

MEMBERS NEWS

ADINJC 1973-2023











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Members News:

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Design and layout: Ideas4ADIs Ltd

Views expressed in this newsletter are those of the individual authors and do not necessarily reflect those of **ADINJC**. Although we do not endorse any of the products or services promoted in the monthly newsletter, we do take care to ensure that products in the field of health and/or safety, have independent validation of the company's claims for its product(s) to ensure representation of sound and honest propositions to our members.

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A busy weekend for ADINJC.



First we had our AGM, where our new President, Lynne Barrie, was elected.

You can read the minutes of the AGM here.

Then we had our Association Meeting with an excellent presentation from Graham O'Brien, Assistant Chief Driving Examiner/Policy Manager for DVSA. Graham and Amanda Lane, Deputy Chief Driving Examiner/Head of Driver Testing and Training Policy were also kind enough to answer questions from members.

You can read the minutes of the Association Meeting here.

And to finish off the morning we celebrated our 50th anniversary with a lunch.





A busy weekend for ADINJC.

ADINJC - Working ADIs, working for you.

NIVERSA



A Message From Your President -6th March 2023

Following our AGM and meeting this weekend I wanted to say I am humbled and also honoured to be your new President at the **ADINJC**. I will do my utmost to fulfil the role to the best of my ability. After being in the Chair for 13 years I feel well placed to understand the day to day running of the association and the wonderful team on the committee who work so hard for the members and indeed the industry as a whole.

I have also had a wonderful mentor in our outgoing President, Neil Peek. He has been an inspiration to the team for over 15 years and also to the many members he has helped. No one can ever truly replace such an amazing character as Neil but I intend to try!

It's also special to be starting as President in this important year for the **ADINJC** as we celebrate the association becoming 50 years in the making. This past weekend we not only reflected on our achievements but we also looked forward to a year where we can give back to the members in a variety of ways we have planned. I hadn't realised how emotional the meetings this weekend would be with the fond farewells to some members of the team. It's a credit to all of that team that the association has such a caring, family feel to it.

Please stay in touch through our newsflashes, newsletters and social media for the events coming up. At **ADINJC** we are ADIs who work for PDIs and ADIs on your behalf and we are here for our members if you need help or advice. Over the last few years its been a challenging time for the industry and a trying time for us all as ADIs, remember we are here for you.

I look forward to meeting some of you at our next conference and expo at Kempton Racecourse on April 23rd and at training events and meetings this year.

Lynne Barrie - ADINJC President.



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Conference & Expo South 2023

Join us on the 23rd of April for an action packed event!

The **ADINJC** & Intelligent Instructor Spring Conference & Expo'23 is a free-to-attend event for instructors at Kempton Park recourse, 23rd April 2023. This will be the fifth conference of its kind, and builds on the success of the previous events. We've already confirmed over 20 exhibitors and anticipate over 600 visitors on the day!

An action-packed line-up of expert speakers will deliver a wide range of topical seminar sessions throughout the day, whilst our busy expo area will enable you to interact with a multitude of instructor focused businesses.

The one-day event is being held once more at Kempton Park racecourse, Middlesex, on Sunday, 23rd April 2023. Save the date in your diary now and register for free here.

Check out the video from our 2022 Kempton Park Event!

BOOK YOUR TICKET



Confirmed Speakers...

Richard Hennessy - Operations Director (South), DVSA Bob Morton - Founder, Client Centred Learning Mike Fowler - Senior Trainer, DRIVE Driving School Lynne Barrie - ORDIT instructor trainer, ADINJC training team Ray Seagrave - Owner, Ray Seagrave instructor training Andrew Love - Head of Training, ADINJC Leigh Brookes - Grade A Driving Instructor and Instructor Trainer, Xt Driver Training Susan McCormack - Managing Director, Tri-Coaching Partnership Kev & Tracey Field - Founders, Confident Drivers San Harper - Mindfulness Coach and ADI

Exhibitors...

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FBTC Accountancy Services

GoRoadie PRO

Instructorcover Plus Leicestershre Fire & Rescue Service Let's Instruct Driving Instrutcors Academy MSA GB NTTA PassMeFast Red Driver Training Road Angel Specialist Vehicle Rental Speed of Sight The Honest Truth Tri-Coaching Partnership TSO

DVSA



Most popular events on the instructor calendar





Spring Conference & Expo'23

Kempton Park Racecourse | Middlesex Sunday | 23 April 2023

National Conference & Expo'23

Newark Showground Nottinghamshire Sunday 8 October 2023



- 30+ expert speakers delivering seminars on topics including DVSA update, business growth, lesson planning, standards checks, driver training sessions
- 40+ trade stands showcasing latest products and services, including many special deals
- Network with hundreds of like-minded instructors
- Free parking

- Goody bag on arrival
- Win prizes on driving simulators, giant Scalextric track, etc
- Fun activities; EV display, VR experience, Tombola



Register for free at: www.intelligentinstructor.co.uk/events

in

Latest news from DVSA

Have your say on changes to ADI standards check pass rates

DVSA is planning to increase the pass rate of the standards check by two marks to 33 out of 51 to help raise the standard of training for learner drivers.

We want your views on this proposal, its benefits, any disadvantages and its wider impacts on improving standards.

Nick Taylor, DVSA ADI Registrar, talks about the reasons behind the proposal in his latest blog post.

The survey is open for two weeks (until 15 March 2023) and should take about 10-15 minutes to read and complete.

You can fill in the survey here.

Flexible driving centres trials: we need your feedback

We've completed the four-week trial of flexible driving test centres that took place in Birmingham (Kings Heath), Doncaster, Dumfries and Mill Hill.

If any of your pupils had tests from the alternative locations, we would like to know your thoughts on the sites.

You can complete the survey here.

It takes five minutes to complete and will be open for two weeks from today. We've also contacted candidates whose tests were moved to one of the alternative sites to find out what they think.

Learning from the trials

The lessons learned from these trials, what worked, what didn't, and the changes we need to make will play a big part in shaping the second phase of trials being held later this year.

Getting feedback from you and your pupils who took part and did tests at alternative sites is a big part of making sure that all aspects of the trials are considered as part of this process.

Lessons learned from the trial and your feedback will help us map out the next steps for offering a flexible test service. We will keep you updated on progress.

DVSA services: Update on industrial action

The Public and Commercial Services (PCS) Union has announced that its members will take part in discontinuous *strike action in March*.

We are unable to confirm what level of impact this action might have on our services. Not all DVSA staff are PCS members, and even if they are, they might choose not to go on strike. So, we will not know which staff are participating in strike action until it takes place.

Driving test centres

PCS has told DVSA the strike action will affect driving examiners employed at a number of driving test centres. *You can find a list of affected driving test centres on GOV.UK.*

Tests might also be affected at other driving test centres that are not listed. DVSA will not know this until the strike action takes place.

If your pupil has booked a test themselves

We're contacting all pupils who have a test booked on one of the strike dates in an affected region. This will tell them that they them should attend their test as planned unless DVSA contacts them. Or they can also choose to change the date of their test if they want to.

If you have booked a test for your pupil

Talk to your pupil to tell them that their test may be affected by the strike action.

If they want you to, you can change the date of their test now through your normal online booking system. You must give at least 3 clear working days' notice to change the test date, or you'll have to pay again.

If they do not want to change the date, they should turn up for their appointment as planned. If the test cannot go ahead, the test will be rescheduled for the first available date and they'll be able to claim out-of-pocket expenses. They must have turned up for their test to be able to do this.

Rescheduling some tests in advance

To help minimise the impact of the strike action we are rescheduling some tests in advance.

We will email candidates who this will affect ahead of the strike action. If you have booked a test for your pupil that is affected and you receive the message, you must let them know.

Customer service centre

Our customer service centre might be affected by the strike action and it may take longer than usual to answer your query. The customer service centre will be open from 8am to 4pm on Wednesday 15 March 2023.

Keep checking for updates

You can find the latest information about the driving examiner strike on *GOV.UK*. Please also keep checking your emails.

Tackling Driving Test Fraud

To help tackle practical driving test fraud, driving examiners will now be able to see a high resolution image of a candidate's provisional licence image on their tablets at the start of a test.

This will allow them to confirm their identity and prevent any attempts at driving test fraud.



The images are supplied by Driver and Vehicle Licensing Agency (DVLA) from those sent by learner drivers when they apply for their provisional licence.

They will be only made available to examiners for the start of the test and will be kept securely at all times.

Further upgrades will be added to the app used by driving examiners to do tests this spring to help them spot candidate fraud and record suspected illegal activity.

Latest news from DVSA

Driver & Vehicle Standards Agency



The updated theory test kit app has launched

DVSA's official publisher, The Stationery Office (TSO), is launching an updated version of the theory test kit app.

The app is a great resource to help your pupils learn The Highway Code and prepare for their theory test. It's available to download on both *Android* and *iOS* devices.

What's new

The updated app includes:

- measure of test readiness helping learners know when they're ready to take their real test.
- timed mock tests
- links out to DVSA Ready to Pass campaign – combining your practical and theory tests
- a fresh new design making it easier for users to navigate the app

The app also includes all the official revision questions, interactive hazard perception clips to help your pupils get ready for their test and a digital copy of The Highway Code.

The price of the app will still be £4.99 and is available on both *Android* and *iOS* platforms.

If you already have the app, you can check your devices' app store to make sure you have updated it to the most recent version.

Proposed changes to make MOTs fit for the future

Views sought on options to improve MOT testing.

A consultation has been launched to seek views on changing MOTs in light of advances to vehicle technology and growing popularity of hybrids and EVs.

Proposals include changing the date of the first MOT for new vehicles and boosting the monitoring of emissions to tackle pollution.

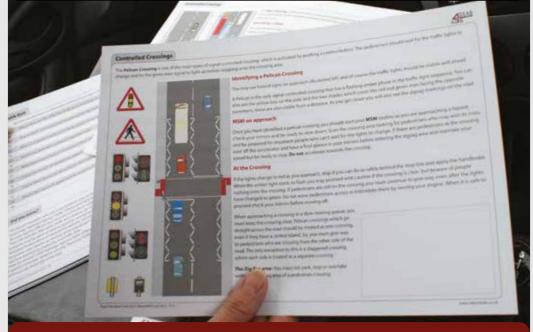
Safety will be at the heart of the consultation to ensure continued confidence on country's roads.

For more details and to express your view click here.

The consultation closes on 22 March 2023



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"I ordered the pupil handouts and I must say for the price I paid I am totally chuffed, and so are my pupils. They are fantastic."

HT, Salisbury DVSA ADI

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Meeting held Feb 7th 2023 at Berkeley House, Bristol.

Introduction

The quarterly meeting was attended by several senior members of DVSA and all the NASP associations, the following is a summary. The purpose of this meeting was for:

- DVSA to review and provide update on the previous action points
- DVSA to provide NASP with an update on driver recovery, driver policy, ADI registration, ADI examinations, Ready to Pass campaign, PDI advertising and messaging, ORDIT update, Part 3 and entry level PDI, Pass Plus, LGV license evidence documentation.

DVSA confirmed that they will resolve the outstanding actions relating to the organisational chart and contacts list that NASP had previously requested and the proposed appointment of a relationship manager for NASP to work more closely with before the next meeting. The chart will provide a breakdown of each area of DVSA, the different teams and who heads each of the teams as NASP have yet to receive this current information.

DVSA updates:

Previous action points: NASP have concerns on tribunal decisions taking a long time for their members, DVSA stated it was out of their control but one NASP association had an apology from the judge on the length of time taken for a decision. NASP will monitor this in the coming months.

Driving test recovery:

- DVSA confirmed 695,000 extra tests have been created as result of measures taken by DVSA to reduce driving test waiting times.
- Measures introduced, and number of car practical driving slots created
 - Recruiting new driving examiners, = 300,000 slots
 - Conducting out of normal hours testing through overtime, including at weekends and on public holidays, = 190,000 slots
 - Asking colleagues who are qualified to carry out driving tests, but do not do so as part of their normal duties, to do so, = 120,000 slots
 - Converting any unsold motorcycle tests and vocational tests to car tests 7 days before the test appointment, = 58,000 tests
 - Buying back annual leave from driving examiners, = 20,000 slots
 - Inviting recently retired driving examiners to return to work, = 7,000 slots
- DVSA confirmed driving test recovery has been impacted by industrial action and the retention of driving examiners due to retirement and natural turnover.
- DVSA is considering using 'driving test appointment availability data to provide better indication of waiting times. This will also help DVSA to identify the areas where more training is necessary and additional examiners are required.
- NASP conveyed their concerns that test waiting times would now not improve until late summer or beyond.
- A discussion followed on numbers of examiners due to retire and how the waiting times could possibly be improved including ADIs being able to swop tests that they have booked with other instructors without having to phone to do that as its time consuming.
- DVSA said they had not taken this into account and it would not be in the first realm of changes to the OBS, however may consider for the future.

Transformation:

- DVSA explained they are piloting a 'flexible driving test service' and how the driving test process might change in the future with the development in technology. Locations have been confirmed. Feedback will be provided as and when DVSA can share.
- DVSA confirmed the pilot will be carried out at different locations (non-testing locations e.g. community buildings or sports and retail centres) and will be evaluated.
- DVSA has issued a blog about the flexible driving test service trial on 9th February which gave more details about the work. Considering a flexible approach to providing driving tests -Despatch for driver and rider trainers (blog.gov.uk)
- NASP welcomed the agency's approach to developing test centre delivery, to make it more
 agile and resource efficient. They raised a concern that the plan to 'share' facilities with lots
 of third party owned sites may give the agency less control of test facilities and could lead
 to churn of centres if the third-party owners of the sites decided to end the arrangement
 etc. DVSA stated they were mindful of this risk in the strategy and would be working to build
 relationships with the kind of partners where that wouldn't be such a vulnerability. NASP
 asked for assurance that all new sites will have toilet facilities for their customers, DVSA
 agreed that would be part of the search criteria.

Driver Policy:

- DVSA explained that the driving examiner testing app will shortly include additional information about learners by using information and photographic evidence from the DVLA data system. Fraudulent pictures and learners will be identified by driving examiners.
- The feedback from examiners who have been trialling the new feature has been positive and this service will be rolled out to all examiners in the week of 13 February 2023. Further feedback will be presented to NASP over the coming months.
- DVSA explained the changes to OBS terms and conditions and asked NASP for theirs and their members feedback on the changes.
- NASP enquired again about long awaited results of the consultation. DVSA updated on the consultation and confirmed that the results will be published in the very near future. This will be discussed with NASP ahead of the results being published.

ADI Register:

- DVSA gave an update on DBS/instructor application volumes and what links should be used to obtain the correct checks. NASP gave feedback on what would help direct them and their members to the correct place.
- DVSA gave an update on ORDIT and the work that has gone into updating this. It was
 discussed and there are further updates to come. NASP gave feedback on what they would
 like to see in the future and said the whole qualification process should be overhauled and an
 opportunity taken to improve standards.
- NASP have asked for clarification on how the training notes for ORDIT trainers can be discussed during an engagement call and if they are still actually viewed prior to the assessment on the ORDIT test day.
- DVSA updated on PDI advertising and what should and should not happen. NASP voiced their concerns with examples of replies to members from DVSA which were contradictory. DVSA will have another look at wording to make sure it is clear.
- NASP asked whether newly qualified ADIs came under the TIP triggers for their first SC.
 DVSA aim for a SC to take place within the first 12 months, but if TIP indicators give cause for concern they can be prioritised.



ADI Examiners:

- DVSA updated on ADI examiner recruitment, refer to section above on DVSA Updates.
- DVSA updated on the demand for part 2 and 3 tests and the impact this was having on standard checks, they are starting to look to retrain some examiners to help with the Parts 2 & 3 backlog.

Test Centre Open Days:

- DVSA explained test centre open days were put on hold due to industrial action but will start being held again.
- NASP asked whether there was a standard operating procedure to be used to make sure there is standard approach to inviting external organisations to attend the events. DVSA suggested creating a standard operating procedure to ensure the requirements for test centre open days are clear and that branding, messaging and educational focus is clear and consistent across all test centres.
- NASP suggested that DVSA should consider engaging with local communities via test centres in areas with higher fail rates and higher car related accidents and fatalities.
- DVSA to share test centre open day blog posts for ADIs with NASP to review.

Ready to Pass Campaign:

- DVSA confirmed that the updated 'Ready to Pass' campaign website went live at 1pm on 7th February.
- DVSA provided feedback on the webinar run by the Warwickshire Road Safety group and said it plans to develop a proposal for a DVSA run 'ask the expert' Q&A webinars for learners and their parents
- DVSA discussed with NASP about how to encourage more ADIs to offer mock tests and if adding it on the 'find your nearest' website or running mock test webinars would be beneficial. NASP consider that that mock test training should be part of the qualification process and included by trainers.
- NASP thanked DVSA for the clarification on what an observer sitting in the back of a test is allowed to do and that this did include being able to take notes. DVSA will produce a guidance message for ADIs and examiners.

AOB:

- NASP raised concerns in relations to the CEO's recent letter and blog posts to ADIs and how this had landed negatively with ADIs. NASP consider this was not the time to be sending out an email that appeared to be just celebrating DVSA successes. NASP gave feedback from their members on the remarks in the letter about bringing pupils who are ready for test.
- NASP asked for an update on Pass Plus. DVSA confirmed people are still doing, but far fewer. It is on a to do list for revamp and the entire package will be reviewed.
- NASP asked for their previous queries on examiner uniformity and quality assurance to be looked into.

The date for the next meeting which will be held virtually via Teams was decided.



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"I've had the ADI Lesson Presenter for about a year now and it's great. Good visuals for the pupil and reminders of points to be covered for me.

Stuart L DVSA ADI

Value

"Last week I purchased from you an ADI lesson presenter. I am very impressed with this item; it is superbly written and of great quality. Money well spent, thank you!"

Craig J DVSA ADI

Visit our website for more details and offers on our training material.

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ICE Live is back for another year...



...and it's bigger and better!

The ICE Hub are delighted to announce that following the success of last year's event, ICE Live will return to the Tally Ho Conference & Banqueting Centre, Edgbaston on Wednesday, 18th October 2023. Organised by FirstCar, in conjunction with Road Safety GB and West Midlands Police, this one-day conference aims to raise awareness of the latest research, evaluation, ideas, films and interventions using this rapidly evolving technology.

They listened to delegate feedback from last year's event and in addition to hosting a line-up of engaging and relevant speakers, we will provide more opportunities for hands-on experiences and focused discussion. A particular focus for 2023 will be on the design and delivery of practical interventions using virtual reality hardware and content.

As usual, there will be an exhibition area, where delegates can talk to suppliers and industry experts, all with interesting products and services to enhance the delivery of VR education and training.

Bookings are now open for this exciting event, with a 10% early bird discount for all tickets booked before 31st March. Please visit *www.icelive.org.uk* to reserve your places or to find out more information.

As in 2022, the room will be setup with cabaret style tables. This format helps delegates take notes, network and collaborate - so ICE are offering a special discount for half and full-table bookings. Please see the website for more information.

If you have an intervention, idea or piece of research that you would like to put forward for consideration to be included on the day's programme, then please email *james@firstcar.co.uk*

Thanks and we look forward welcoming to you to ICE Live 2023.





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What our members say:

Wow, ADINJC your crew are doing a wonderful job. We are so happy to be affiliated to you all. Thank you from Blackburn Association.

- Linda Brooks

Thank you for speaking up for ADI's and producing an excellent letter. A big thank you to the whole ADINJC team.

- Mike, Vice Chair Sutton Area Driving Instructors Association

Find out more at adinjc.org.uk, call 0800 8202 444 or email secretary@adinjc.org.uk

New Consultation on DCPC launched



On 2nd March 2023 The Department for Transport launched a consultation about proposed reforms to the Driver Certificate of Professional Competence (DCPC) qualification.

This consultation follows the review into DCPC which took place between November 2021 and January 2022 in response to acute driver shortages in the road haulage and passenger transport industries.

We are seeking views on options for how the DCPC qualification is maintained and, in the case of returning drivers, regained, taking advantage of the greater autonomy to regulate following EU-exit.

Potential measures being considered include:

- Reducing minimum course lengths to enhance flexibility of delivering periodic training.
- The option of new periodic test as an alternative to periodic training, which will be delivered by the Driver and Vehicle Standards Agency (DVSA).
- An accelerated route for former drivers to return to the sector more easily.

If implemented, reforms will establish a National DCPC for use in Great Britain and possibly Northern Ireland should Northern Ireland ministers agree (as DCPC is a devolved matter).

The existing regime, International DCPC, will remain for travel to, from or within the EU, including the Republic of Ireland, and will continue to be recognised for journeys within the UK.

We would like to emphasise that the proposals are all subject to consultation and no final decisions have been made on which reforms may be taken forward. Proposals on which we are consulting will require amendments to legislation.

You can read and respond to the consultation on GOV.UK as well as read through the DCPC review report.

The closing date for the consultation is Thursday 27 April.

Find out more at a free webinar

To find out more about the proposed changes and how they might affect you the Department for Transport (DfT) is holding a free webinar on **Tuesday 14 March from 6pm - 7pm**.

The webinar is an opportunity for a DfT representative to talk you through the proposals. There will also be a question and answer session.

If you would like to ask a question, please send them to *dcpc.review@dft.gov.uk* before 5pm on 7 March with the subject 'DCPC webinar trainer, operator and driver'.

Book your free place on the webinar here.

If you can't make this session we will share a recording after the event so you can watch the presentation.

A GUIDE TO ADINJC



Professional Indemnity Driving Tuition

Why is Professional Indemnity cover so important?

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You can find details of Waveney Group Schemes by going to www.driving-school-insurance.com



Latest from Road Safety GB

'Is pushing it worth it?', new THINK! campaign asks

A new THINK! campaign is urging young, male drivers to think about the dangers of driving too fast for road conditions – especially on rural roads.

The campaign seeks to challenge overconfidence among younger drivers and highlight that while excessive speeding is an issue, it is equally important to not go slightly over the speed limit or drive too fast for the road.

The campaign video is now live – and a toolkit for stakeholders will follow in due course..

Click here to read full story

Legalising private e-scooters: Government urged to "get on with it"

The Government is being urged to get on with legalising private e-scooters – if that's what it's minded to do – in order to enable proper regulations to be put in place that will improve safety.

Last month, the Transport Committee revisited the ongoing question of how private e-scooters should be regulated, receiving oral evidence from a panel of experts.

The panellists expressed frustration over the delay to the Transport Bill – and called for the Government to start taking action.

Click here to read full story

Click here to read other latest news from Road Safety GB



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Does Raising the Score R	aise the Sta	andards?	
Tom Stenson - Worcestershire Driver Training	FUHEAP	0.00.02	200
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As I am sure you are all well aware, the DVSA released a statement this week about their proposed changes to raise the pass mark of the standards check from 31 out of 51 to 33 out of 51.

If you want to have your say regarding the proposed changes, you have until the 15th March to do this. The link to the survey is here: *https://www.smartsurvey.co.uk/s/DVSAADISC/*

The reason behind the change is to help raise the standards of instruction from ADIs.

It is worth confirming that these proposed changes are only for the standards check and the pass mark for part 3 will remain at 31.

I've spoken to different instructors this week regarding these changes and interestingly there were more PDIs agreeing with the changes than ADIs. Most were saying that they were aiming for a better score than 31 on their part 3 anyway and they hoped to increase that even more on their first standards check. This was encouraging to hear from trainee instructors, the ADIs I spoke to were less positive about the proposed change. Some were worried about the stress it would cause them, and others mentioned that they were concerned as they only scored 31 in their part 3.

I think as with most things in life, we need to look at the situation with a critical mind and highlight the positives as well as the negatives, and to come up with solutions to any problems this may cause. These changes are going to affect many instructors, some in a good way and some not so much.

Yes, this may cause extra stress and anxiety for some instructors who are concerned they may not be able to reach a pass mark of 33. A large amount of my work is delivering remedial training to ADIs and PDIs who have failed either a standards check or part 3. A common phrase I hear is "I only failed by 1 mark". I am in no way disagreeing with the fact that "a pass is a pass". However, it is important to look at the other end of the spectrum, they may have only failed by 1 mark but they have also missed out on a potential 21 extra marks. Just like the driving test, passing only demonstrates that the minimum standard has been achieved. That doesn't mean that by scoring 51 you are the best you can be, and I believe we are all still on the learning path, but it does show your standard of training is above average. I think it is important to recognise that it should not just be down to the DVSA to "force us" to be better, it should be that as instructors and trainers we should want to be better.

I am always rather surprised to hear how many instructors and trainees are on their last attempt before they seek extra training or help. Why would you want that extra pressure? As I mentioned above, our focus should be on more that just a pass, and I feel this is where some go wrong after their first attempt. Raising the pass mark may be one way of helping instructors to do this. Two marks may not seem like very much to some, as that still leaves an extra 18 marks to a maximum of 51, others may disagree. Is it really that unreasonable to think that after qualifying our standards should at least increase?

Personally, I do believe that the standards in our industry should be, and need to be, improved, whether raising the standards check mark to 33 is going to be a successful way to do this is, only time will tell. I am sure there are many trainees and instructors out there who have passed well over the required mark and are not that concerned by these proposed changes. Remember, the survey isn't only for those that disagree!

Whatever your thoughts are on the pass mark being increased, I'm sure you will all agree that raising the standards is a good thing and can only be beneficial to our industry and road safety. As with the changes that were made to the qualifying exams previously, I do hope that in the years to come we get to see these benefits.

If you are concerned by the proposed changed and would like to talk to someone at the ADINJC, our helpline number is *0800 8202 444*.

If you would like to increase your standard and confidence at receiving a higher score on either your part 3 or standards check, *visit our training page* to find out how.



DRIVING SCHOOL INSURANCE KNOW-HOW

PROTECTING YOU AND YOUR BUSINESS AGAINST THE UNIQUE RISKS THAT YOU FACE





DRIVING INSTRUCTOR INSURANCE EXPLAINED

A CALLER AND A CALLER AND

Our guide walks you through the main features of driving instructor insurance and explains how you can keep your premium down with driving instructor insurance discounts. Get the advice to help protect your business.

What is the difference to standard car insurance?

A standard private motor car insurance policy will cover you for social, domestic and personal use. Some policies also include cover for you to commute to and from a permanent place of work. So, if you drive the car to the same office every day, you will still be insured.

However, as a driving instructor you'll require business use for the driving test and tuition purposes. It is often more expensive than a standard private motor insurance, but it is extremely important to get the right cover to meet the demands and needs of a driving instructor.

Why is it more expensive?

Driving instructor car insurance is typically more expensive than standard private motor insurance cover. This is because a driving instructor requires a number of additional covers not included as standard a part of a private motor insurance policy. These can include cover for:

- Any driver
- A replacement dual control car
- Negligent tuition cover
- Driving off road for drivers aged 14+
- Cover for hire and reward
- Cover for the examiner to drive your car
- Cover for modified vehicle (dual controls, sign written, disabled equipment, dual speedo)

For more information or to discuss your cover requirements contact our team on:

01603753888

www.towergateinsurance.co.uk/driving-instructor-insurance

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Awareness and Anticipation

Bill Lavender BA (Hons) Cert Ed

Do we consider that driving standards are deteriorating and that many drivers that are inattentive, discourteous and inconsiderate, especially towards learner drivers?



Qualified drivers seem to forget that they were learners once. Awareness and Anticipation is an opportunity to influence the new driver's attitude, once qualified. Human psychology, particularly our emotions and peer pressure can be a strong influence on our decision making. This can make positive choices difficult and therefore may compromise safety.

Under our supervision and control, learners will be on their best behaviour. Our task is to make it stay that way!

Driving hazards can come singly or in clusters, they may overlap and change at any time.

Gain agreement on the learning to be achieved

- Recap on previous practice
- How will you link any previous knowledge with forward planning for developing hazards. This will be the MSM routine

The simplest way to categorise road hazards is to view them in three types:

- 1. Fixed/physical features (Junctions, bends, pedestrian crossings etc)
- 2. Moving features (Developing hazards)
- 3. Environmental features (Road surface/weather)

Following on from the theory "Hazard Perception Test", our focus is mainly on "developing hazards" – those presented or caused by other road users.

Core of the lesson - Awareness and Anticipation (Forward Planning) ... when approaching

- Pedestrians
- Riders, such as pedal and motorcyclists



- Drivers of cars, vans, lorries and buses
- Horses and other animals

Does your learner know how to recognise situations and show restraint by holding back where necessary? How are you able to assist your learner's decision making/problem solving?

Mirrors Signal Manoeuvre (MSM)

The Driving Plan

Mirrors

The importance of checking for traffic following closely in both interior and exterior mirrors

Signal

The importance of using the direction indicators where necessary

- Manoeuvre
 The importance of the correct line position, speed and continuous observation
- Look Assess Decide (LAD)
 To apply the Driving Plan effectively we must ...
- Look

... well ahead. Continuously observe all hazards, particularly those that are or might develop and prioritise these

Assess

... weigh up the whole traffic situation. Do you need to prompt or talk the learner through the situation?

Decide

Decisions depend on a combination of

- 1. What can be seen
- 2. What cannot be seen
- 3. What you can reasonably expected other road users to do
- ... what feedback do you have from your learner?
- ... what do you expect your learner to do?
- ... what intervention do you need to make, if any?

Instructor Notes:

Phraseology - Adapt your phraseology to suit different road and traffic situations. For example:

"What do you expect the driver in front to do?"

"Do you think that pedestrian will step out into the road without looking first?"

"Is that pedal cyclist likely to try and get past?"

Skills Development

Combined with a positive attitude towards driving, the ability to show awareness and anticipation of all road and traffic situations is the key to achieving a collision free driving career.

Awareness and Anticipation

Bill Lavender BA (Hons) Cert Ed



While learning to drive, both customers and professional instructors have their attention concentrated on observation and planning for all possible eventualities. The driving plan, "Mirrors-Signal-Manoeuvre" (MSM) is essential to this skill development.

Instruction Method: Below are examples of typical questions that you might ask your learner when they have practised sufficiently. Questions used must be appropriate to the learner and the circumstances of the lesson. Judge the balance of "telling" and "Q&A" on how the learner responds to your guidance.

Topic Key Point:	Sample Question:		
Anticipation	What is meant by anticipation?		
What to look for			
	What are the developing hazards?		
Pedestrians	What dangers are there from people walking?		
Riders	What dangers are there from those people riding on two wheels?		
Drivers	What dangers do other drivers of other vehicles present?		
Animals	What other dangers can animals on the road present?		
Weather and visibility	How can the weather affect your visibility or the road surface?		
Driving Plan	What is the best routine for coping with a hazard?		
Judgement	How will we make the correct responses to the traffic situations we come across?		
Typical faults to anticipate	Not applying the MSM routine		
	Driving too fast to be able to anticipate danger		
	 Unnecessary emergency stops and/or continuous heavy braking 		
	• Failing to respond properly to the likely actions of other drivers, cyclists and pedestrians		
	Caught by surprise by a foreseeable danger		
	 Not giving precedence to pedestrians or traffic where appropriate 		
	 Indecisiveness when dealing with other drivers who flash their headlamps 		
	 Not considering or using the horn/flashing headlamps where necessary 		
	 Increasing speed when being overtaken by another road user. 		

As with all driving practice under instruction, complete the instructional core competencies by being sure that your learner knows and understands the causes of any driving faults and the solutions that you have provided.

Lesson Plan evaluation:

At the end of the learning period ask yourself the following questions. These should be based on the needs of lesson planning, combined with risk management and teaching / learning strategies. Be honest with your answers, so that you can use them to improve your plan for subsequent training sessions.

- 1. Did you identify the learning goals and needs?
- 2. Was the agreed lesson structure appropriate to the learner's experience / ability and matched with a suitable practice area?
- 3. Did the lesson plan need to be adapted to help the learner meet their learning goals?
- 4. Was the learner involved in analysing "learning points" and encouraged to take responsibility for their own learning?
- 5. If the learner had any queries, were these answered correctly?
- 6. Was feedback to the learner given in a timely manner?
- 7. Was feedback sufficient to help the learner understand any potential road safety risks?
- 8. Was the balance and level of instruction and/or coaching correct for the learner's ability? Were all areas of weakness identified and addressed with sufficient information?
- 9. Did you manage any safety critical incidents appropriately? Was any verbal or physical intervention timely and appropriate?
- 10. At the end of the session, was the learner encouraged to reflect on their own performance?



Graham Feest ADINJC Road Safety Advisor



Graham Feest is the Road Safety Advisor to the ADI National Joint Council and is pleased to share this version of his frequently published Traffic Safety Roads Bulletin with Members. Graham is also available to speak at any association meetings/conferences throughout the UK. He makes no charge for speaking to those associations who are part of the National Joint Council but reasonable travelling and subsistence expenses need to be met. As part of his consultancy he presents at national and local conferences/seminars and workshops both in the UK and overseas and provides support and guidance to other people drawing on more than forty years' experience in the field of road and traffic safety. He is a former County Road Safety Officer and Head of Road Safety for IAM RoadSmart. Graham is Chairman of the Institute of Master Tutors of Driving and Chairman of RoSPA's National Road Safety Committee. As part of his consultancy he runs the UK Road Safety Network which is free to register.

The March edition of Traffic Safety Roads is out now. Many thanks to Graham Feest, our Road Safety Advisor.

> Traffic Safety Roads The Graham Feest Consultancy Incorporating the UK Road Safety Network March 2023



Items this month include:

- Call for Penalty Points
- Readable Roadside Information
- The Clear Air Zone (CAZ)
- Concern over Horse Rider Fatalities
- Road Casualties in Ireland
- Mindless Moments
- Distracting Technology
- Electric Vehicle Predictions
- Active Travel Schemes
- New Drivers Thoughts on Learning and Investing in their Future on the road
- Just a Filler
- Ready to Pass
- Counterfeit CBT Certificates
- Traffex
- MOT Consultation
- Vehicles Not Properly Supported
- Delivering the Safe System Approach
- Institute of Master Tutors Awards for 2023
- Car Theft is Rising
- E-Scooter Legislation
- Driving Tired Kills
- Government Adds Road Policing to National Policing Policy
- Stamping out Driving Test Fraud
- New Chairman for National Road Safety
 Committee Sought

And much more!



Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind. Uniting local associations, groups and individuals.

We support, inform and represent our members.

What our members say:

May I just say that I am proud to be a member of such a caring society. A big "well done" to all you.

- Dave Clark ADI

Your work is relentless, just wanted simply to say THANK YOU for being there for us. I don't know what I would have done without ADINJC.

- Susan Speight ADI

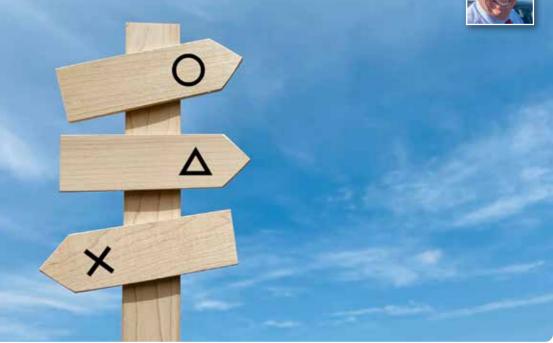
Find out more at adinjc.org.uk, call 0800 8202 444 or email secretary@adinjc.org.uk



Taxonomy and Why it is Important

Liam Greaney - Driving-Pro Limited





Firstly what is taxonomy and why as a driving instructor should I be bothered about it.

Taxonomy is the practice and science of categorisation or classification. This is the process of organising knowledge so we do not have to reinvent the wheel each and every time.

For instance the road system has a taxonomy:

- A roads major roads intended to provide large-scale transport links within or between areas
- B roads roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network
- Classified unnumbered smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to 'minor roads' on an Ordnance Survey map and sometimes known unofficially as C roads
- Unclassified local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category

Note here motorways are denoted special roads. What this taxonomy allows is the appropriate management of all these roads. A who does what situation.

This system dates back to the 1920's when it was accepted that motorists needed to identify good routes for driving. This will affect the road signs from the drivers point of view. But who is responsible for the maintenance of the road will depend on the classification.

Go to a library and you will find that knowledge is given a taxonomy. In this case it is called a "dewy index" or to be more precise a "dewey decimal classification". Driving should be able to be found at 629.28. In this classification I should be able to find other relatable knowledge.

The classifications are as follows:

- 600 is technology
- 20 is engineering
- 9 is other branches
- And so on

In fact I would go so far as to say that without taxonomy we would all be living in the stone age. It organises knowledge for the common good and allows us to seek relationships between things. So following blue and green road signs will get me somewhere quicker than following green and white ones.

But what about for us as driving instructors. We impart skill and knowledge. Or do we?

Are we coaches, allowing our coachee's to discover for themselves. Maybe we are mentors sharing our experience. Perhaps we all are really just instructors passing on skill and experience in a hierarchical way.

I would like to think that we are a mixture of all three. Deploying what is needed at the time. But a taxonomy has started to give us some idea as to what we should do:

- Instruct
- Coach
- Mentor

As you look into taxonomies you will find that they are followed round by a verb. These verbs are the doing words. The doing word is a way of using something. So when we look at the above we get:

- Instruct-Telling
- Coaching-Asking
- Mentor-Sharing

The next questions are what taxonomies can we use in driver training. In general there are a number of learning taxonomies that we come across. Bloom is probably the most common one. They are:

- Bloom
- Bloom Revised
- Solo
- 6 Facets
- Fink

The fact that most people have never heard of these probably says something for their perceived usefulness. I've yet to hear an argument in a driving test centre waiting room about whether you should use Bloom or Blooms Revised.

Let us have a look at them and see what we can use.

Taxonomy and Why it is Important

Liam Greaney - Driving-Pro Limited

Bloom:

This says that we have 6 levels going from:

- Knowledge
- Comprehension
- Application
- Analysis
- Synthesis
- Evaluation

You may have been asked in your training at some point to evaluate. Certainly if our learner has kerbed your nice alloys you will be doing an evaluation. But it hasn't helped much.

Bloom Revised:

This recognises that Bloom has not done much for your alloys. So it takes the above and uses it over the three domains. These being:

- Cognitive-thinking
- Affective-attitude
- Psychomotor-skill

So now we are starting to get somewhere and save our alloys. We all have lots of very bright students who know things. Doing things is covered by the affective and psychomotor domains. It starts to make things more practical. Remember all these things come with a verb to help you make use of it.

SOLO:

Which is Structure of Observed Learning Outcomes. It has a series stands to it which at first glance lend themselves to driving instruction. They are:

- Prestructural-knows nothing
- Unistructural-knows one thing
- Multistructural-knows several things but not all at once
- Relational-can actually drive
- Extended Abstract-can drive somewhere new

This is starting to sound like a real learner. We can see how it uses levels of competence. This might work well for a driving examiner who would be interested in the last two.

Six Facets of Understanding:

This is based on someone understanding the task. It is based on the idea that someone properly understands when they can:

- Explain
- Interpret
- Apply
- Have perspective
- Empathise
- Have self knowledge



Whether you could get a pupil to do this I'm not so sure. Certainly for individual situations, but our work is a very practical skill. To me the above sounds like a driving instructor or maybe an advanced driver.

Fink:

This one looks at change and surely that is what we are about as instructors. This is also called "The 6 Dimensions of Significant Learning".

These are:

- Knowledge
- Application
- Integration
- Human Dimensions
- Caring
- Learning to Learn

As I look this up I see it fits quite nicely into the Goals for Driver Education. It asks all the right questions and one part helps the others.

How might you want to use this or one of the others?

The answer to the question above is verbs. For us as driving instructors the various taxonomies give us a way of looking at things and a structure for getting to the end goal. Most of the taxonomies described are hierarchical and seem to be slanted toward the classroom. We need a way to use them in real life on the road.

The key to this is verbs! They are the doing words and our friends. We might not have liked them when we were at school, but they can be a big help now. Take any of these taxa (plural) and Google verbs for the use of that taxon (singular). See how you can apply them.



Speed of Sight and our fabulous Tina!



Speed of Sight and our fabulous Tina from the NJC committee.

NJC have been supporting the Speed of Sight charity for several years after they initially came to speak to members at a conference we ran. We have been raising money for them ever since but also we have helped them source ADIs who have been helping at their events and to the charity that is crucial. You can read about them in this article and when you look at the photos spot Tina Cassady from our committee who works tirelessly for them to help raise money. She not only joins their track days; she is the one in the famous furry hat, but she also raises money at our meetings and expos. Tina organises raffles at our meetings and a tombola at all our conferences and expos and the money raised goes to Speed of Sight. Tina has also taken part in a zip wire event and a parachute jump to help raise funds. Thank you Tina for all your hard work for the charity and as the NJC charity liaison officer you are amazing. At our latest event Tina was heard to say for her next venture for Speed of Sight she is walking over hot coals!!

Who are Speed of Sight?

It all started with one man. One man we like to call "Super Human, Mike Newman" Born completely blind, Mike always had a passion for cars, so much so, it was his life's ambition to become a racing driver.

But, as you can imagine, this ambition came with many challenges. No blind person in history had ever achieved this goal.

However, just because he is disabled, doesn't mean he's UNABLE.





Speed of Sight and our fabulous Tina!



He knows the challenges blind and disabled people face and it is

that, coupled with his love and exhilaration for driving, that lead him to believe he can help other disabled people by offering driving experiences to people just like him.

Mike worked tirelessly to live his dream, and through grit and determination to succeed, he worked alongside a local Jaguar dealership, to acquire a racing car that would enable him to do it.

Fast-forward over a decade, and "Super Human, Mike Newman" is a 9 times World Record Holder and currently the fastest blind man on land and water on the planet.

Speed of Sight run track events for people of all ages regardless of ability or disability.

They run events which empower disabled people of all ages. They allow a disabled child or adult a chance to forget, if only for a little while, that they have a disability.

YES! You CAN drive a car. YES! You CAN be in control. YES! You CAN be like everyone else.

And it's that last phrase, that last sentence, that is the most important thing that they bring to people. A chance to say YES! I DID THAT! Yes! I can do what you do. A chance to perhaps think ... if I can drive that car around a racetrack, if I can drive that buggy over that off-road track,

Their events are social occasions. A chance to cheer others on. A chance to chat and laugh and enjoy being a part of something, included in something. A chance to see that there are others out there struggling with the same issues, the same barriers and talking together about how to overcome and prevail. Sometimes the greatest gift you can give a person is to simply include them.

They have had four cars specially designed and built – two racing cars and two all-terrain buggies.

They allow people of all ages with disabilities to enjoy the excitement and thrill of driving.

The vehicles, named after Mike's guide dogs, are specially designed with dual controls and twin steering wheels and our buggies are equipped with hand controls. Their experiences take place nationwide at racing circuits, off road tracks or any venue with a large enough car park or area where a circuit can be created.

Learn more about how to support this charity at *www.speedofsight.org*

Patron, Gina Campbell

Ambassadors: Nicolas Hamilton, Kelvin Fletcher, Vicki Butler-Henderson and many more.



ADINJC and Intelligent Instructor Masterclass



The **ADINJC** and Intelligent Instructor are further strengthening their relationship, by joining forces to offer training courses for driving instructors.

The newly branded 'ADINJC & Intelligent Instructor Masterclasses' will run from April and see two of the most trusted brands in the industry work together to offer first-class training sessions for instructors.

Previously, each organisation had offered their own range of both in-person and online courses, but they'll now be run in partnership. Going forwards, each month there will be one in-person full day training session held at different locations throughout in the UK. The popular online Masterclasses will remain, with two per month.

The forthcoming training sessions are as follows:

Online Masterclasses

- Understanding the mock test. Andrew Love 3rd April
- · How does risk management affect your grade? Andrew Love 17th April
- Teaching the essential skills: Questioning skills* Lynne Barrie & Andrew Love 11th May
- Teaching the essential skills: Feedback skills* Lynne Barrie & Andrew Love 22nd May
- Teaching the essential skills: Listening and positivity skills* Lynne Barrie & Andrew Love -5th June
- Teaching the essential skills: Identifying the needs of the pupil* Lynne Barrie & Andrew Love
 - 19th June

One day Masterclasses

- The secrets of a successful standards check and part 3 workshop Andrew Love, Sunbury-on-Thames, Middlesex - 24th April
- How to deliver 'Grade A' training in accordance with the national driver and rider standards
 Ray Seagrave, Leicester 16th May
- The secrets of a successful standards check and part 3 workshop Andrew Love, Glasgow 17th June

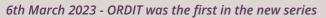
Online Masterclasses are priced at £40 +vat and the one-day Masterclasses are £125 +vat. A 10% discount is available to ADINJC members and Intelligent Instructor Plus members.

*The 'Teaching the essential skills' courses can be booked individually or as a four-part series where you will only pay for three sessions, with the fourth one being 'free'.

For further questions, please contact *training@adinjc.org.uk*

View and book courses

Our free webinars are back!



The webinar produced lots of questions from members and in next month newsletter Tom Stenson's article will be answering some questions asked on the evening of the webinar.

Feedback:

This has been really informative thank you for giving up your time. Much appreciated.

Thank you it was good to see an ORDIT webinar Thank-you Andrew, Lynne & Tom. Thanks for putting this on. Found it very useful indeed. Thank you a very informative evening as usual !!! Thank you, Team ADINJC! Excellent! Wonderful session! Really really helpful Thank You so Much Names can be supplied on request



Images from recent training events in Newcastle & Winchester are opposite.

We're always here for you

Reach out to us on the following telephone numbers:

ADINJC helpline - 0800 8202 444.

ADINJC Secretary's number is 07855 453414

HMRC Helpline: 0800 0159 559

Citizens Advice Bureau - https://www.citizensadvice.org.uk

Samaritans helpline - call free on 116 123

ADINJC Talk Line

Do remember that we have a Talk Line for anyone feeling in need of a sympathetic ear. We appreciate it's a difficult and uncertain time for people, so we have a small group of people on hand if you feel the need to talk. It's all totally confidential and free to access. Call or email Sue Duncan: 07855 453414 secretary@adinjc.org.uk

Can't emphasise the talk line enough, it's there for you as are we.

ADINJC Business Support Line

Our Business Support Line is still very much open to anyone who feels they need help. If you're an ADI, PDI, franchisee or independent instructor and need some business ears to really listen to you, please do not hesitate to call George Simpson on 07415 685864 or Stewart Lochrie our Scottish Ambassador on 07791 559318





There was a story in the Sun of March 3rd which told how a disabled pedestrian has been jailed for three years for causing the death of a cyclist who fell into the path of a car. Auriol Grey, 49, waved her arm and yelled at retired midwife Celia Ward to "get off the f***ing pavement". It caused Mrs Ward, 77, to topple from her bike into the road where she was struck by a car and killed. Grey, who has cerebral palsy, insisted she meant no harm but was convicted of manslaughter after a retrial. Sentencing her, Judge Sean Enright said: "These actions are not explained by disability." The incident happened on an 8ft-wide footpath by a ring road in Huntingdon, Cambs. CCTV footage captured the moment Grey confronted Mrs Ward in October 2020. She later told police she was afraid she was going to be hit by the cyclist, who was going very fast in the middle of the footpath and heading towards her. Grandmother Mrs Ward fell and was struck by a VW Passat. She was declared dead at the scene, while Grey left before ambulance crews arrived. Mrs Ward's widower, retired RAF pilot David, said in a statement, read to Peterborough crown court that the clip of his wife's last moments would haunt him forever. I can understand that.

And there was a piece in the Mirror of February 23rd which told how the smart motorway system had gone down across most of England on the day before. The fault occurred for two hours from 8.30am across the network, except in the East and South East. AA president Edmund King claimed drivers that had broken down in live lanes were "sitting ducks". National Highways apologised for the outage and said: "We rapidly took steps to help ensure the safety of road users such as increased patrols and CCTV monitoring." Well, that's good isn't it.

And Auto Express of February 22nd had story which said that nearly half of drivers have admitted to having driven above the 60mph speed limit on rural roads last year. The RAC surveyed 3,102 drivers for its Report on Motoring; 48 per cent admitted to having broken a 60mph rural limit in 2022, up from 44 per cent in 2021 and the highest rate on record. Eight per cent of respondents said they broke such limits frequently, while 40 per cent have done it occasionally. A total of 514 people were killed on 60mph rural roads in 11,827 collisions in 2021, making the fatality rate four per cent higher than on motorways. However, 60 per cent of drivers also admitted breaking the 70mph limit on motorways and dual carriageways – five per cent more than in 2021. Some 40 per cent of drivers admitted to breaking 30mph speed limits in urban areas and 46 per cent have broken 20mph limits. Those breaking 60mph and 70mph limits most commonly justified their actions by saying they were travelling at the same speed as other vehicles. Drivers who exceeded 20mph limits said they felt the limit was inappropriate for the road they were on, with most saying they only comply with them when enforcement or traffic are in place. Frightening, is it not?

And the Mail of February 27th had a piece which said that nearly two-thirds of drivers believe aggressive cyclists are a threat to their safety, a survey suggests. This despite the fact Department for Transport figures show just four car occupants were killed in crashes involving a bicycle and a car from 2012 to 2021, compared with 494 fatalities of cyclists in such incidents in that period. The poll of 2,010 motorists, commissioned by road-safety charity IAM RoadSmart, also indicated that 60 per cent of drivers believe that aggressive cyclists are a bigger problem than they were three years ago. And 61 per cent would not support a law that worked on the assumption drivers are always responsible for collisions in rural areas. Neil Greg, IAM RoadSmart's director of policy and research, said: "The Government has introduced a range of laws in recent years in an effort to fix the daily

conflict we see between motorists and cyclists. But if our research is anything to go by, this has largely been to no avail, with the majority of respondents still reporting aggression among road users." Duncan Dollimore, head of campaigns at charity Cycling UK, said: "There's no excuse for aggressive behaviour – people can behave badly no matter what mode of transport they're using." I happen to agree with Mr Dollimore.

And there was a story in the Mirror of February 14th which told how a drunk man who drove his mother's mobility scooter to a fast food joint got a 23-month ban. Liam Smith, 20, who was driving with a woman on the back of the scooter when officers saw them at 4am on January 14th. Officers became suspicious when Mr Smith staggered into a McDonalds in Malvern, Worcs. A breath test at a police station showed he had 93mcg of alcohol in 100ml of breath – three times the legal limit of 35mcg. Sam Lamsdale, defending, said: "If he realised it was a criminal offence he wouldn't have parked next to a marked police vehicle." Mr Smith admitted drink driving at Worcester magistrates' court. A not so happy meal, perhaps?

And the Mail of February 11th had a piece with the headline 'Not a lot of people own that...' It told how Sir Michael Caine's old Rolls-Royce could fetch £150,000. He reportedly bought it after popping out one morning with a shopping list reading: 'Milk, bread, newspaper, cigarettes, Rolls-Royce.' Now the star's first car, a Silver Shadow drophead coupe, is to be sold at auction and could fetch up to £150,000. The 89-year-old actor was 35 when he bought the car from the HA Fox dealership in Mayfair in 1968 – having been turned away from another because he was too scruffy. He did not even have a driving licence and hired a chauffeur after finding it was cheaper than the insurance. The car appears in the 1969 documentary Candid Caine but was sold a year later. One of only 506 Silver Shadow two-door drophead coupes, it will go on sale at the Imperial War Museum, Duxford, Cambridgeshire, on March 15th, through H7H Classics. If I find out the price it achieves, I will let you know next month.

And Classic Car Buyer of February 8th had a story which talked about 40 years of seatbelt law. It said that despite this year marking the 40th anniversary of the mandatory wearing of front seatbelts in the UK, the proportion of drivers 'belting up' is declining. Official figures also show that almost a quarter of people killed in vehicle collisions aren't wearing a seatbelt at the time. According to a government report, 94.8 per cent of all drivers observed in 2021 wore a seatbelt, compared with 96.5 per cent in 2017. The same report stated that 23 per cent of car occupant fatalities in 2020 were not wearing a seatbelt, indicating that those choosing not to are far more likely to be killed in road accidents. Seatbelt wearing compliance is now thought to be at its lowest since mandatory front seatbelt law came into force on January 31st 1983. While the number of people killed on Britain's roads has plateaued, the proportion of car occupants killed while not wearing a seatbelt has spiked sharply, reaching the highest level since records began. Unbelievable.

And the Mail of March 4th had a piece which told how Chancellor Jeremy Hunt has still not ruled out hiking fuel duty in this month's Spring Budget. He is expected to extend support with household energy bills for another three months, but sources close to Mr Hunt say he 'hasn't made a decision' over fuel duty. Drivers face paying an extra £3billion at the pumps if the Chancellor reverses a 5p fuel duty cut. The reduction was brought in last March by then-chancellor Rishi Sunak as drivers faced record fuel prices sparked by the war in Ukraine. But average pump prices have since tumbled below what they were last March, fuelling fears Mr Hunt will reverse the 5p cut. Motoring groups said restoring the cut would affect those struggling with the soaring cost of living.



AA president Edmund King said: "Reinstating the 5p will push many over the edge in the current cost of living crisis. Vehicle fuel is not a luxury so shouldn't be taxed as one. Increasing fuel duty will just fuel inflation." Well said Mr King.

And the Mirror of March 3rd had a story about a 19ft-long classic car which is for sale. It has a 27-litre Merlin engine, a top speed of 183mph, was built in 1972 and has had one previous eccentric owner. For around £100,000, a supercar created in 1972 by enthusiast John Dodd using an old aircraft engine – the same as found in Second World Spitfires – could be yours. The one-of-a-kind gas guzzler, dubbed The Beast, does two miles to the gallon but only has just over 10,000 miles on the clock. In 1977 it set a world record for the most powerful car, hitting 183mph, and it is up for sale for the first time, after Dodd died, aged 90 in December. Auctioneers Car & Classic expect it to go for a six-figure sum in a one-week auction starting March 9th. The Beast's rolling chassis started life in 1966, built by Paul Jameson as a road-going car. But Dodd, who built its gearbox, eventually acquired it and had its body extended. A custom interior includes a bank of red switches used to initiate the engine's starting sequence. Car & Classic call it an "eccentric piece of motoring history", adding: "It's a ludicrous, unapologetic celebration of the life and brilliant eccentricity of John Dodd, and the British spirit of ingenuity and adventure. It's not sedate or relaxed. It's loud, it's delightfully silly."

And the Telegraph of February 24th had a piece which said that more than two in five cars made last month were electric or hybrid as the industry races to go green. Production of electric vehicles rose 50 per cent from a year earlier, according to the Society of Motor Manufacturers and Traders (SMMT). The gain was largely down to a leap in hybrid sales – which use a battery to smooth out demand on a petrol or diesel engine – as car makers attempt to cut emissions. Production of both electric and fuel-burning cars was stubbornly low compared to before the pandemic, with 215 fewer cars made compared to a year ago and an overall output of 68,575. It comes amid evidence the public is cooling on purely electric vehicles, which have no internal combustion engine and use a bank of batteries. An AA survey earlier this month found that the proportion of buyers considering an electric model had declined from a quarter to 18 per cent as electricity prices soar and petrol prices drop. Production is none the less expected to go up 9 per cent in 2023, to 842,200 units, helped along by more electric models. By 2025, the UK is forecast to start making 1 million cars a year amid commitments to build more electric vehicles from the likes of Nissan and Jaguar Land Rover. To get back to pre-pandemic levels of growth and make 2million cars annually will require other automotive companies to set up factories in the UK, the industry body has said, probably from growing markets such as China, which may see the UK as an attractive prospect. All very positive, is it not?

And finally,

What do you call a Russian with a very bad cold? Ivan Chesticoff.

I bought a book on how to improve my memory. The problem is, I've forgotten where I put it. Til next time,

Adrian

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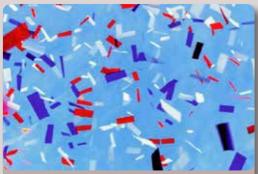
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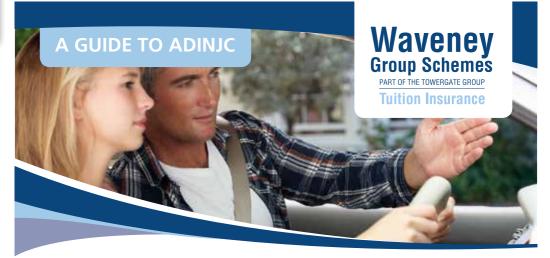
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Public Liability Driving Tuition

Why is Public Liability cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor. Quite simply, if a member of the public (or any other third party) is injured or suffers damage to their property, arising out of the conduct of your business as a driving instructor, you could be held responsible.

The ADINJC Public Liability insurance, is designed to provide protection from claims against you by third parties who may have suffered personal injury or damage to their property, during contact with your driving school. Most motor policies provide you with a compulsory £20 Million Public Liability cover for accidents and injuries that occur as a consequence of having an accident. The ADINJC believes it's important to ensure you also have sufficient cover away from the vehicle, and have therefore arranged for its paid up members to benefit from £10 Million Public Liability cover away from the vehicle. The policy also has a low policy excess of just £500 for each and every claim. The ADINJC policy provides £10 Million cover for each and every claim during the life of the policy.

A range of claims can arise. These can extend from accidents at your own business premises, to incidents that occur whilst providing advice or tuition whilst working away from your vehicle.

Increasingly, it is a requirement of many customers, principals, and clients (particularly local authorities and government agencies), that you be asked to present proof of Public Liability insurance before they will work with you, or allow you to work on their property or premises.

Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against you if you are found to be at fault. All would be covered under a comprehensive Public Liability policy

Claims for trips, slips and falls are the most common, but there are other events that can lead to a claim against you. The following are examples of potential claims that can give rise to public liability claims against your driving school:

- you open your door for a pupil who you inadvertently trip over, causing an injury;
- you spill a hot drink in a classroom and a pupil slips over on this, causing an injury;
- a pupil falls over some cones you have positioned to practice parking, causing an injury;
- you knock over a valuable antique whilst waiting for a pupil at their home;

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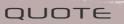
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"In three words I can sum up everything I've learned about life: it goes on." - Robert Frost

66







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