



MEMBERS NEWS

Issue No: 196 - April 2023



***Should drivers have a sight
test every 10 years?***





Christine Peek
1949 - 2023

It was with much sadness that we announced the death of Christine Peek at 31st March 2023.
She passed away peacefully in her sleep after a short illness.

Christine was Neil Peek, our past President's wife, and she will be very sadly missed. With Christine we had two for the price of one, she always attended our meetings and conferences, and pitched in to help. Whether it was checking people in, organising raffles or pushing the tea trolley at Expos. She will be remembered by the Expo exhibitors that she kept entertained and sustained.

A burst of energy that sparked wherever she was.

An ADI herself, she was well known and loved throughout the industry. She always had a tale to tell, and couldn't do enough to help everyone she met. A very special, 'one off' lovely lady who will be missed by all who knew her.

She will be sadly missed by the members of the governing committee at ADINJC and by everyone in the industry who knew her. Our thoughts are with her family and especially Neil at this sad time.

Contents:

- 8 Conference & Expo South 2023**
Details of 22 free workshops to attend
- 10 Latest news from DVSA**
Recent communications & trials
- 18 Latest news from DfT**
Nearly £50 million boost for safer roads
- 20 Road Safety GB**
The importance of vision to road safety
- 22 ORDIT Webinar questions.**
Tom Stenson has the answers
- 26 Judgement when...**
This month lesson with Bill Lavender
- 32 Road Safety Information**
Latest TSR from Graham Feest
- 34 Using Fink's Taxonomy...**
...as a Driving Instructor
- 38 Masterclass**
Details of forthcoming sessions
- 40 ADI Adrian**
More motoring issues and articles
- 44 Latest from Intelligent Instructor**
Recent features from their website
- 46 Members' Corner**
A chance to have your say!

Members News:

Editor: Rob Edgley - studio@ideas4adis.co.uk

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.

Your ADINJC Governing Committee



PRESIDENT
Lynne Barrie - Staffordshire
lynne@lynnebarrie.co.uk

EXECUTIVE OFFICERS



CHAIR
Charles Moffat - Northampton
chairman@adinjc.org.uk



GENERAL SECRETARY
Sue Duncan - Plymouth
secretary@adinjc.org.uk



DEPUTY TREASURER
Chris Porter - Bedfordshire
admin@adinjc.org.uk

COMMITTEE MEMBERS



GROUP MEMBERSHIP
James Quinn
membership@adinjc.org.uk



Leigh Brookes
Worcester
leighbrookes@outlook.com



Liam Greaves
Portsmouth
liam@drivingadvisors.co.uk

Committee for 2023



VICE-PRESIDENT
John Ashton - Essex
john.fairway@btinternet.com



DEPUTY CHAIR
Andrew Love - Kettering
training@adinjc.org.uk



DEPUTY CHAIR
George Simpson - Northampton
driving@weekendwheels.net



TREASURER
Peter Boxshall - Essex
treasurer@adinjc.org.uk



BUSINESS TEAM LEADER
Dan Hill - Hampshire
daniel.hill@mydrivetime.co.uk



ENGAGEMENT TEAM LEADER
Stewart Lochrie - Scottish Ambassador
admin@caledonianldt.com



TRAINING TEAM LEADER
Andrew Love - Kettering
training@adinjc.org.uk

MEMBERSHIP SEC
inn - Birmingham
p@adinjc.org.uk



Terry Bassingthwaite
Bury St Edmunds
info@funonwheelsuk.co.uk



CHARITY LIAISON OFFICER
Tina Cassady - Nottingham
fabdriving@gmail.com



Fiona Clarke
Kettering and Corby
fiona@drivingwith.co.uk

aney
g-pro.com



Tom Stenson
Worcestershire
tom@worcestershiredrivertraining.co.uk





Driving tuition insurance that ticks all the boxes

Cover available for:

- ADIs/PDIs aged 21+
- Off road tuition for pupil drivers
- Guaranteed or Protected bonus
- Comprehensive corporate driver training

Specialist policies for:

- Fleets of driving school vehicles
(5 or more vehicles required)
- Fleets of dual controlled vehicles
leased out to driving instructors
- DSA Part 2, Part 3, ADI check test cover
- UK/EU breakdown and recovery cover
- Unlimited use of a dual controlled car
following a claim (please contact us for full terms and conditions)

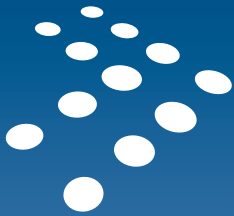
We now provide driving tuition insurance

Waveney Insurance

Schemes Suite, Seymour House

Waveney Insurance Brokers is a trading name of Waveney Group Schemes Ltd. Registered in
Kent, ME14 3EN. Authorised and regulated

ance
kes



Waveney

Insurance Brokers



ce for motorcycles, coaches, minibuses and LCV

ce Brokers - 08457 928272

se, 30-34 Muspole Street, Norwich, NR3 1DJ

in England Number 03251997. Registered address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone,
regulated by the Financial Conduct Authority. 731/C62/AD/08.13/WVY

Conference & Expo South 2023

Not long now, have you booked your ticket to join us on the 23rd of April for an action packed event!

There are 22 free workshops running throughout the day and 30+ exhibitors keen to meet you, as well as lots of fun activities lined up to.

Premier Suite 1 (Training zone)

09:00 - 10:00 - Ray Seagrave, Trainer, Ray Seagrave Instructor Training - Mini Masterclass - Developing your coaching skills for grade 'A' lessons.

10:15 - 10:45 - Andrew Love, Training Team Leader, **ADINJC** - What are the teaching skills needed for a successful Standards Check/Part 3?

11:00 - 12:00 - Bob Morton, Owner, Client Centred Learning - Mini Masterclass - Being better with Bob.

12:15 - 12:45 - Graham Hooper, Managing Director, Tri-Coaching Partnership - Feedback is the secret to success for you and your clients.

13:00 - 14:00 - Lynne Barrie & Andrew Love - President & Training Team Leader, **ADINJC** - Mini Masterclass - Questions! How well do you use them in your teaching?

14:15 - 14:45 - Susan McCormack - Managing Director, Tri-Coaching Partnership - Assessment and mock tests

15:00 - 16:00 - Richard Hennessy, Director of Operations (South), DVSA - DVSA update and Q&A.

Premier Suite 2

09:00 - 09:30 - Mick Knowles & Lee Jowett, Managing Director, Knowledgeable Instructor Training - Top down approach.

09:45 - 10:15 - Ruedi Press, Managing Director, YES! School of motoring - Driving electric.

10:30 - 11:00 - Michael Carr, Managing Director, GoRoadie Pro - New product launch!

11:15 - 11:45 - Amy Hartley, Marketing and Business Development Coordinator, FBTC Accountancy Services - Accountancy advice for the self-employed.

12:00 - 12:30 - Chris Kingsley, ADI Lead, QEF Mobility Services - Driving with a disability.

12:45 - 13:15 - Tracey & Kev Field, Co-founders, Confident Drivers - Easy ways to change your students emotional state.

13:30 - 14:00 - Olly Tayler, QPM, Honest Truth Ambassador FirstCar The Honest Truth - A roadmap for a safer future.

14:15 - 14:45 - Intelligent Instructor Awards presentation

PDI Zone

09:30 - 10:00 - Graham Hooper, Managing Director Tri-Coaching Partnership - A PDI's introduction to why young drivers crash and the GDE matrix.

10:15 - 10:45 - Mike Fowler, Senior Trainer, Drive Driving School - A PDI's guide to structuring a syllabus, from lesson one to test.

11:00 - 11:30 - Leigh Brookes, ADI Fleet Instructor & ADI Trainer, **ADINJC** - How to pass your part 3 test.

11:45 - 12:15 - Andrew Love, Training Team Leader - Using questions well on your part 3 test.

12:30 - 13:00 - Terry Cook, Podcaster, The Instructor Podcast - The Instructor Podcast LIVE!

13:15 - 13:45 - Ray Seagrave, Trainer, Ray Seagrave Instructor Training - A PDI's guide to identifying faults and how to fix them.

14:00 - 14:30 - Lou Walsh, Driving Instructor Trainer, Go Green & Drivinginstructor.tv - When, how and why to adapt your part 3 lesson.

BOOK YOUR TICKET

II

2023
FREE
to attendADI
NATIONAL
JOINT COUNCIL

Intelligent Instructor

Most popular events on the instructor calendar

ADI
NATIONAL
JOINT COUNCILIntelligent
Instructor

Spring Conference & Expo '23

Kempton Park Racecourse | Middlesex
Sunday | 23 April 2023

ADI
NATIONAL
JOINT COUNCILIntelligent
Instructor

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



0800 8202 444

Follow us on



Are you using the latest driver's record?

The driver's record lets you record the level your pupils have reached against 27 driving skills they need to be a safe and responsible driver.

There are 5 progress levels for each skill:

1. Introduced. The subject is introduced and your pupil is able to follow the instructions they're given.
2. Helped. Your pupil is improving but still needs a bit of help.
3. Prompted. Sometimes your pupil needs prompting, especially if it's a new or unusual situation.
4. Independent. Your pupil is dealing with this consistently, confidently and independently.
5. Reflection. In conversation, your pupil shows that they understand how things would have been different if they had done something differently. They can adapt to situations and see why perfecting the skill makes them safer and more fuel-efficient.



Latest updates

We updated the driver's record on 7 February 2023. We:

- updated the skill names to reflect the latest edition of 'The Official DVSA Guide to Learning to Drive'
- added short descriptions of each of the skills to the forms so you can easily print them to share with your pupils
- added a summary version of the record if you'd prefer to just record when your pupil consistently shows they've moved to the next progress level, rather than recording it lesson-by-lesson
- added the 'Ready to Pass?' campaign logo and website address



[Download here now](#)

ADI tests: using the 'book to hold' facility correctly

The 'Book to Hold' facility on the ADI booking system means you can book and pay for an ADI qualifying test or standards check even if no suitable date is immediately available.

Using the facility helps us to manage demand for tests at individual centres across the country and deploy examiners accordingly. This means more instructors and potential instructors can take a test on their preferred date or close to it.

To enable us to match examiner availability with test demand even more closely, please follow these guidelines when using the "book to hold" facility.

- Only request a date within the 12-week booking window.
- Wait until you feel ready to take the test before you request one, this will help to increase your chances of success first time.
- Don't request a date outside the 12 week booking window for a Standards Check as it must be completed within three months of receiving your invitation and DVSA are likely to move the date forward.

Using “Book to Hold” correctly means we can allocate examiners where they’re needed and ensure as many candidates as possible get a test on (or close to) their preferred date.

A step by step guide to becoming a car driving instructor and booking tests can be found on [GOV.UK](#).

If you have any additional questions about your ADI test which is currently on hold you can contact us at customerservices@dvsa.gov.uk

Update on industrial action

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

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

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.

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

PCS has announced strike dates that may affect our customer service centres on 5 and 6 April and 11 and 12 April. On these dates the customer service centre will be open from 8am to 4pm and it may take longer than usual to answer your query.

Keep checking for updates

You can find the latest information about the driving examiner strike on [GOV.UK](#). Please also keep checking your emails.

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



Consultation results and changes to driving test booking and notice periods

On 30 March 2023, we announced changes we are planning to make to the booking system in summer 2023.

These changes are aimed at encouraging learner drivers to only book and take their driving test when they are properly prepared.

The statistics from February 2023 show that around 53% of learner drivers are failing their car driving test and driving examiners are having to physically intervene in 1 in 8 tests for safety reasons. This suggests that more than half are not ready to take their test or drive safely and responsibly on their own.

These changes are intended to help improve pass rates, make more tests available for learners who are ready and help to reduce driving test waiting times.

They are part of a package of measures that were publicly consulted on in 2022. Changes include:

- **extending the period that those who fail their car test have to wait before booking another test from 10 to 28 clear working days.** This will give learners the time to undertake additional learning, training and experience which will increase the likelihood of them passing their next test. We also foresee this having a positive impact on car test waiting times.
- **extending the notice period during which a cancelled car test will result in a lost fee, from 3 to 10 clear working days.** We are extending the notice period to encourage learners who need more practice, to give DVSA more notice when cancelling. This will give better prepared learners more chance to take advantage of short-notice test appointments.

Why we are planning to make these changes

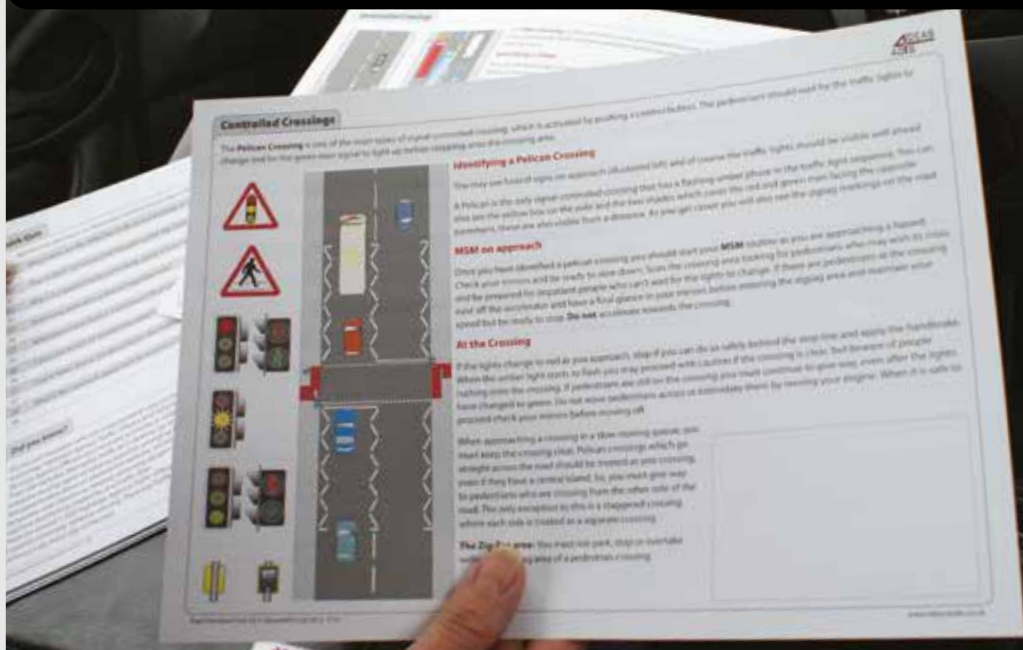
Many of you have told us that some learner drivers want to pass their driving test as quickly and cheaply as possible and that you've been unable to stop pupils booking a test before they are ready. We are planning to make these changes because we think they'll:

- encourage learner drivers to be better prepared for their driving test
- help to reduce the number of driving test appointments that are wasted
- make more tests available for your pupils who are properly prepared
- make it easier for you to find tests that are cancelled at short notice for your pupils who are properly prepared
- give your pupils who fail the time they need to properly prepare for their next test

What you and your pupils told us

Your pupils told us that:

- 1 in 3 learners told us this would encourage them to only book their test when they are ready, even if waiting times remained the same as now.
- 42.8% of learners said this measure would encourage them to only book their test when ready, even if waiting times were reduced. That's more than those who said it would not change their behaviour (42.2%).
- 37.1% of driving instructors agreed with increasing the number of days your pupils will have to wait to rebook from 10 to 28.
- 46.8% of driving instructors agreed with increasing the short notice cancellation period from 3 to 10 days.



Pupil Handout Packs

**Our pupil handouts are the perfect tool to reinforce your in-car tuition!
25 A4 handouts per set, 20 sets in a pack – that's enough to support 20 pupils!**

Quality

"I wish to congratulate you on the quality and format of your pupil handouts."

PC DVSA ADI

Professional

"It adds immensely to the overall professional image. They give the student something to refer to in practice and in between lessons to keep the knowledge fresh."

RL DVSA ADI

Value

"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

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

www.ideas4adis.co.uk





[You can read through the full results report on GOV.UK](#)

When these changes are happening

We will need to work with Parliament to change the law to allow us to introduce these changes. We plan to introduce these in summer 2023.

We will provide you with regular updates on our progress and will contact you and your pupils when the date is confirmed.

How we plan to work with you

We also consulted on mandating the displaying of certificates when you take your pupils to test and providing consumer information to learner drivers. These measures will require changes to legislation in Parliament, the timetable to do this is still to be determined.

We know that some of you may be concerned about how some of these measures will affect you and the driving instructor industry.

In the coming days, we will publish a blog post to talk about how we plan to work with you and the driving instructors National Association of Strategic Partnership (NASP) to:

- raise the recognition of the ADI certificate and the professionalism of qualified ADIs
- understand and overcome the barriers to displaying ADI certificates
- start to explore what consumer information that you would support being made available to help learner drivers and their family and friends to make informed choices

We will inform you when the blog post is published.

Other measures

The other measures that were consulted on were:

- exploring changes to how we carry out the eyesight tests
- mandating ADIs displaying their certificate on test
- providing better information to learner drivers about driving instructors and their performance
- explore creating digital pass certificates for practical and theory tests

[You can read through the results of the consultation on all these initiatives in the results reports.](#)

The other interventions will be introduced when parliamentary time allows.

Ready to Pass? Campaign

In February 2023 over 1 in 5 learner drivers used the campaign to help them to prepare for their driving test and 94% of them found the content on the campaign website useful – which includes:

- explaining the 27 skills on the driver's record and the 5 levels of progress you will make through each skill
- debunking some of the most common driving test myths
- explaining what we recommend should be in a mock driving test
- providing practical tips on managing driving test nerves and giving more information about how and where to learn mindfulness techniques

If your pupils haven't already used the campaign website to help them prepare, encourage them

to go and view it. It includes simple checks for them to do to see if they are ready for their test. We know that 72.8% of ADIs we asked are already using the resource on the site to support their pupils and carry out checks to make sure they are ready to take their test and encourage those who are not, to delay.

Visit the 'Ready to Pass?' website.



DVSA sets out vision to keep Britain moving safely and sustainably

The Driver and Vehicle Standards Agency (DVSA) has launched its vision to 2030, setting out what needs to be done to keep Britain moving safely and sustainably.

By the end of this decade, DVSA will have made progress against 5 important challenges and opportunities. These are to:

- make roads safer
- improve services for its customers
- make road transport greener and healthier
- harness the potential of technology and data
- grow and level up the economy

Find out about our ambitious plan and how you can play your part in keeping Britain moving safely and sustainably.

Reasons to be a premium member



If you're not a Premium member, this is what you're missing out on:

- Expert advice and information available from our Helpline: 0800 8202 444
- Help from our talk line and business lines
- Unlimited ADI/PDI advice and support
- Help with items concerning the DVSA, your clients or the public
- Specialist DVSA investigations and tribunal support, initial free call and support, then charges may apply
- Use of our NJC logos on all media
- A network of instructors who can relocate pupils for training across the country
- **ADINJC** is democratic, as a member you could join our committee and make a difference
- Direct Tier 1 representation with the DVSA
- Discounts on selected **ADINJC** training courses
- Special discounts and packages from our sponsors for training aids and services
- Terms and conditions to use in your driving school
- Access to all areas of our website providing information, resources and latest news
- You will be able to purchase PI/PL insurance from our NJC online shop

As a Lite member you can get our newsflashes and newsletters, but not any of the above! For the princely sum of £4 a month (less if you're a member of a member group), all this could be yours.

We sometimes get people getting in touch because they've received a scary communication from DVSA 'inviting' them to an interview. If they're not Premium members then we can't help them, it wouldn't be fair on those people who are. And it's no good joining when you get the letter - that's like joining a breakdown service after you've broken down!

What's peace of mind worth to you? Head on over to our website and join up, or contact your member group for the link to join at the discounted rate.

Don't just take our word for it - read what some members have said:

May I just say that I am proud to be a member of such a caring society. – Dave Clarke

*Wow **ADINJC** you and your crew are doing a wonderful job. We are so happy to be affiliated to you all. Thank you from Blackburn association. – Linda Brooks*

I have been an ADI for almost 40 years and a member of other associations. In the few days I have had more information from NJC than from any other association in the last 12 months. I would just like to say thank you. – Colin

Thanks Lynne and your team, so glad I joined, such lovely people. – Mick Stubbs

<http://www.adinjc.org.uk>

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:



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

 [@ADINJC](https://www.facebook.com/ADINJC)



Nearly £50 million boost for safer roads across England

Road safety improvements will be made to 27 of the most high-risk roads in England, which will help prevent fatal and serious injuries.

- £47.5 million government investment to improve safety of 27 of the country's most dangerous roads
- from the Isle of Wight to Newcastle, road users across England will benefit from road safety improvements with 50% funding uplift
- investment will prevent over 750 fatal and serious injuries over the next 20 years, with £420 million benefit to society

Drivers, passengers and cyclists across England will benefit from a £47.5 million injection into enhancing the safety of some of the most high-risk roads in England, the Department for Transport confirmed today (6 April 2023).

Through the third round of the Safer Roads Fund, 27 new schemes will be delivered, benefiting road users around the country by driving forward safety improvements such as:

- re-designing junctions
- improving signage and road markings

The programme will reduce the risk of collisions which will in turn reduce congestion, journey times and emissions.

[*Click here to read the full story*](#)



A GUIDE TO ADINJC



Professional Indemnity Driving Tuition

Why is Professional Indemnity cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor.

However, if you make a mistake in running your driving school, the consequences can be very serious. You could, for instance, be sued for vast sums of money. Professional Indemnity will provide you with protection in case someone decides to take action against you even when you haven't done anything wrong.

The ADINJC Professional Indemnity insurance, provides the valuable protection you need as a driving instructor offering professional advice to the public, to prevent this happening. It covers you when, as a result of negligence, you are sued for losses or damages by a third party. In short, it gives you peace of mind: if a claim is brought against your business, you won't have to worry about the financial implications of a lawsuit. The ADINJC policy provides £5 Million cover for each and every member, ensuring you have sufficient cover. The policy also has a low policy excess of £500 for each and every claim.

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

Waveney
Group Schemes
PART OF THE TOWERGATE GROUP
Tuition Insurance



OPINION: law change needed to recognise the importance of vision to road safety

In association with



In our latest opinion piece, Henry Leonard from the Association of Optometrists outlines why drivers should have a sight test every 10 years to prove their vision still meets the driving standard.

In March 2017, three-year old Poppy-Arabella Clarke was killed by a motorist, just weeks after the driver was warned his vision was too poor to drive. It's been estimated that almost 3000 injuries on our roads each year are caused by drivers with poor vision, but in the UK, if a car driver can read a number plate at 20 metres when they take their driving test, they may continue driving for the rest of their life, with no further vision checks.

The DVLA relies on drivers reporting problems with their eyesight, but some drivers are unwilling to notify the DVLA about problems with their vision, whilst others fall below the required standards without realising, because their vision has changed since they passed their driving test.

So, how widespread is this problem? One of the most striking findings in the Association of Optometrists' (AOP) Voice of Optometry panel survey was the consensus of more than 1000 practitioners on the subject of vision and driving.

With more than one in three of those surveyed reporting they'd seen a patient in the past month with vision below the driving standard, yet continuing to drive, many felt there was a need for more stringent rules.

[Click here to read full story](#)

[Click here](#) to read other latest news from Road Safety GB



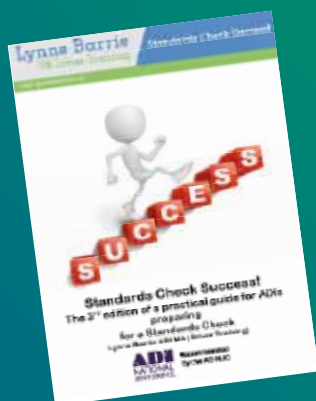
Lynne Barrie, MA Driver Training

A detailed book with all the information you need to help with your Standards Check

Standards Check Success!

"After reading your book I have an A with 50 out of 51! It helped calm me down, is very easy reading and reassuring. I almost feel like I know you now!" Sheila Holmes ADI

Additional insert with latest requirements during COVID-19



£48

Includes postage

140 pages, spiral bound

lynne@lynnebarrie.co.uk
01543 256578

www.d-ss.co.uk
0121 328 6226

ALSO AVAILABLE: COME TO COACHING



0800 8202 444

Follow us on



ORDIT Webinar questions

Tom Stenson



For those of you who were lucky enough to attend last month's ORDIT webinar, you may have had the chance to ask questions relating to the ORDIT assessment and application process. For those of you who are interested in joining the ORDIT register, the link below explains what is required and how to apply.

<https://www.gov.uk/guidance/become-a-driving-instructor-ordit-trainer>

The current costs are:

Qualifying assessment £151.20

Registration with a training establishment £120

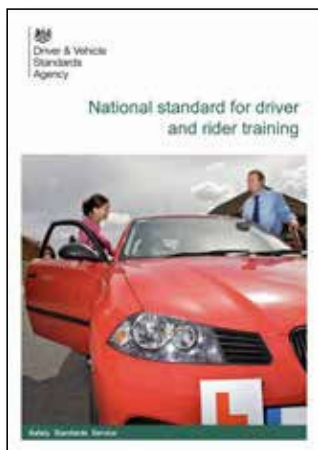
Registration for each training establishment you work for £18

These are the documents the DVSA suggest you should study and be familiar with before taking an ORDIT assessment.

National standard for driver and rider training

National standard for driving cars and light vans

Learning to drive a car syllabus



Here is the list of questions and answers from the webinar.

Q: Does role play need to be done in role or can you set up scenarios out of role?

A: Setting the Scene is often done out of role. This way we can define the learning outcomes for the role play.

Q: How long should role play be on the ORDIT inspection?

A: Role play is normally done in short sections. However, if the learning outcomes are being met you can stay in role for longer, just make sure it is clear when you are in and out of role.

Q: When initially introducing the mirrors or signal fault do you only want the fault identification. i.e. no analysis

A: This will depend on the trainee and how they are dealing with the learning outcomes.

Q: Are you given a level to demonstrate during the assessment or is it like a Pt3/SC?

A: The assessment should be client centred, the level of role play should match the needs of the trainee.

Q: When simulating faults, would you simulate driver faults to start with initially?

A: Start simple and then move to more complex faults. A left turn could have more than one fault attached to it for example.

Q: In the national driver standards for trainers, it mentions the limitations of role-play. What are the limitations of role-play and when is role-play not a safe training method?

A: Some trainees may struggle pretending you, the trainer, are a learner. We must accept that as everyone learns differently, we need to adapt to find out what works and what doesn't. Role play can be a very useful tool when used in the correct manner, but can also be unsafe if not used correctly. An example of this might be overwhelming the trainee with role play and fault simulation before they have the necessary skills to deal with this. High risk faults can often be simulated verbally therefore minimising the risk.

Q: If a PDI is struggling to do, for example, an MSPSL talk through approaching a junction and they keep forgetting to talk about the clutch would it still be possible to change the seats with the PDI to help them to remember what they do with their feet at a junction?

A: Yes, If the trainee needed to swap seats for a moment in order to do this, there shouldn't be an issue. It should still be client centred.

There will be more free to attend webinars on industry related matters, so please keep an eye out for the NJC newsflashes.



LET'S INSTRUCT
DRIVING INSTRUCTOR
ACADEMY

Driving Instructor Training For Driving Schools

www.lidiaondemand.co.uk

Tel - 0333 2000 074

**LIDIA On-Demand, a whole new digital instructor training platform
to help driving schools grow!**

Learn More





DRIVING SCHOOL INSURANCE

KNOW-HOW

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





DRIVING INSTRUCTOR INSURANCE EXPLAINED

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:

01603 753 888

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

Towergate is a trading name of Advisory Insurance Brokers Limited.
Registered in England No.4043759. Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD.
Authorised and regulated by the Financial Conduct Authority.





... Meeting & Crossing Approaching Traffic; Overtaking, Clearances & Following Distances

This family of subjects is an opportunity to permanently influence the attitude of new drivers. Learning outcomes will need to be tailored to each of the five topics that have been grouped together here. Each can be subject taught on its own within the theme of the previous lesson "Awareness and Anticipation".

MIRRORS SIGNAL MANOEUVRE (M-S-M)



MEETING

approaching traffic safely

CROSSING

approaching traffic safely

OVERTAKING

traffic safely
M PSL MSM



ADEQUATE CLEARANCE

- From stationary vehicles
- Other road users



FOLLOWING DISTANCES

- Thinking distance
- Braking distance



AWARENESS & ANTICIPATION *of the actions of*

- pedestrians
- drivers & riders

Gain agreement on the learning to be achieved

- Recap on previous practice
- Meeting traffic and crossing traffic

The ability to read the road ahead accurately and make correct judgements is particularly needed when meeting traffic, such as where the road is made narrow with parked cars on either or both sides, and when turning right into side roads.

Core of the lesson

- Does your learner know the meaning of the terms "meet" and "cross traffic"?
- Judgement of the speed and distance of approaching traffic (awareness and anticipation of other traffic).

Mirrors Signal Manoeuvre (MSM) - Use of the MSM Driving Routine

- **Mirrors** - The importance of checking for traffic following closely in both interior and exterior mirrors
- **Signal** - The importance of indicating correctly when turning right and not giving any misleading signals
- **Position** - The importance of a correct line of approach. If positioned correctly, there is usually no need to signal to pass parked vehicles. Re-check the mirrors in case vehicles behind misjudge the situation
- **Speed** - The importance of being able to stop in the distance seen to be clear
- **Look** - The importance of continuous observation. Looking out for situations where you need to give way

Instructor Notes:

- Where a residential road is made narrow by parked cars on both sides, the correct road position can be to drive over the crown of the road
- The Highway Code offers very clear official advice on the meaning of headlamp flashing
- Always encourage your learner to remember that it is better to “give” way than “take”!
- On an ADI Part 3 test you will also be expected to deal with awareness and anticipation in the same lesson period.

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

“On which side of the road are the parked vehicles?”

“If another driver approaches what will you do?”

“Where is your holdback position?”

“If you proceed through the gap, are you likely to cause the approaching driver to slow down?”

“This is a crossing traffic situation ... will it be safe for you to turn or had you better wait?”

“If you turn now, will you cause the approaching driver to slow down?”

Skills Development

With the increasing number of parked cars on residential roads, meeting approaching traffic is an important practical skill. Along with crossing approaching traffic, when turning right from a main road into a side road, learner drivers need to develop an ability to judge and correctly respond to these traffic situations. Practice needs to relate to the learner’s theory preparation.

For effectiveness, this should also be linked with “awareness and anticipation”.

Skill development demands a positive driving attitude. The necessary skills are:

- observation
- assessing what can be seen
- making decisions
- taking the right action

Judgement when...

Bill Lavender BA (Hons) Cert Ed



We also have to view the driver's attitude in terms of responsibility for actions and also their consideration for other road users

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:

Meeting traffic

Crossing traffic

Awareness and anticipation

Typical faults to anticipate

Sample Question:

If a vehicle is coming towards you in a road where parked cars make the road narrow, what should you do?

When turning right into a side road with a vehicle approaching, what must you avoid?

Which hazards are likely to affect you in the road ahead?

- Not applying the MSM routine
- Not giving precedence to oncoming traffic where appropriate
- Turning right in front of approaching traffic where inappropriate
- Failing to respond properly to the likely actions of other drivers, cyclists and pedestrians
- Unnecessary signalling when passing parked vehicles

As separate subjects, you will need to cover the other topics within the Awareness and Anticipation family ...

Gain agreement on the learning to be achieved

- Recap on previous practice
- Overtaking Traffic - Passing moving vehicles. Eg. has your learner overtaken any bicycles or buses when they serve stops before?

Core of the lesson – Overtaking Traffic

- Recognition of safe situations for overtaking

Is it necessary to overtake?

Is it safe ahead and behind?

- Link road speed with reaction times and braking distances
- Planning and ability to judge traffic situations

Position Speed Look - Mirrors Signal Manoeuvre (PSL-MSM)

The importance of having a system for overtaking

- **Mirrors** - Checking for traffic following closely in both interior and exterior mirrors
- **Position** - Not being so close to the vehicle in front that the view ahead becomes restricted, but close enough if the manoeuvre will be safe
- **Speed** - Changing down to the correct gear where necessary
- **Look** - Continuous observation of the road well ahead and for any approaching traffic
- **Mirrors** - Checking again for following traffic
- **Signal** - Using the direction indicators where necessary
- **Manoeuvre** - Correct line for overtaking; overtaking quickly and continuous observation

Gain agreement on the learning to be achieved

- Recap on previous practice

Core of the lesson – Adequate Clearances and Following Distances

- Keep plenty of space

From parked cars and other obstructions, such as road works

Correct gap from vehicles in front – In moving traffic, being capable of stopping within the distance seen to be clear

In stationary traffic, where there is a car in front, being able to see the rear tyres and an amount of the road surface.

- Adequate clearances

Passing stationary objects – For example, does your learner driver leave enough room to accommodate a car door being accidentally opened or a pedestrian in a hurry, stepping out into the road?

In moving or stationary traffic, does your learner drive too close or too far from the vehicle in front?

Clearances and following distances

The importance of

- Having an “escape route”

Where to steer to avoid the danger and having a collision

- Keeping the correct following distance

Best practice is to use the separate distances given in the Highway Code

Be able to convert these distances between metric and imperial versions, as well as compare the gaps with distances such as those between street lamp posts or other lighting on other types of road



Judgement when...

Bill Lavender BA (Hons) Cert Ed



Instructor Notes:

- On an ADI Part 3 test you will also be expected to deal with awareness and anticipation in the same lesson period

Phraseology -

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

"What is the danger of being too close to parked cars?"

"Are you keeping 'tyres and tarmac' in view between us and the car in front?"

Skills Development

Overtaking stationary or moving vehicles can be hazardous, as can be a failure to keep proper clearances and following distances. Misjudgement in such situations may bring a driver into close conflict or actual collision with another driver or other road user. Practice needs to relate to the learner's theory preparation.

We also have to view the driver's attitude in terms of responsibility for actions and also their consideration for other road users. For effectiveness, this should also be linked with "awareness and anticipation".

Skill development demands a positive driving attitude. The necessary skills are:

- observation
- assessing what can be seen
- making decisions
- taking the right action

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:

Overtaking traffic
Clearances

Following distances

Awareness and anticipation

Typical faults to anticipate

Sample Question:

What is the correct routine for overtaking?

What is the minimum distance for passing a parked vehicle in a residential road?

What is the danger of getting too close to the vehicle in front?

What is the first action you should take when you see any hazard that might make you slow down or change direction?

- Not applying the PSL-MSM routine
- Driving too close to other road users and/or parked vehicles
- Following other vehicles too closely.

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?



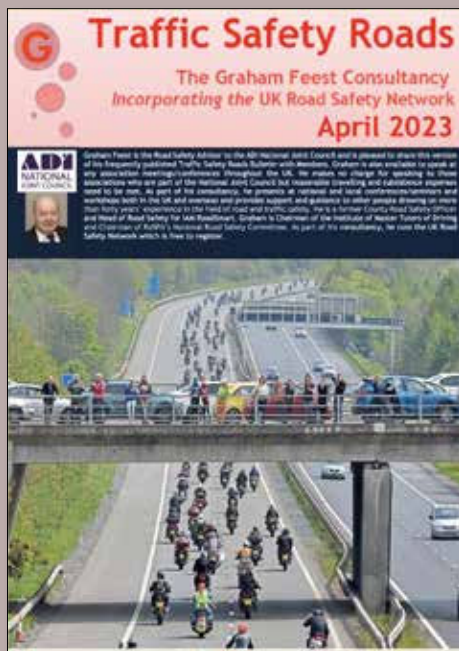
Road Safety Information

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.



Items this month include:

- Drug Driving
- Cost of Living Impact on Motorists
- General News
- Education Drivers
- Dash Cam Portal Campaign
- New Road Safety Lead on the Fire Service
- Police Checking Eyesight
- The Limitations of HGV's
- Delivering the Safe System Approach
- What is a Rural Road
- Fit Dash Cams as Standard
- More 20mph Limits in London
- IMTD Awards 2023
- Road Safety Investigation Branch
- Road Pricing
- Project Edward 2023
- Red X
- Vision and Driving
- London Congestion Charge Anniversary
- Mobile Phone Enforcement
- Aggression – Motorists and Cyclists
- Changes to Motorcycle Trainer, Assessment and Authorisation
- The State of the Road Network
- Vehicle Safety on Farms Not so Different from the Roads

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

 [@ADINJC](https://www.facebook.com/ADINJC)

Using Fink's Taxonomy as a Driving Instructor

Liam Greaney - Driving-Pro Limited



We said in the last article that this 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

From an instructor’s perspective for a beginner the first three are internal to the car and the last three are external. They are learning the control of the vehicle. They are on what we sometimes call our nursery routes.

But as your pupil progresses it becomes more of a mix of all six. They are having to interact more with the other road users. You are making the situation more complex.

And finally the emphasis moves mainly to the last three. Their control and observation has become intuitive. They are independently able to deal with situations rather than places. They are test ready

But one thing always impacts upon another. Your brand new learner being given the knowledge. Or better still are discovering it for themselves.

Till finally as a full licence holder they are still using reflection. But reflection raises questions and questions are the seeds from which more knowledge springs.

It’s all come a full circle and each part still affects the other.

GDE:

If we look below to the GDE we can see that these 6 dimensions of learning easily apply to the driving task.

Levels	Knowledge and skill	Risk	Self-Assessment
Goals for life and skills for living	Attitude	Social pressure	How should I do it
Goals and context of driving	Choice	Social pressure	Why do I do it
Driving in traffic	Interaction	Not caring or understanding	How did I do
Vehicle control	Smooth and safe	Not caring or understanding	Can or how do I do it

The GDE presented here is a simplified version of that tool. A quick search on Google for ged-and-claire-gde-matrix.pdf gives you a much more comprehensive view of the GDE.

The Bounce:

What I mean here is how one part of this relates to the other aspects of learning. This is the point of Fink.

As the pupil progresses their focus moves from inside the car to outside the car. As the knowledge, its application and integration become more intuitive. We start to see the more human side of the driver.

As tasks become more complex, we move back to knowledge, its application and integration again. As this is assimilated we go back to the human side of things again.

It has been said that we as people are creatures of emotion who justify their actions with logic. This is the human, caring and learning side of Fink.

Nothing happens in a vacuum. Life is a process of cause and effect as is driving.

As instructors we want thinking drivers. These questions should start early. If you can not justify what you are teaching your pupils, why are you teaching it.

As an instructor I try to find aspects of my pupils' lives and use those aspects to help them understand driving. One thing links to another.

We ask our pupils to reflect on their learning. This process should be part of their ongoing driving experience.

Knowledge:

As instructors we cover this in a number of ways:

- Theory test
- Briefings
- Q&A

The Theory Test:

To an extent this covers what the driving test can't. But it also gives your pupil background knowledge. Your job is to show them how to make a practical application of that knowledge.

Briefings:

The thing here is what do you want them to know. What key ideas, knowledge and perspectives should they have. Is your briefing centred around your pupil.

Q&A:

How will you know that they know. Can your questions bring another perspective. Do you have the knowledge of the right questions to ask.

Instructor skills:

You may or may not have helped them with their theory test. The knowledge that they gain here will cover parts of the syllabus not covered on the driving test.

As an instructor you should have a set of briefings with which you are familiar.

Questioning and listening to their answers.

Application:

This is how you and your pupil are applying the briefing you just gave.

Has your pupil understood what you are hoping they will achieve. Are you working on what the pupil wants to achieve.

There are elements of both instruction and coaching here.

Using Fink's Taxonomy as a Driving Instructor

Liam Greaney - Driving-Pro Limited



Instructor skills:

Driving is practical, so it needs the application of the skill and knowledge. Part of your skill as a driving instructor is having a reservoir of:

- Routes
- Briefings
- Techniques for training
- Ways of explaining

How you start the application of this knowledge will be dependant on a number of things:

- Your pupil and their wants and needs
- You and your teaching and coaching style
- The time and place in which you both want the learning to take place

Integration:

You will have done a series of briefings and gone out and practised various things. Your pupil is now putting this all together.

You are moving through a series of competencies here:

- Unconscious incompetence
- Conscious incompetence
- Conscious competence
- Unconscious competence

Most people use driving as an analogy to describe the different levels but as a driving instructor teaching that it is not too much use to you.

I like to use writing as my analogy for the above:

- A very young child does not know what writing is and they can not do it
- They know what it is but can not do it
- They are starting to learn and you can see they are struggling
- Eventually they reach a point where they are not thinking about how to write but rather what to write

What you want for your learner is for them to be thinking about where they are going rather than how to drive the car.

Instructor skills:

All the skills from application start to come in here but you will also be adding the skill of knowing what your pupil is capable of.

The aim here is for your pupil to be successful. For this to happen you have to have a learning environment.

At Driving-Pro we have a learning agreement that among other things says there are:

- No mistakes, only learning opportunities
- No stupid questions, if you don't know ask

I always tell my pupils that nothing happens without their consent. Furthermore if they say that they don't want to do something that day we don't.

In general the pupils like to be pushed a little bit, but not to the extent of being made to fail. A pizza is eaten in slices by the mouthful. Make your training easy to digest.

Human:

There will come a point when the pupil's focus moves from inside the vehicle to outside the vehicle. They will be interacting with other road users.

Different aspects of the driving syllabus will come into play here. Notice also that we are moving up the GDE hierarchy.

Instructor skills:

This can be commentary designed to move the pupils' focus to what's happening around them.

Q&A technique I think works very well here. What we want is a thinking driver.

I generally want them to see what is happening around them and to keep out of trouble.

Caring:

Acquire new interests, feelings or values about what they are learning.

This will be closely tied to the human aspect above. We want them thinking of the consequences of actions.

Understanding that what we do as drivers affects others.

Instructor skills:

This is where we want our pupils to excel as people. Praise is a powerful tool here. A lot of driving instruction can be very fault based.

Validating our pupils' good considerate driving has to be a worthwhile thing. Be honest with your pupils. Praise their good points and get commitment from them to work on the bad points. Then praise the effort that they make.

Do you want to be remembered as the instructor who was always having a go at your pupil. Or do you want to be the one who was telling them how great they were.

Praise and more praise!

Learning:

Learning about the process of their particular learning and learning in general.

This is both the beginning and the end of what we do. It starts with them learning from us and finishes with them learning from themselves. This is the finest thing we can do for our pupils.

Instructor skills:

Reflective questions and where available reflective logs. A lot of pupils in their academic and professional lives will be doing this anyway.

Part of our SC will be about reflective questions. Let's embrace that and create the thinking driver.

In my previous article on taxonomy I talked about verbs and how they are used with different parts of the taxonomy. What verbs could you use with the different aspects of Fink and why?





Andrew Love is Head of Training at the **ADINJC** and Director at Let's Instructor Driving Instructor Academy. He has extensive experience working in all areas of driver training, fleet development and ADI/PDI development. He has worked across the world, developing fleet and ADI training programmes.

The secrets of a successful standards check and part 3 workshop

This one day workshop will leave you feeling more confident and better prepared, as our expert trainers, who are themselves ADIs, will be there to help guide and support you throughout the day. Your workshop is an opportunity to meet fellow ADIs and take time for yourself to consider and improve your teaching ready for your standards check. Understanding how to create a great experience for the examiner observing the assessment will influence the overall result.

Recognising what will influence the examiners 'feel' about your assessment session, linking your teaching skills with the examiners expectations and how that will help the final result.

The day will cover the following

- What makes a good teacher?
- What to look for in a good lesson?
- How do the competencies link together?
- How do you communicate?
- Working with question and answers.
- Understanding reflective practice
- How to prepare for your assessment, including being watched
- How is the assessment carried out?
- Understanding the mark sheet
- The standards check/part 3 timeline
- How to get rid of energy vampires



Five take outs delegates will get from this session:

1. How to competencies link together
2. What is the examiner looking for?
3. Giving a great customer experience to the driver and passenger
4. Keeping the assessment real
5. How & when to prepare for your assessment.

What's also included?

- Arrival tea, coffee and pastries
- A delicious hot and cold buffet lunch
- Afternoon tea, coffee and biscuits
- Parking

London Irish Training Ground, Hazelwood Dr, Sunbury-on-Thames TW16 6QU

Session date & time: Monday, 9:00am – 4:30pm, 24th April 2023

Price: £125 +vat standard ticket, 10% discount for ADINJC or ii Plus members, £112.50 +vat

Space strictly limited to a maximum of 40

>>>>> [BOOK YOUR PLACE NOW](#)

Online Masterclasses

- *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](#)

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**





I haven't even started yet, and already I'm going to digress. Have you seen Scarlett's Driving School? I mean, what's it all about? The show was on BBC1 on Monday evenings and you can catch up with it on the iPlayer. It shows learners being accompanied by a friend or family member, learning to drive watched by a professional ADI via a visual and audio link who is in contact with the accompanying driver. I hope you are following this? It is set in Teeside in a courtyarded building. The office looks like a cross between a Parisian boudoir and the lounge of a five star hotel and Scarlett herself can't drive. You couldn't make it up.

Back to normal. The Mirror of March 9th had a story which said that a remarkable road that takes in some of northern Scotland's most stunning scenery has been named the best to drive in Britain. (I heartily agree, Mrs Adrian and I have driven it). The North Coast 500 is a 516-mile route that starts and ends at Inverness Castle and gives meandering motorists the chance to visit some of the Highlands' top tourists spots. Nicknamed "Scotland's Route 66", it topped the 2,000-people poll, ahead of such spectacular stretches as the Cheddar Gorge in Somerset and Snake Pass in the Peak District, Derbyshire. Other roads to score highly in the survey for National Geographic show Car SOS were Kendal to Keswick in the Lake District and the Llanberis Pass in Snowdonia, North Wales. Programme presenter Tim Shaw said: "The research has highlighted some of the most spectacular locations to drive in the UK, celebrating some of the roads we should all enjoy at some point in our lives. The North Coast certainly feels a worthy winner with its absolutely spectacular scenery. However... the Snake Pass will always have a special place in my heart. Getting behind the wheel and creating memories with those closest to you in breath-taking locations such as these can never be a bad thing." The B3306 between St Ives and St Just in Cornwall was another fine location for a drive, as well as the A169 and A170 in Yorkshire, known as the "Best of the Moors". It also emerged experiences most enjoyed by drivers include picturesque scenery – particularly lakes and streams, mountains and cliffs, and the ocean – as well as smooth surfaces and as few traffic lights as possible. The research also found 82% like their own car, stating its reliability, longevity and memories made driving it were the top reasons why they enjoyed driving it so much. And one in eight even had a human name for their motor, according to the findings via OnePoll. The vast majority (84%) have also gone on a road trip, with great weather, a comfortable vehicle and the journey itself seen as components of the perfect journey. But while 47% believe they are an organised road tripper, with prior planning down to the tiniest detail being seen as key, almost one in five prefer a spontaneous approach. I am definitely in the latter group.

And the Sun of March 9th and a piece which told how Priti Patel piled pressure on the Chancellor to cut fuel duty. The ex-Home Secretary called on Jeremy Hunt to "go further" and put more money in drivers' pockets. The Treasury is due to raise duty by 12p a litre in next month's budget unless Mr Hunt steps in. Warning rural areas would be hardest hit, Ms Patel said: "We have to be the government on the side of hard-pressed motorists, who are really feeling the pinch right now. We should be going further. Where the government has the headroom, cut fuel duty. You can only grow the economy by putting more money back into people's pockets, not by taking money out."

The following day the Sun carried a story which said that diesel drivers in the UK are amongst the most taxed in Europe. Official government stats show they pay 81.5p tax a litre, with only France (81.9p) and Italy (84.6p) higher. Petrol, at 77.4p tax a litre, is higher than 18 of the 27 countries. AA president Edmund King said drivers were "being lashed by the cost of living storm". Chancellor

Jeremy Hunt is being urged to freeze fuel duty in the budget. Keeping the current level would cost him an estimated £6billion. The Treasury declined to comment. Well, they would do wouldn't they?

And the Mail on Sunday of March 12th had a piece which told how a motorist had a narrow escape when her BMW burst into flames – just a mile from the garage she was heading to after being told her car was a fire risk. Dramatic pictures show the moment Kim Sharon's car exploded as she took it in for a part replacement following an urgent safety recall. Weeks earlier, the German manufacturer had written to her saying that the car's EGR cooler had to be changed free of charge due to a fire risk. The recall affects more than 1.6million BMWs globally and 300,000 in the UK. But following the fire, the firm has denied responsibility and claimed the damage to her 640d sport coupe was too severe to properly determine the cause of the blaze. Ms Sharon, a 65-year-old grandmother from North-West London says she was left thousands of pounds out of pocket and that the terrifying incident had left her fearful to get back behind the wheel of a car. I'm not surprised.

And the March issue of What Car had a story with the headline 'Default urban speed limit could become 20mph'. It said that local authorities and devolved governments are reducing the speed limit on miles of urban roads from 30mph to 20mph. Nearly half of London's roads already have a 20mph limit, including all of those inside the Congestion Charge zone, but Transport for London is set to impose the limit in five more boroughs. In Wales, 20mph will become the limit for all urban roads from September, and Scotland has pledged to lower the speed limit on all "appropriate roads in urban areas" to 20mph by 2025. Scottish Borders was the first region to introduce the new limit, in January. There has been updated government guidance on road design in new residential areas, in line with the 20mph limit. When asked if 20mph could become the default urban speed limit, a Department for Transport spokesperson insisted that it was "for local authorities to consider setting 20mph speeds limits on streets where people and traffic mix". Well, that's all good, isn't it?

And the Mirror of March 20th had a piece which said that motorists will be able to report bad drivers with an app which turns your smartphone into a dashcam, reports claim. Rogue drivers could be caught out for 21 offences such as jumping a red light, failing to indicate or using their phone while driving with the dashcamUK app. Its creator, Oleksiy Afonin, 46, claims the free app, due to launch next month, will take less than a minute to upload footage to the police. He told the Sunday Times he has held early discussions with the National Police Chiefs' Council. Mr Afonin says the app includes a range of features to ensure the video evidence is robust enough to secure convictions. It is hoped that the technology will one day even be capable of detecting speeding. James Gibson, executive director of Road Safety GB, said: "If drivers believe they are being watched by others, we hope they will drive in the right way." And so they should.

And the Sunday Times of March 12th had a story which said that when motorway lanes are closed for a clean-up, there should be signs blaming "selfish drivers who litter", according to Jeremy Paxman. Too many Britons treat "this beautiful country as if it were a rubbish dump", he said. The broadcaster said he was appalled by the amount of roadside rubbish and that Britain had turned from "a nation of shopkeepers into a nation of litter louts". Paxman, 72, served as patron of the campaign group Clean Up Britain until his health declined: he was diagnosed with Parkinson's disease in 2021 and suffered a suspected heart attack in February. He said: "What is it with the British? It didn't used to be like this – we have to do something about it. Travel almost any road in



Britain – especially motorways – and you will see the evidence. Fast-food wrappers, plastic bottles, plastic bags, fag ends, chewing gum. You used to go to other countries and see the filth and wonder what their problem was ... why don't they care about where they live? Have they no self-respect? Now people come here and ask those questions." Between April 2020 and March 2022, 45,094 bags of rubbish – about 451 tonnes – were collected on the 230-mile M6. At least ten tonnes were collected on each of 14 other motorways and A-roads, according to data disclosed by National Highways under freedom of information laws. Clean Up Britain is launching a ten-point Motorway Action Plan calling for the introduction of £1,000 littering fines, up from £150. It also wants drivers convicted of littering at the wheel to have their licence endorsed by six penalty points. Wow!

And the Mail of March 11th which told how Britain's pothole crisis has been laid bare by a survey revealing nearly half of us swerve to avoid them on a daily basis. Two-thirds of drivers polled said their roads had got worse over the last year – and only one in 14 believed there had been an improvement. Those in Scotland and Wales were particularly frustrated, with 80 per cent and 76 per cent respectively saying they encounter more potholes than a year ago. And 45 per cent of all survey participants said they had to swerve to avoid potholes every day. Jack Cousens of the AA said: "As drivers and cyclists resemble downhill skiers as they slalom around potholes, it is little wonder that so many believe road conditions have worsened in the last year." Just under half of motorists reported damaging their car by hitting a pothole, according to the poll by market research company Consumer Intelligence. Of those, one in five said they had incurred costly repair bills of more than £100. A government spokesman said it is investing £5billion from 2020 to 2025 into local highways maintenance to fill millions of potholes a year alongside other road repairs. Councillor David Renard, from the Local Government Association, said the Government "spent 31 times more per mile maintaining motorways an A roads last year than it did on funding councils to repair crumbling local roads". Well, there we all are then.

And finally,

What happened when the company that made telephones went bust? They called in the receiver. Someone stopped me in the street and asked me why I was carrying a 9ft book under my arm. "Well, it's a long story," I replied.

Til next time,

Adrian

JOIN THE MARMALADE NETWORK



**NO
FEES!**

On the side of ADIs Nationwide

- ✓ Earn commission from £15 to £75!
- ✓ Free booklets, leaflets and ADI cards
- ✓ Competition giveaways for your pupils

...and much more!



marmaladenetwork.co.uk
0333 323 2615



On their website, featured recently:



Belt up in the back - Drivers, especially parents, are warned to make sure fellow travellers are strapped in. [Click here to read](#)



Improving dangerous roads - Government announces funding but no long-term plan. [Click here to read](#)



Town driving - The cost of car ownership according to geography. [Click here to read](#)



Where are you going? - Annual mileage records provide an interesting picture for future planning. [Click here to read](#)



EVs on the scales - Car parks fighting for survival as electric vehicles enter the ring. [Click here to read](#)



Bright idea of grey vans - Police speed camera vans could be repainted grey. [Click here to read](#)

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;

DIPOD - The Driving Instructors' Podcast -

Sponsored by ADINJC for the discerning ADI!

Show 207 - The latest episode from Dipod is now freely available for your listening pleasure!

In which we answer some correspondence, take a look at the highway code and look at pedestrians and priorities.

- Mock Tests
- Highway Code App
- Pedestrians and Priorities
- Blue Light Training
- Part 3 Failures
- Pass Mark Increase
- New Highway Code
- **ADINJC** Meeting and AGM
- Honourary Members
- Conference and Expo
- In Car Screens and Rules 149 & 150

Find the latest show at www.dipod.co.uk

Please tell a fellow ADI about the Driving Instructors' Podcast and help spread the word!

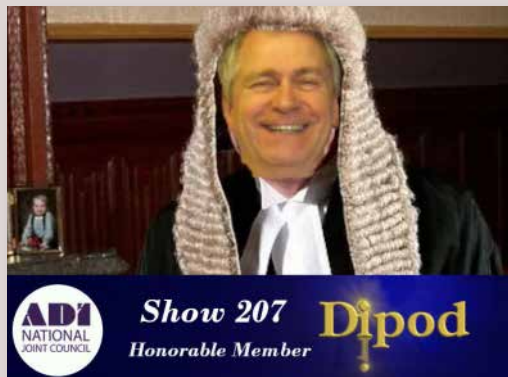
Catch up now on all 65 minutes if you haven't done so already and as always, these shows are not to be missed!

Remember, the guys love to hear from you and your response to the show is always welcomed!

Phone us **08432 892556**

E-mail: adi@dipod.co.uk

Leave an audio message straight from your PC with the widget on our [contact page!](#)



Calling all budding writers out there. Would you like to write for ADINJC in 2023? Perhaps you'd just like to see your name in digital ink? Please do send us in articles and indeed anything of interest. We welcome your views and ideas and as editor, I look forward to hearing from you. Email studio@ideas4adis.co.uk

This month as every month, thank you to everyone who contributes and helps ADINJC, most especially our magnificent Sponsors.

“

QUOTE

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

”



MyDriveTime®

The essential admin tool for ADIs



LESS TIME ON ADMIN
MORE TIME TEACHING

www.mydrivetime.co.uk



0800 8202 444

Follow us on

f in

INSURANCE FOR YOUNG DRIVERS



Learner Driver Insurance



**SHORT TERM
COVER
ON A CAR
THEY BORROW**

Pay As You Go Insurance



**PAY PER MILE
COVER
ON A PARENTS'
CAR**

**ANNUAL
INSURANCE**



**Provides seamless cover before
and after their driving test!**

- **Named Young Driver Insurance**
on the family car
- **Black Box Insurance**
on their own car

Cars For Young Drivers



**NEW CAR
DEALS
FOR YOUNG
DRIVERS**

Student Car Insurance



**SHORT TERM
COVER
ONCE THEY'VE
PASSED**

wearemarmalade.co.uk



Terms and conditions apply. See wearemarmalade.co.uk for details.