection of some of the most dangerous driving offences. Mr. Byrne said "Once the perception grows that the possibility of you meeting a yellow jacket goes, the bad behavior goes up, including speeding. The only thing that keeps people behaving well is the risk of being caught and getting penalty points". The Garda Traffic Corps has been reduced from 1,200 to around 800. So far this year, the number of people killed on our roads is up 18 to 147. A total of 161 people were killed in 2012.

New Motor Swappage?

Although sales for September reveal a 28pc increase in new cars, the overall sales to date have dropped by 7pc. As a result, pressure is mounting for a new car swappage scheme in the December Budget. The numbers may have been lower only for the sales surge in July that coincided with the new mid-year 132-registration. To counteract the downward trend next year, the industry is asking the Government to give a €2,000 Vehicle Registration Tax rebate (VRT) on new cars bought by owners trading in vehicles aged six years or more.

Observers say the €2,000 would be matched by dealers- knocking a total of €4,000 of a new car's price. Alan Nolan, Director General of SIMI, said the 132-reg plate in July was the only bright spot this year. He added: "The second registration improved this year's performance from 15pc down at the end of May to 7pc at the end of September". Despite the gloom, one area seems to be bucking the trend. The figures show the executive BMW5-series was the best-selling car in the country last month- repeating its similar feat in August.

Driving for Work Seminar

A Driving for Work Risk Management Seminar was held on Tuesday 8 October 2013 in the Radisson Blu Hotel in Little Island, Cork. Hosted by the Chartered Institute of Logistics and Transport it was attended by about 57 people. Main speakers were from the Health and Safety Authority, the Road Safety Authority, the Gardai and An Bord Gais. Chairman of the Southern Section CILT Mr. Gerard Deegan opened the Seminar, introduced the speakers and spoke on Risk Analysis and Risk policy. He informed us that 95pc of all goods we eat, drink and wear travel by road and emphasized the hazards on the road when driving for work. Senior Inspector of the Health and Safety Authority Deirdre Safety Strategy 2013-2020 and protecting workers from vehicle risks, the employers' duty of care and the legal duties under the Safety Health and Welfare at Work Act 2005. Cork Garda Supt. Con O'Donoghue presentation covered many issues including use of mobile phones while driving, alcohol, distraction, insecure loads and braking at various speeds. He also showed a short video clip on a car hitting a piece of debris and spinning out of control. His otherwise excellent contribution was marred by a fluctuation in sound and power- point difficulties. The next speaker was Mr. Owen Wilson, Head of Safety at Bord Gais. What began as an in-depth explanation about the company turned to be a most interesting insight into the company's safety activities? Most impressive was the three bands of driver safety i.e. E-Learning, Classroom Only and Classroom and Practice covering all vehicles used by the company. Their overall policy

is to Review, Agree and Monitor. Deirdre Sinnott HSA gave two more short presentations on "Precious Cargo" and the RTA 1963 Construction Equipment and Use and collisions statistics for vehicles used for work. Morning coffee was most welcome after our 80 mile trip to Cork. A light lunch was also provided. Our thanks to Jim Kearney and Michael Lyham of the CILT for their kind invitation and hospitality. However, it was disappointing that a speaker from the Driver Training Industry was not invited to speak.

TIPSOL Conference 2013

The recent TIPSOL Conference 2013 held in Manchester refocused efforts to improve road safety across Europe while outlining future initiatives to drive down road accidents even further. The October 1/2 event attracted around 220 delegates from 34 countries. Head of the European Committee Road safety Unit Szaboles Schmidt, TIPSOL President, Koen Ricour and Bernd Heller, Deputy Head of Road policing from North Rhine, Westphalia, Germany gave a presentation entitled – Development of the 24-hour Speed Enforcement Campaign. In a video message to conference delegates, Brian Simpson Chairman of the European Police Committee for Transport and Tourism said, how better cross-Europe cooperation between road policing officers and thorough use of existing policing are the best way to ensure good road safety across Europe. Conference Chair was Mr. Noel Brett former CEO Road Safety Authority.

Hauliers – Free Tolls

Hauliers will not have to pay tolls on some motorways in November, as part of efforts to increase the numbers of HGVs on the network. The Department of Transport has decided to make the M1, M3, M6 and Limerick Tunnel toll-free for November, with the State paying the tolls to private operators. The move comes about because of concerns about the high number s of HGVs using local and regional roads to avoid tolls. These roads are not designed to carry HGVs which can weigh up to 40 tonnes, and there are also road safety concerns. Transport Minister Leo Varadkar said he was "concerned" about the use local roads, which was adding to wear and tear of the national network.

Note. The Limerick Tunnel under the river Shannon has performed poorly since it opened. Many drivers are using the old road to Shannon, Galway etc. As a consequence of poor revenues, the Government has to make payments to the tunnel operator to make up the shortfall.

Tyre Blowouts

Rescue services have seen an increase in callouts for tyre blowouts with many motorists driving on tyres "so worn out they were bound to burst". The AA Rescue Centre said that people were putting off spending money on their cars which resulted in more than one in 10 experiencing a blowout in the last four years. The AA cautioned motorists of the dangers of illegal thread depth and correct tyre pressure and also on driving on under-inflated tyres.

Ireland: No Texting – Hands-Free

Motorists caught texting on a hands-free mobile phone while driving will be hit with fines and PPs from next year. Transport Minister Leo Varadkar plans to tighten up the law on mobile phone use, which currently only applies to hand-held devices. There are growing concerns that people are escaping fines because they are using a hands-free kit – even if they are texting. The lack of clarity under the current law means the rules are going to be tightened. Tougher measures will result in an on-the-spot fine of €60 and three PPs for anyone caught texting while driving. Those who refuse to pay face the prospect of being fined of up to €1,000. The new regulations will be issued next year after the Road Traffic Bill 2013 – which has increased PPs for certain offences – is enacted. If the on-the-spot fine is not paid, the motorist can be taken to court, where a maximum penalty of €1,000 for a first offence can be imposed rising to a maximum of €2,000 and/or three months in prison for a third or subsequent offence within a 12-month period. Five PPs can also be added to a driver's licence. Voice-activated texting will not be subject to the new rules.

Road Safety Ireland (continued)

Canada: No Touching an MP.

Ontario's top court says it's illegal to hold a mobile phone while driving even if it's not transmitting and no matter how briefly, it's in a driver's hands. The Court of Appeal for Ontario released a pair of decisions recently ordering two people convicted under the Highway Traffic Act for violating the law on using mobile phones while driving. In one case the driver argued that she had just picked up the mobile phone, which had fallen off the seat to the floor of her car when she stopped at a red light, when a police officer spotted her holding it. In the second case, the driver was caught with a mobile phone in his hand but argued it couldn't be proved it was capable of sending or receiving at the time. But the Court of Appeal concluded the language in the law requiring a capability of sending or receiving applies only to devices other than mobile phones as mobile phones have that capability built in.

"EURO NCAP" – Get A Grip

Tyres of the future could be tried along similar lines to the way cars are currently examined under Euro NCAP crash and safety tests. The need for such a system was raised at a special high-level conference in Brussels, attended online by Independent Motors, to mark the first year of the new tyre labeling system. Malcolm Harbor, Chairman of the EU Committee on Internal market and Consumer Protection, said motorists were demanding information, particularly on safety in their cars because of the publicity on Euro NCAP tests. The EU tyre system labeling was introduced last November and the conference was held to assess how it had fared and what could be improved. The conference was organized by Goodyear Dunlop with a panel EU, safety and tyre industry experts discussing core issues and answering questions on site and online. A survey was criticized which showed that 'wet grip' was the most important issue on people's minds when buying a tyre. It was contended that price was the overwhelming question. There was also a pledge on greater cohesion across the EU in alerting other authorities on rogue dealers and dangerous tyres. Mr. Harbour said he hoped legislation would be shortly passed to make it easier for authorities to alert their counterparts about dangerous tyres.

Self-Parking Ford

In the near future you'll be able to park your car-remotely. You can either sit in the car or outside or use a remote control button. Ford is developing and combining existing technologies that will allow you to do this. This will have obvious benefits for those who have reverse parking difficulties and people with reduced mobility. "The key is that we already have the technologies that put us in a position where we could make fully automated parking into a reality for Ford customers" said Paul Mascarenas, chief technical officer and vice-president of Ford research and Innovation. The first step is when the 'Fully Assisted Parking Aid' picks out a parking space ahead using ultrasonic sensors. The system then takes control of the steering, braking and guidance to manoeuvre the car into the space. The system is so accurate it can nudge a car into a space just 20pc longer than the car. However, the human element in the exercise can cancel or override the system at any time.

'Reckless' Toyota

An award has been reached in a case that blamed sudden acceleration in a Toyota Camry for a wrongful death. A jury in Oklahoma found Toyota liable for a fatal crash and awarded \$1,5m to the injured driver and the same to the family of a passenger who died. The jury also decided that Toyota acted with "reckless disregard" for the rights of others. The injured driver was driving a 2005 Camry six years ago when it went through a junction and slammed into an embankment. The driver's lawyers said the car accelerated suddenly because of a defect in the electronic throttle-control system. However, Toyota's lawyers disputed these claims and blamed the crash on driver error stating the driver mistakenly pressed the accelerator instead of the brake.

Nostalgic Model T

One hundred years ago, Henry Ford started the world's first moving assembly line. It simplified the assembly of the Model Ts 3,000 parts as it created 84 distinct stages carried out by groups of workers. A rope pulled the vehicle chassis down the line. The new process cut the assembly time for a car from 12 hours to about 90 minutes. That reduced the cost so much that the company was able to drop the price of the Model T from \$850.00 to under \$300.00. Eventually, Ford built a Model T every 24 seconds and sold more than 15 million of them worldwide by 1927.

The Carnage Continues ...

There were 157 road fatalities up to 31 October 2013 – 15 more than the same time last year. We still await the report into why the numbers of road deaths have increased since the start of the year.

Cardio Seats

Ford engineers and designers are currently in the process of designing a special 'Cardio' seat that can monitor your heart rate. In the event of an incident it can issue a warning, transmit readings and details to and summon help from a driver's doctor or health centre. Another device would enable a diabetic occupant to monitor their blood-sugar levels, warn of any impending danger and, if necessary disable the engine and call for assistance.

Medication for Drivers

Labelling of prescription drugs need to be improved, a new survey of drivers has found. Only half of those surveyed felt labeling was clear enough on medicines. Almost one-third of respondents said a simple traffic-light system would be the best way to tell people about the risks of taking medication when driving. The poll conducted by the Institute of Advanced Motoring (IAM) showed the traffic-light system – red for no driving, amber for care required and green for limited effects – was the most popular option.

Not So Green?

Now we know what sort of drivers' women really like. A recent survey found they go for men with "green" cars rather than gas-guzzlers. More than half of those surveyed reckon drivers of expensive sports cars are arrogant. The survey from motors.co.uk found many women, and men felt drivers with eco-friendly cars such as the Nissan Leaf and Toyota Prius to be conscientious, intelligent and safe. The survey also showed that 48pc of men were convinced an expensive car made them more attractive to women.

Caught Green-faced

A thief was caught not so much red-handed as green-faced after breaking into a car that sprayed him with a liquid that glows emerald under ultra violet light. The thief denied entering the car that police set up with a dye-trap to catch thieves in June.

Black Cab Goes White

The London black cab is to make an appearance Down-Under but coloured white rather than the traditional black. The London Taxi Company has exported 98 TX4 taxis to Perth, Australia. It has been decided to paint the cabs white due to the perpetual Perth sunshine.

And finally ...

A traffic cop pulls lady driver over and asks to see her driving licence. Officer, "It says here that you should be wearing glasses when driving". "Well", replies the lady "I have contacts". Officer, "I don't care who you know, you're still getting a ticket"

Roll Tide!

Ian McIntosh, CEO,
RED Driving School



Without doubt, tailgating is one of the most fun things you can do. It is great with friends and family especially on a nice warm, sunny day although it can be nearly as much fun in the rain if you are prepared. Of course, it can be a little dangerous not just in respect of your own vehicle but also all those others close by but with a little bit of common sense you can avoid the obvious pitfalls. I am of course talking about the very popular tradition in the USA of having a BBQ in the car park before a football game.

Down in the south, pick-ups are very popular vehicles and they are especially well suited to tailgating. If you haven't yet quite got the picture, imagine lowering the tailgate of your pick-up truck to form a table, firing up the BBQ, plugging in your 12v refrigerator full of Budweiser or Sweet Iced Tea and getting that party started about 4 hours before kick-off. It can get pretty rowdy in the "parking lot" of a popular team and going to a tailgating party is an authentic USA experience. I have been lucky enough to go to one or two as I have American relatives. One memorable one was the occasion of the University of Alabama playing Auburn University in Auburn. These are two massively popular college teams in the state of Alabama and support tends to be life long for those who went to the universities. Many families, mine included, have split loyalties as family members studied at both universities. Flags, scarves, hats and tee shirts can be split into both sets of colours and declare proudly that they are "A Family Divided". College football is a wonderfully good-natured spectacle and the tailgate party epitomises that sense of good nature, fun and happiness.



Contrast that with what tailgating means to us in the UK. Tailgating is a massively stupid, dangerous and anti-social thing to do. Driving too close to the car in front is just asking for trouble. Drivers who do it seem oblivious to the risk they are running as they hurtle along cocooned in their mobile coffin. I often wonder what is in the mind of the driver who is tailgating at speed on the motorway. After much deliberation, I have concluded "not much"! Those tailgaters seem not to have considered what might happen if the car in front slows unexpectedly. It only takes a moments lack of attention and a collision will occur.

We tend to think of tailgating as a phenomenon that happens on the motorway. All experienced drivers have probably experienced being tailgated or at least having a vehicle follow too closely in their opinion. But tailgating happens every day on our urban roads too. At RED, our accident statistics (or incidents



as we tend to call them now) confirm that the most common incident is being hit from behind. Tuition vehicles are particular susceptible to this as learner drivers can be less predictable than more experienced road users. Perhaps they hesitate at a junction, miss a gear, or stall as they are pulling away. These slow speed shunts may not lead to too much vehicle damage as modern bumpers are designed to

give a little and damage may not be visible. The crumple parts underneath the vehicle may be crumpled (sorry, couldn't think of a better word!) and their replacement can be expensive. This damage is often not realised until the vehicle is inspected at the end of its lease or, if owned, when the owner tries to trade in the vehicle. A nasty bill may be waiting if a claim against the other driver was not made at the time. Such a shunt may not lead to physical injury but it will do absolutely nothing for the confidence of the learner driver. So not only may the tuition vehicle be off the road for a while being repaired but the ADI may lose that particular customer and both scenarios will cost the ADI money. Tuition vehicles need to be as visible as possible when approached from behind. Simple "L" plates are not really enough.

The real key though is for drivers to be educated better in road safety. Driving too close to the car in front is a common road safety problem and as obvious as it seems our industry needs to be sure to teach to its customers the need to leave an appropriate space between them and the vehicle in front. In addition, drivers should be reading the road ahead and picking up early signals as to what might be happening. Are the cars further up the road slowing? Can you see their brake lights? Is there some other reason why traffic may slow such as traffic lights ahead or road works?

I am sure that ADIs teach their pupils this type of road craft, as it is such a core skill to have once those pupils become independent drivers. But what do you do if you are tailgated yourself? Bravado chat in the pub might be along the lines of flashing brake lights to warn the tailgater or even braking sharply in an attempt to frighten the tailgater into backing off. That would seem to be playing with fire! Someone once advised me it was safer to use your window washer as some of that water will go over your car and squirt the tailgater perhaps making them back off a little. Maybe that does work sometimes but it is not the smart move! Maybe you could nail it and leave that crazy tailgater behind but that is hardly taking responsible for your own safety. We are all busy people these days and tend to rush from point A to point B. But in terms of rushing on the roads, isn't it far better to get there late than not at all?! So what to do about that irritating tailgater? The first and most obvious step particularly on motorways is find a safe opportunity to move to the left and let the tailgater pass you. It won't make a jot of difference to your time of arrival at point B. Of course in heavy traffic or on single carriageways, it may not be possible to let the tailgater pass, so you need to take responsibility for your own safety and manage the situation. You can leave a bigger gap than normal between you and the vehicle you are following. In that way, you can slow more gently when the traffic ahead slows and hence give the tailgater a better chance of stopping without hitting you. OK, enough! I am starting to sound patronising given that you, the reader, are presumably highly experienced drivers and indeed driving instructors. But as tailgating is so common on our roads, let's make sure that we do our part to reduce this aggressive, thoughtless driving by teaching our customers not to do it and how to deal with it safely when they are tailgated!

"Roll Tide" actually has nothing to do with UK tailgating. It is the battle cry of the University of Alabama football team and is often yelled while tailgating. I love Bama tailgating parties! Not quite so sure about American football though!



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Member's Corner



DIPOD - The Driving Instructors Podcast - 64

In the latest podcast we are joined by Paul Tomlin, who has claimed the accolade of being the first driving school to use an all electric car in his driving school. Paul drove down in his Nissan Leaf and talked about his experiences and we take a test drive!

In this show;

- Intro, Awards and Events
- EV Re-fueling & Driving School Use
- Batteries, Drivability & World Ranking
- Schools & Insurance
- EV History
- Flat Batteries
- Perpetual Motion & Efficiency
- Teaching Eco
- Costing & Batteries
- Education & Wifi Charging
- Post Drive



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



Jan Worsfold - Accelerate Driver Training

Is it a record?

Hi Lynne

My colleague and one of my franchisees and ADINJC member, Jan Worsfold, recently had zero faults recorded in 3 of 5 tests for which his customers were entered. He has had 6 zero faults tests this calendar year. I would be delighted if you would recognise Jan in your newsletter. Is this some kind of record?

Kind regards - Rob Tillier FLPI FCMI - Accelerate Driver Training

Articles we have sent out via Email this Month

- DSA Laden vehicles testing reminder. New rules - start on 15 November 2013.
- October 30th 2013 DSA meeting report.
- Gov.UK Press release new measures to help hard working families with the cost of driving.



And Finally...

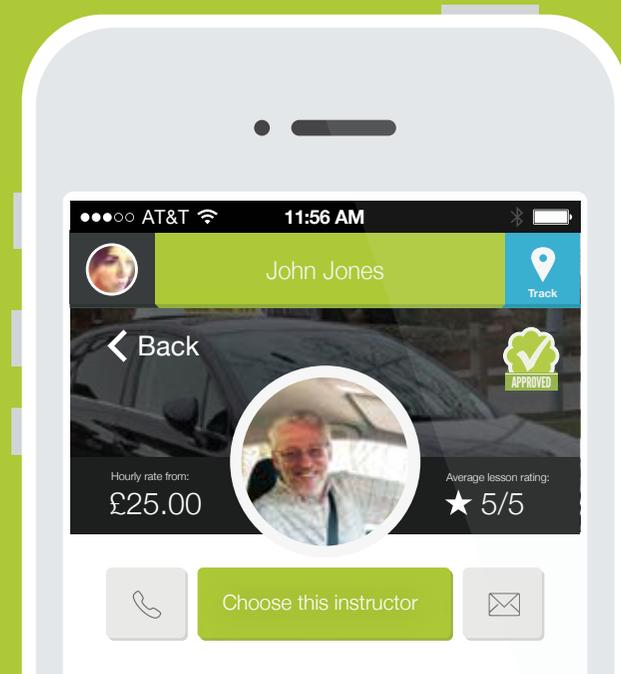
a quote...

"It is our attitude at the beginning of a difficult task which, more than anything else, affects its successful outcome"

William James

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