



MEMBERS NEWS

Issue No: 60
December 2011

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CAASPAR

Fact Finding Mission

Road Safety Information



VAUXHALL



ADI Support



**Merry Christmas
from the ADINJC**

Approved Driving Instructors National Joint Council



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From the Chair..... a monthly report

It's hard to believe it's nearly Christmas! I am still trying to complete my shopping and wrapping presents whilst being busy with work. Hopefully I will be ready by the 25th and having some days off to enjoy the festive season with my family. I am able to write this now because a pupil cancelled a lesson. This is something I expect most of you are experiencing at this time of year. Times are difficult in this industry and it can be hard to stay positive with all the latest news on the recession possibly lasting another six years. However it's much better to stay in a positive frame of mind: the pupils come out to enjoy lessons and we need to make sure they do just that. I have noticed I have more learners in their early twenties who couldn't afford lessons at 17 but now need to drive to get to work. I've also been approached by some older drivers who want their driving assessed. It's best to never turn work away and to diversify if you can.

I enjoyed my recent trip to the Dipod organisation in St Albans. Thanks to them for making me feel so very welcome and having me on their podcast. Thanks also for the coffee and cakes, guys and keep up the good work. The 3 ADIs involved work extremely hard to bring you this news on a voluntary basis so keep listening to them. If you have never heard their podcast before I recommend it to everyone. I tend to listen in the car or whilst I am at home doing some chores, it's a chatty show with a lot of up to date content and has attracted a lot of followers recently. If you are a new ADI or PDI it will both raise and answer questions you have probably not even considered about this industry.

If you have been in this industry for a while, it really will keep you up to date. We all learn in different ways and for those people who are auditory learners and like to listen to content

rather than see it on a written page, then this could be for you, do give it a go. The **ADINJC** will let you know when the next show is due out but you can go onto their website as well at www.dipod.co.uk or call **08432 892556** for details.

One of the items we discussed when I was there was CPD, that's continuing professional development. In most industries some form of CPD is a part of the job. It's not surprising that the new modernising driver training initiative that has come through from the **DSA** and the Minister Mike Penning has raised CPD again as being part of our industry and also as being mandatory in the future. I actually applaud this move: the NJC have supported it for some time as a way of everyone updating their skills and learning more about all aspects of our work. We are only talking about one day each year as the way to start CPD. I know that many of you already undertake CPD as you want to stay ahead, show your enthusiasm and increase your skills. Please remember that CPD doesn't have to be expensive. You do not need to attend expensive courses or give up a lot of your time. In fact something like attending a national conference or listening to a selection of the podcasts and recording your learning would qualify as your CPD. The same is true of keeping up to date by reading industry magazines such as **adiNEWS** and attending local association meetings. It all counts providing you record your experiences and learning. I feel some ADIs are concerned about how to record CPD and we will be giving help and advice on that, with templates to use.

All of us have areas that we are weaker at and where we have gaps in our knowledge. At the conference recently a gentleman who had been using the gym collapsed and was in a serious condition needing help before the ambulance arrived. We discussed afterwards that many of the



ADIs there didn't know what to do and I realised it's an area I could improve for myself, by taking a first aid course as mine is well out of date. Other ADIs may feel it's their business skills that could be improved or preparing for that imminent check test. Each of us is different and we need to reflect on how we can improve our own skills. I feel local associations could also run their own CPD courses: there is a vast amount of expertise out there which I see when I attend meetings. Again this would cut down the cost so please don't be put off by CPD being expensive: it doesn't have to be.

I attended a meeting recently where we had a talk from Kevin Delaney who is Head of Road Safety at the IAM (Institute of Advanced Motorists). He talked to us about how safety on the road is measured by accident statistics and also about the research IAM had done themselves on the main causes of road incidents. It was interesting to hear what the top 10 causes were and I'm including them here as I think you may find it interesting.

Top 10 causes of road incidents

1. Failed to look properly 35%
2. Failed to judge the other persons path/speed 18.9%
3. Careless, reckless or in a hurry 16.2%
4. Loss of control 14.7%
5. Poor turn or manoeuvre 14.1%
6. Travelling too fast for the conditions 10.2%
7. Slippery road (weather) 10.1%
8. Sudden braking 7.2%
9. Following too close 6.7%
10. Learner/inexperienced driver/rider 5.3%

At joint number 11 were exceeding the speed limit and being impaired by alcohol both with 5.2%. I really feel we do need to work on the pupils we train concerning the top item, "failed to look properly." This ties up with the number one reason for failing a driving test being observations. How often do pupils look or do blind spot checks without really looking at all? We need to enforce this, getting them to look at what is in blind spots and making sure they look effectively. We should ask them questions about where they are looking and what they are seeing. It was some valuable, thought provoking CPD for me as I learnt some new statistics.

On page 5 of our newsletter this month we have included details of the work that Louise Instone does with safeguarding vulnerable children. Some of you will remember her from our June council meeting and wanted to know when her course went on line. It is now running and some of you may want to access it so we have included details.

All the recent attendees at our council meeting said how much they enjoyed the morning. Remember it's free for 2 members from each of our member groups or you can ask if you can attend as a guest. It's a really good way to update yourself and also gives valuable information that you can take back to your local group meetings. The next date for your diary is Saturday March 3rd at the Village Hotel in Walsall, so please come and join us if you haven't attended from your local association before.

It just remains for me to say, Merry Christmas and a happy and prosperous new year to all our members.

Best wishes,
Lynne
Lynne Barrie





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Issue 3
December 2011

CAASPAR CONSULTANCY

SAFEGUARDING YOUNG PEOPLE WITHIN ORGANISED ACTIVITIES

SAFEGUARDING How safe are Young People and Staff within the activities you offer?

*****NEW ONLINE TRAINING NOW AVAILABLE*****

CHILD SAFEGUARDING AWARENESS For Approved Driving Instructors



At long last, after many months of development and trials (along with frustrations, technical problems, disappointments and nail biting!) the online Child Safeguarding Awareness training has gone live.

The course has been developed specifically for ADI's who may teach 11-18 year old learners and has been developed to take into account the nature of the work done whilst also raising awareness of safe working practices.

So, what are the aims of the training?

The whole subject of the need to raise awareness of child safeguarding and protection has been developing over the last year or so, and I have been absolutely amazed at how much interest has been generated in such a short amount of time. It is a subject area new to many of you, and certainly a subject that had never previously been highlighted as an important role for ADIs to consider.

Hopefully the message is now spreading.....you have a clear role to play, but you also need to have knowledge of child safeguarding. The training is a simple, no frills, course, aimed at ensuring you have basic knowledge and understanding to be able to know how to spot signs of possible abuse and then to know what to do with the information.

A detailed outline of the course aims and how to access the training can be found on our website www.caaspar.co.uk

The cost of the course is £25, but as an opening offer during December the cost will be £20.

More Details - If you would like more information on how to keep yourself and your staff safe, or for more information on the training packages and consultancy services available please contact us so that we can discuss your requirements.

Questions or comments?

Please visit www.caasparconsultancy.co.uk or email us at: caasparmail@aol.com

I would like to express my thanks to **John Lepine, Stuart Walker, Jill Vincent Wilson and Chris Burton**, who were amongst the very patient people who took part in the trial.

I found the e-learning experience very useful. Although I have attended presentations from Louise in the past I feel being able to learn at my own leisure helped to confirm my understanding of the importance of being aware of how to safeguard children. Learning what signs to look for, what to do and where to point them to for help. We as ADI's have a responsibility in helping protect children from harm and also keep our self safe from allegations.

Jill Vincent Wilson, South Staffs Association of Driving Instructors

When it comes to the protection of children and vulnerable adults all of us involved in education have a responsibility to be aware of the correct procedures and the correct way to act and react to situations. This course gives an excellent grounding for driver trainers and contains the basis of good practice for all of us.

John Lepine, Motor School Association

Each year 17-18 year olds form the largest single age group of all learner drivers. This unique course brings child safeguarding advice to the learning to drive context and answers important questions. I would highly recommend this pioneering course to any ADI who is not only serious about continuing their professional development, but also to those who recognise the huge responsibility they have in providing the best possible pupil care and support.

StuartWalker, Red Driving School

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Fact finding mission

I recently received an email from an instructor asking: "John, One of my pupils has just failed a driving test and I'm not quite sure what to do next?" With a wide open question like this it is tempting to simply suggest the commonsense answer, namely that the pupil books more lessons and the instructor stresses the need to maintain and improve the driving standard before the next test. However, instead of 'shooting from the lip' I proceeded to do what I always do before attempting to offer advice – that is, I asked a few questions to make sure that I fully understood the problem.

Although, as you read this, it might seem like a commonsense idea to ask a few questions and gather all the relevant information before you attempt to sort out a problem – that's not always what happens out on the road. I've lost count of the number of driving lessons where, after a problem, the instructor has jumped in with both feet to offer a fix.

For example, if your pupil makes a mistake – perhaps driving too close to a parked car (six inches) at about 30 m.p.h.– there are a couple of problems to solve:

1. Your pupil needs to learn how to pass parked cars safely.
2. You need to discover what caused the pupil to make the mistake.

If you jump in with both feet first; "If that car door had opened you could have killed someone. Make sure you leave three feet clearance. And always remember to..." etc., etc., you run the risk of alienating or confusing your pupil. Before you can solve the first problem (helping the pupil to pass parked cars safely) you need to get information that will answer the second.

What's in your pupil's head?

If you ask "How close do you think we were to the cars back there as we passed them?" (preferably in a neutral, non-blaming tone of voice) and you get the answer "About four feet" you might need to ask a few more questions to establish why four feet is a safe clearance gap, but it is a pretty safe bet that your pupil understands the safety aspects. Here, the cause would be that his/her judgement of space.

If the answer to your question is "Oh, about six inches", you know that the judgement is sound but that the learner's awareness of speed and safety margins is just a little bit weak! Armed with this new knowledge (which you can not find by simple observation) you can help your pupil to fix the problem.

What about you?

OK – so we need more information before we can start to offer a fix... But the pupil isn't always the best starting point...

Whenever I'm faced with a problem during a practical or classroom training session my quest for 'more information' starts with a little self reflection... What might I have done to contribute to the situation?



John Farlam



In my (too many years!) experience working with driving instructors I have often come across situations where the main cause of the problem lies with the instructor. Examples include:

- Inappropriate lesson route
- Moving pupil's through the syllabus too quickly
- Inappropriate lesson topic for the pupil's level of skill/knowledge
- Inappropriate lesson for the pupil's state of mind

Before you ask questions of your pupil following a problem – start by asking yourself a few!

Behavioural fix?

Questions need not be simply related to observed behaviour. Sometimes a mistake occurs simply because a driver has not had sufficient practice and repeated information or reminders about the correct behaviour might be sufficient; for example if a pupil neglects to check behind before stopping at a red light you might prompt with: "remember to check your mirrors before stopping". However, many (perhaps most?) mistakes have a deeper root cause that can only be sorted by exploring the pupils thoughts and feelings.

Taking the red light mirror example in the previous paragraph asking "What mirrors should you check before stopping?" or "Why is it important to check your mirrors before stopping?" targets behaviour – however, if the root cause is that the pupil is nervous about the busy traffic these questions will be a total waste of time.

Make sure that you also target thoughts and feelings as well as behaviour...

"How were you feeling as we stopped at the traffic lights?"

"What were you thinking about as we approached the lights to stop?"

"Where was your main focus of attention as we came up to the lights?"

Summary...

Always make sure that you have enough information before trying to fix a problem

Asking questions is usually essential because you can only gather information about behaviour by watching.

Ask questions that target thoughts and feelings as well as behaviour.

Finally...

Going back to the instructor who's pupil had failed a test (first para), when he asked a few questions he discovered lots of history that he had not known about before. Although here 'driving behaviour' demonstrated that she had the skill required to pass a driving test, a little exploration of her thoughts and feelings uncovered a deep lack of confidence in her own ability that arose from learning with her ex-husband and lessons with a previous instructor. When the instructor had this information he was able to help the pupil to rebuild her image of herself as a driver – she went on to pass with just a couple of driver errors.

Skilful in targeting of questions you often (virtually always?) enable you to raise your pupil's awareness sufficiently for them to fix their own problems – when this happens you will truly be starting to teach 'Safe Driving for Life'.



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Road Safety Information



LEARNERS ON MOTORWAYS

Road Safety Minister Mike Penning MP announced that learner drivers are to be allowed to have driving lessons on motorways in an attempt to cut the death toll among novice motorists, at the IAM's (Institute of Advanced Motorists) annual lunch. This change will come into force from next year.



The change is intended to end the situation in which young drivers can be confronted with traffic driving at speeds of 70 mph or above without any preparation.

Under the plans it will be possible for learner drivers to undergo some training on a motorway but only if accompanied by a qualified driving instructor.

The change, however, will not be made compulsory because of the difficulties learner drivers in remote areas of the country would face in finding a motorway within a reasonable distance of where they lived.

Underpinning the move is concern at the number of young drivers being killed and seriously injured on the country's motorways

According to figures compiled by the Department for Transport 82 drivers under 21 were involved in fatal motorway crashes between 2006 and 2010.

The initiative reflect growing ministerial concern at the current testing regime which, it is felt, does not prepare drivers for life behind the wheel.

TRAINEE DRIVING INSTRUCTORS

At the same time as making his comments about motorways Roads Minister, Mike Penning MP plans to ban trainee driving instructors giving lessons unless they themselves are supervised by a fully qualified colleague.

Currently trainee instructors can give tuition and the only indication a pupil has that their teacher is not fully qualified is a small screen sticker.

Motoring and safety groups appear to be welcoming both the proposal for learners to be given instruction on Motorways and the ban on trainees giving instruction unsupervised but as Robert Gifford FAIRSO from PACTS said:

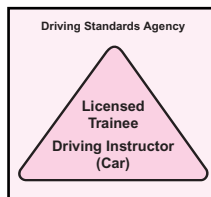
"It is a good thing in principle, but the devil is in the detail. Going on a motorway is one of the things newly qualified drivers say frightens them,"

Tightening the rules on driving instructors is very sensible and will improve consumer confidence in the driving instructor regime."

The changes were hailed by Andrew Howard FAIRSO, the AA's head of road safety.

"This is good news. It will end the ludicrous situation where people can live near a network of motorways and pass their test without ever having been on one,

Toughening the rules on driving instructors is also to be welcomed. At the moment it's possible to be taught by a trainee, without knowing it when you book the lesson - but still have to pay the same price."



YOUNG MEN FOUR TIMES MORE LIKELY TO DIE

Young people are among the groups facing the highest risks of dying while on the road: 140,000 young people aged 15 to 30 have lost their lives on European roads since 2001; 9150 of them in 2010. This age group represents 20% of the population of the EU, but makes up 30% of the total number of road deaths. Mortality of young people - number of deaths divided by population - is 69% higher than the corresponding figure for people of all other ages. The latest Road Safety Performance Index (PIN) also reveals that young males are a particularly problematic group, making up 81% of the number of young people killed on EU roads.

Portugal, Latvia and Spain lead the pack in reducing the number of young people road deaths. Good progress was also made in Sweden, The Netherlands and Switzerland, who have become the safest countries in terms of young people killed per young inhabitants. Young people in these countries benefited not only from measures specific to young people but also from general road safety measures, enforcement efforts and improvements in infrastructure.



30mph ON SIDE OF HOUSE

A man has painted a 30mph sign the height of a double decker bus on the side of his house in a Devon village.

The resident, who moved to Bow two years ago, said he hoped the 15ft sign would slow traffic. He said speeding traffic on the A3072 made it difficult to cross the road to get to the village shop.

Devon County Council said its own tests revealed most drivers kept to the 30mph (48km/h) limit but it was aware of residents' concerns.

WARNINGS ON ALCOHOL LABELS

The IAM wants drink driving warnings on labels for alcoholic drinks, at the start of the Christmas drink drive campaign.

In 2009, one in five motorists killed in crashes were over the legal limit. Drink driving killed 380 people in 2009, and seriously injured 1,490 others. There were more than 10,000 incidents involving drink drivers and over a thousand of these happened the morning after, between 7am and noon.

The alcohol industry has agreed to provide health information on 80 per cent of alcohol labels on UK shelves by 2013. The IAM believes that drink driving warnings should be included.

The IAM are advising drivers to:

- Beware the quick drink after work. One pint with your colleagues might seem harmless but it can quickly turn into two, then three. Shell out for a taxi, get the train, or walk - it'll cost much less than a drink-drive charge or accident.
- Ignore peer pressure. Your friends or family have had a few and don't want to pay for a taxi. You have your car but have been drinking. Just say no - it's your licence at stake.
- Driving with good intentions to a party, to a pub or to a restaurant and then just having a drink or two, puts



Road Safety Information (cont'd)

more pressure on you to risk driving home, even if you're not sure whether you are below the limit.

- You are likely to be breathalysed if you are involved in a collision, even if it is not your fault. Whether or not you think you're fit to drive, don't take the chance or somebody else's mistake might become your problem.
- Even if you resist and don't drive home, a drinking session the night before could put you over the legal limit the morning after. Bear this in mind and make alternative transport plans for the next day – don't just risk it.
- Many crashes involve pedestrians who have been drinking. When walking home after a few drinks, take extra care, and if you're driving be aware that pedestrians may be the worse for wear.

CHILDREN'S ROAD SAFETY PROGRAMME



The BBC children's channel, CBBC, has launched a new series featuring parents and their children learning about road safety and safe driving.

In the programme, 'CBBC Driving Academy', four teams comprising a child and their parent are pitched against each other in a number of road safety related tasks. The show is hosted by actor Joe Swash and Sandra Dodson, deputy chief driving examiner with the DSA, assumes the role of Driving Academy chief examiner.



CBBC Driving Academy is aired on BBC One, weekdays at 3.05pm and on the CBBC Channel, weekdays at 4.30pm.

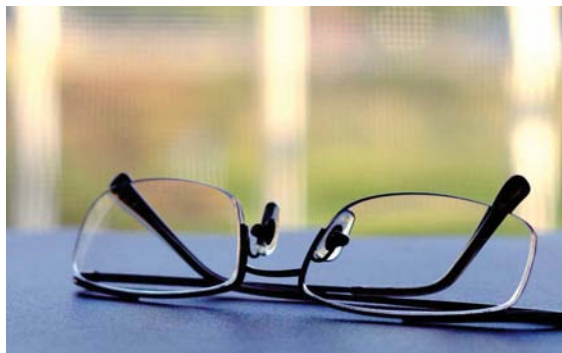
EYE SIGHT CHECKS

A survey of 127 fleet operators carried out by Brake's Fleet Safety Forum appears to highlight a less than thorough approach to eyesight checks.

The survey shows that 42% of fleet operators do not offer eyesight tests for drivers through a company scheme, and 56% do not record when their drivers last had their eyes tested.

Employers have a duty to manage the risk posed by their at-work drivers and in an attempt to combat this issue the Fleet Safety

Forum has produced its 'Look Sharp' resource pack which is available for fleet managers. The pack includes a poster and an electronic guidance document for managers with additional advice to circulate to drivers.



MOT TEST COMMENT

60% of motorists think that a car's first MOT should continue to be carried out after three years, with just 29% favouring a move to a European system which tests cars after four years, according to an IAM poll.

A new European Union directive sets down a minimum requirement for the MOT, with the first test carried out when the car is no more than four years old, and subsequent tests no more than two years apart. Most of Europe uses this 'four-two-two' cycle of testing.

The UK has a more stringent cycle of testing with the first test when the car is three years old, followed by annual testing. Despite this, 27% of three-year-old cars in the UK fail their first MOT test, whereas in France, which adopts the four-two-two cycle, 6% of cars fail the first test at four years old.

The question needs to be asked, why are so many cars in the UK failing at only three years, and why does France has a much better pass rate at four years? Before any change to the system perhaps the Government should commission a review to assure motorists that MOT tests are safe, reliable and consistent. The test should be for the benefit of road safety – not the garages that carry it out.

LONGER TRUCKS TRIAL

Following consultation on proposals to allow a two metre increase in the length of articulated trucks, the Department for Transport is allowing a 10-year trial of up to 900 trailers at an increased length of 2.05 metres, and 900 at an increase of one metre. The longer trucks will operate within the existing weight limit of 44 tonnes.

The trial is expected to provide a £33m boost to the haulage industry as the longer vehicles provide up to 13% more loading space – allowing fewer journeys to transport the same amount of goods – without compromising safety.

Independent research showed the potential environmental, safety and congestion benefits of longer trailers and this voluntary trial will give industry the opportunity to demonstrate how this works in practice.

The trial is to be subject to rigorous annual assessments and will be closely and independently monitored throughout so that any concerns are addressed quickly.



AIRSO was formed in 1965 to provide support for individuals working in the area of road safety; particularly within industry and as a means by which the views among professional colleagues could be exchanged. Members represent a wide cross-section, including commercial transport, fleet management, driver training, independent and local government road safety organisations, the armed services, the emergency services and enforcement agencies. As such the breadth of the Membership provides a high level of professionalism and expertise.

Marketing Tip of the Month

Networking

Have you ever thought how networking could add value to your business?

To a certain degree we all do it, how many times have you recommended a pub or a restaurant; the reason why you do, is because you believe in the value they offer.

There are 2 types of networking groups that could be beneficial to your business; the industry focused group such as our Facebook forum and non-industry related groups that can help develop your local business marketing.

I want to focus on non-industry networking groups and how they can help your business.

The first point to make is for you not to rely on the meeting actually being any good! It may well seem organised and everyone get to talk to everyone, but what you want is to find out who is good for your business. A second problem is you'll come across some very well meaning, personal coaches, business coaches, accountants, recruitment agencies, the odd builder and virtual office assistants wanting to answer your phone calls. Each of which are secretly (actually no secret) desperate to give you a good impression, and make an attempt at wooing you by "talking you to death".

So far I haven't made networking appear to be a great place to start to find new pupils, but...

When attending a networking meeting your objective should be simple – just to find businesses that may come into contact with a similar clientele to your driving school.

Your aim is not to find people who want driving lessons.

Getting another company to sell your driving lessons to their customers can be near impossible, so don't even think about it. The art is to offer a service that adds value to their business and their customers, understanding this is the secret to making networking meetings work.

Therefore you have a need for preparation; what does your business need? Probably pupils...

Your next step is to devise a plan that allows the following:

- Partner business's to share your marketing information
- An offer to find a new pupil
- Reduce your marketing costs
- Reduce the risk of deal hoppers

Therefore you may wish to consider a free 90 minute beginners driving lesson.

- FREE adds value to the clientele of partner businesses (these can also be employees)
- Attractive and risk free to a potential new pupil
- Your marketing costs are the costs of the 90 minute lesson
- Deal Hoppers are usually attracted to non-beginners lessons, and offers of 5 hours or more

Ask the business people you meet how a beginners lesson voucher could help benefit their customers, and employees.

If you have doubts about the question ask to yourself; if someone approached you to offer your pupils £50 discount vouchers off a new car, do you think your pupils appreciate it.

Overall the secret to networking is simple, help others to help you.

For more marketing help visit: www.marketing4drivingschools.co.uk or email david@adisupport.co.uk



David Poole



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'Clocking'

The clocking of cars is commonplace and calls have been made to criminalize it. It was recently revealed by Cartell.ie that 11% of car imports from the UK had false mileages. Data from Cartell.ie, the official vehicle records experts in Ireland, was also used to illustrate how the number of imports has increased in the past decade putting some Irish buyers at risk. The Automobile Association (AA) has denounced Ireland's existing laws as weak and has called for clocking to be made an offence. According to Transport Minister Leo Varadkar's office, the current position on clocking is as follows: "The Consumer Protection Act 2007 makes it an offence for a trader to engage in a misleading commercial practice, which would include the provision of false information in relation to a 'product's usage or prior history' to the extent that the information would be likely to cause the average consumer to make a transactional decision that the average consumer would not otherwise make." From the point of view of the protection of economic interests of consumers, car clocking is considered to be a misleading commercial practice within the meaning of part 3 of the CPA 2007. Those who engage in this practice commit an offence under the Act which is enforced by the National Consumer Agency. It is proposed that a penalty for vehicle clocking would be a fine of up to €10,000 and up to two years' imprisonment on conviction on indictment.

Speed Cameras

Since the introduction of private speed cameras last February more than 100,000 motorists have been caught. The GoSafe cameras are turning over €1m a month from erring motorists, despite early warning signage warning of their locations. It is expected that the combination of private and Garda speed checks will reach 260,000 detections by the end of the year – over 700 a day. In comparison, 157,831 motorists were caught speeding by Gardai last year, prior to the introduction of the private cameras. GoSafe is costing the Exchequer €13m a year, but more than €8m in revenues have already been taken in during the eight-month period this year. All the revenue goes to the Exchequer, as GoSafe is paid a set fee. It is estimated that a road fatality costs €2.5m and that 32 lives were saved since the introduction of GoSafe, resulting in an annual saving of €80m on road deaths. In addition, the estimated 100 serious injuries prevented at a cost of €350,000 each have saved a further €35m.

Note. Cost per fatal collision - €2.5m; serious injury - €350,000; minor injury - €35,100 and material damage - €2,800.

Fuel Prices

The price of diesel fuel has now overtaken petrol in many filling stations. Motorists are paying as much as two cents more for diesel than for petrol while on some forecourts the price is the same. Industry leaders have warned that 'the EU is already short of diesel'. The crisis follows years of government incentives encouraging motorists to switch away from petrol – so that there are now just under a million diesel –powered vehicles on our roads. Germany is by far the biggest consumers of diesel in the EU so when they start filling up their diesel tanks in anticipation of winter then prices generally rise. Michael Griffin of the Irish Petrol Retailers Association said the popularity of diesel cars was sending prices soaring. 'It's all about supply and demand. It's seasonal as well because the product would also be used as home heating oil'. He also warned that VAT increases in next month's Budget could add 2% to the 21% levied on diesel and petrol. Petrol and diesel prices locally are €1.43.8 whilst prices can reach €1.48 in other places.



Fuel Rip Off

A service station in Dublin's South Quays was recently fined €14,000 in the District Court after pleading guilty to using fuel pumps which were under measuring the amount of petrol and diesel being sold to consumers. Almost 8,000 fuel pumps and 1,300 service stations were inspected in 2010. More than 2,000 warnings, which require corrective action such as minor adjustments or recalibration of equipment were issued to traders. There were thirteen prosecutions for non-compliance, where traders failed to take appropriate corrective action.

Fuel Thieves

Unscrupulous motorists are fitting stolen number plates to cars to avoid paying for petrol or motorway tolls. The fraudsters are targeting cars of similar make and model to their own and stealing the registration plates from them. Gardai say there has also been evidence of another scam where motorists cover their number plates with black tape, but this is less popular as alert filling station staff can quickly spot the tape on their screens. The stolen plates are also being used to avoid motorway tolls. Fee dodgers have abandoned their previous avoidance method of tailgating where they drove close behind a truck in an effort to avoid being picked up on camera. Vehicle owners are now being asked to display some distinctive item on their cars if their plates have been stolen in the past and this will allow the toll operators to determine if the plates are genuine in the event of a dispute over payment.

Hard Shoulder Misuse

A survey carried out on 8,400 motorists by the Road Safety Authority and AA Ireland show that 45% of drivers used the hard shoulder to make or receive calls and send text messages. In the poll, 236 individual motorists admitted stopping to either collect or drop off a passenger on a motorway hard shoulder. One in five drivers stopped to take a nap. While drive fatigue was very dangerous, both the RSA and AA Ireland appealed to motorists to use their common sense and not pull in for a nap or to switch drivers on a motorway. Instead, drivers are advised to choose a safe location off the motorway, such as a designated rest area, or service area. Or they are advised to take the next exit or to make the swap or get a cup of coffee and take a 15-20 minute nap. Note. Ireland's motorway network lacks sufficient proper service/rest areas. The first service areas were built by the National Roads Authority (NRA) on the M1 (Dublin to Belfast) and M4 (Dublin to Galway/Sligo) motorways. But plan for eight others were shelved last year because of lack of funding.

No Laughing Matter!

According to a UK survey, mischievous motorists are happy to make a splash by deliberately soaking pedestrians in wet conditions. The poll found that as many as 39% of drivers admitted to laughing if they seen a splashed pedestrian, while 16% have splashed on purpose.

Top Car

The Kia Rio has been crowned Irish Car of the Year. The Rio edged out the Ford Focus by just five points (181 to 176). Third was the Peugeot 508. Irish Motoring Writers Association judges distributed points on criteria ranging from safety, innovation, value to space, comfort, build and driving quality.



And finally ... Newspaper headline ...

Police begins campaign to run down jaywalkers. (Now, we all try to make allowances for careless pedestrians but that's taking things a bit too far).

Members Questions Time



? I don't know if you can help but I have a student who had her theory test booked last month for 6pm. She left Margate at 4pm giving her plenty of time to get there on time and relax. However, on the way they got stuck in extremely bad traffic (which I believe was due to a road traffic incident) which was beyond their control and so didn't actually get to Canterbury until nearly 7pm by which time they would not let her sit the test. She explained the situation and was given an incident number and told to contact the **DSA**. The **DSA** have now replied to her telling her that she will have to pay again as it was her fault that she didn't arrive on time. This was not her fault and I think it's very unfair that she should need to pay again. This was a journey which should've taken half an hour at the most and she allowed 2 hours. How much time would the **DSA** suggest she gives herself to get to Canterbury?

Is there anything that can be done about this?

Jo Beales - The Pass Lane - <http://www.thepasslane.co.uk>

ADINJC - No reply from the **DSA** as yet.

DSA at the Transport Tribunal

Rosemary Thew and Mark Magee (Head of Modernising Driver Training) at the transport tribunal which took place on the 22nd November 2011

The **DSA** are about one hour into this film.

[Click her to view webcast.](#)



Driving Tuition Insurance Offer

At a time when driving tuition insurance premiums are increasing, you'll be pleased to hear that Waveney (together with its panel of financially strong UK based insurance companies) is working extremely hard to provide competitive tuition insurance quotations for its existing clients.

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Member's Corner



I would like to take this opportunity to thank all the past and present friends gathered together to make my 86th birthday so memorable. I have never before had 20 birthday cards.

Many many thanks to you all, you have made me so happy that after so long I am still so fondly remembered and I thank you all again, with heartfelt gratitude.

Peter Edwards



This does not resolve the problem which is that present legislation cannot enforce this vital training on younger drivers -- when oh when are HMG going to take broader measures to counter ---

Unsafe or untutored driving at night

Enforcement, not just a probationary period of 2 years after passing, of developing skills -- with an inducement to do so -- Pass Plus is not viable!!

Multiple deaths of youngsters in one car -- a far greater killer than motorway

Drink driving amongst youngsters

Driving whilst texting or on mobile phone

Reckless driving

The above constitute far greater risk to life and statistics of road deaths than the motorway proposal would diminish -- yes a step in the right direction but not tackling the need for a two tier license for newly passed drivers which reflects advanced driving skills such as on the motorway. Once a youngster has passed their test they are no longer interested in or required to better their skills -- rather they flaunt the law and behave like some of the supposed experienced drivers do!!!

I would like to see **ADINJC** push forward to encompass all of the above (and more) not just accept a short term "sop" to the needs of motorists and a Government who should be being advised by **DSA** of a comprehensive overhaul of the car testing policy and examination!!

Richard Grindrod

Theory Test Revision

Early in 2011 the Driving Standards Agency published its plans to consult with certain Approved Driving Instructors who had expertise in teaching the Driving Theory to those test candidates with Special Needs. It seemed that at last, not only was it being recognised as necessary to formulate the questions to make them more understandable to all, but also that the aim of the test would be to elicit the candidates' knowledge of driving, rather than their ability to understand the complex structure of English which had previously been used. Success in the Theory Test is a prerequisite before gaining access to a full driving licence and many ADIs welcomed the plan to withdraw the Question Bank in January 2012, as long as the new questions were written in plain and less verbose English.

Those involved in the consultation were required to sign a Declaration of Secrecy regarding the actual questions issued to them, but we have been given only six questions. In my case I felt all six required some discussion as to the modifications required to make them more understandable, but in spite of numerous requests for feedback from my suggestions, nothing has been forthcoming. It would appear that yet again, the consultation has been used as a front of respectability and compliance with the law and I feel that the ADIs who actually do the work have been duped into not only believing that progress was going to be made to assist those who struggle academically, but also that our trust as professional ADIs has again been betrayed.

I can only hope that someone with both concern and knowledge will invoke the Disability Discrimination Act to ensure that the questions are either differentiated or standardised to ensure that no longer will a generation of capable drivers be prevented from driving legally because of their inability to decipher the complex verbosity of the language used in the Theory Test. If we cannot see the questions used, then there are no safeguards in place to make the Theory Test an open and honest assessment of the candidates' knowledge of driving.

John Brown Dec 2011 www.drivingincludesu.co.uk

Learner drivers to be allowed on motorways

To come into force next year, The change, however, will not be made compulsory - but Training is only if accompanied by a qualified driving instructor.

Have read with interest and also trepidation the proposal to allow L divers under ADI supervision (although I have some concerns that a qualified driving instructor could be interpreted as IAM or other such institutes?).

ADINJC Council meetings

All **ADINJC** members please note that all associations are entitled to send two representatives each to the council meetings held by the **ADINJC**. We welcome as many people as possible to discuss local and national issues. We can only help if we are fully informed of what is going on in your area. So come along and make your voice heard.

Some of the DSA articles we have sent out via email this month?

- E-Newsletter for the biking industry – issue 28
- Are your ADI registration details up to date?
- Shorter version of independent driving video published



*In the 'Members Corner' we would really like to hear from you
our members, it's your chance to have your say!*

And Finally...

A Quote:

*Technology is just the tool. In terms of getting the kids working together
and motivating them, the teacher is the most important.*

Bill Gates