



# MEMBERS NEWS

Issue No: 198 - June 2023



*We need to talk  
about handsfree*



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## Members News:

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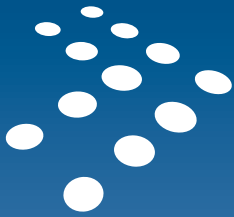
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# Meeting - Saturday 3 June, Holiday Inn Coventry



A busy meeting for members on Saturday 3 June, when Chris Howes, DVSA's Assistant Chief Driving Examiner/Driver Training Policy Manager updated us.

And we held a workshop for members to come up with their ideas on a number of current issues.

You can read the minutes and see Chris's slides [here](#).

*Many thanks to Governing Committee member Fiona Clarke for stepping in to take the minutes for the meeting.*



## *Report of joint quarterly meeting with DVSA held in May 2023*

The 2 hour online quarterly meeting was attended by 12 senior members of the DVSA and all the NASP associations, the following report is a summary. The purpose of this meeting was for:

- DVSA to review and provide updates on the previous action points.
- DVSA to provide NASP with an update on driver recovery update, driver policy update, an update from the Registrar, ADI examiner update, DVSA communications and the Ready to Pass campaign, also NASP items.

DVSA have sent NASP a contact chart since the previous meeting however NASP doesn't consider that it gave us an organogram style overview of exact roles or who heads actual departments, which we consider will help us to communicate better with our queries and members' concerns. The appointment of a relationship manager to support and work with NASP is still ongoing with no sign of a quick resolution. A DVSA blog is due at the end of May for ADIs concerning waiting times for tests. Decisions still to be made on how to share ADI certificate information on tests taken in private cars with a consistent approach needed. NASP will share suggestions on acceptable wording. Other action points are still ongoing by DVSA.

### *DVSA updates:*

#### *Driver recovery update:*

- At the end of the last week only 6% (40k) of all test slots were available for booking. This is lower than usual due to industrial action and a seasonal increase in demand. It was slightly higher on the day of this meeting because industrial action was over so now 60k tests available. It was confirmed that slots are kept back so next available date given to those affected by industrial action, and they don't go to the back of the queue. If there is no more industrial action this should recover and go back to where it was before but there is no certainty of no more industrial action.
- 873,500 extra tests were created from measures taken by DVSA.
- The percentage of pupils that take the test at their preferred test centre and pass is 65.9% and the fail rate is 34.1%
- The percentage at non preferred test centres is 47.9% and the fail rate is 52.1%
- Clearly candidates are more likely to fail if going to non-preferred test centres. DVSA asked what could be done to improve this. They use candidates' locations to see where the demand is. For every 1% increase in pass rate there are 35,000 more tests available per year.

A discussion followed on the need to make sure that candidates that deserve to pass do so. NASP asked if figures were affected by test centres closing but were informed that there had only been 8 closures in the last 12 months and that there were no current plans for more. DVSA are aware that there is still a lot of "test tourism" with candidates travelling many miles because of the high level of demand. DVSA are aiming to get candidates to be better prepared for any roads and not relying on local knowledge. NASP were asked what could be done to ensure candidates are well prepared and have access to all sorts of roads in different areas. A discussion took place and it was noted that parents can contribute to the challenges by driving round roads close to test centres. It isn't surprising that there is a difference in using close test centres and travelling a long way off to take a test. NASP enquired if there is any correlation on non-preferred test centres and those taking a test in their own car? DVSA can distinguish non dual controlled cars so this could be accessed. DVSA will provide NASP with those statistics.



Work is underway by DVSA to develop a new driver model with an automatic route generation solution, which it is hoped will encourage better candidate preparation. NASP asked if anything can be done about people who are not ready to take a test but who book them anyway, e.g. immediately after passing a theory test and even before starting practical lessons with an ADI. DVSA believe that the 24 week is the correct level to have booking window at and this was discussed. If it's shortened it will drive up the waiting list further and if it's lengthened too much DVSA can't honour obligations to driving examiners for annual leave etc. The 24 weeks is constantly being kept under review. DVSA understand that the perception to the public etc of high waiting times drives wrong behaviour and encourages the proliferation of organisations swapping tests. This keeps demand artificially high and there is a need to help to try and change booking patterns. This will only be successful if DVSA works with ADIs to bring behaviour back to a normal level. DVSA want to develop a mutually beneficial and mature relationship with ADIs to achieve change in the right way.

In order to give this and other important matters more consideration it was agreed we hold a longed for full day workshop style meeting and this has now been arranged.

### ***Driver Policy Update:***

- The DES update has gone well with good feedback. MOT check on vehicles still in discovery stage and due for updates in a few weeks.
- The DES app affected by a blip in TARS last week. This was sorted quickly and was back up and running early in the morning. Advice had been given to driving examiners to take whoever was in the waiting room and no tests were lost because of the issue. DVSA will be putting out advice to driving examiners on actions to be taken in the event of similar future issues. DVSA did not inform anyone externally, including stakeholders, due to time constraints, and the fact that it was sorted out quickly.

>>>



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- DVSA are looking to update the question bank for Part 1 to make it more relevant to higher levels of skill and knowledge and to include questions on modern technology. There will also be a full review of the Part 2 test, to make it as relevant and effective as it can be and incorporate vehicle technology changes.
- NASP asked for an update on ADIs swapping tests between themselves because we still have to phone and it's often very slow. The registrar said it would require significant changes to the IT system, but that it has been fed into the driver services project.
- NASP reported on media coverage on the restriction of some passengers for new drivers, as they had been approached by the press for comment. DfT had given an assurance this is not imminent and DVSA are currently not aware of any other plans. If there were then the correct stakeholders would be involved.
- It has been agreed that some of the above will be discussed at the working group meeting.

## *ADI Registrar updates:*

- The registrar reported on the survey about the possibility of raising the standards check pass rate. 4,500 responses were received and DVSA are still working through them. A lot of respondents were against the proposal but the registrar wanted time to particularly consider the written responses.
- There have been 60% more new applications from PDIs wanting to start the process.
- 1,300 per month in the last 3 months
- Trainee licences: There has been a 122% more increase in applications with no sign of slowing down. This causes challenges with response times and there are often unrealistic expectations of the DVSA team.
- PDIs are booking early for part 2 once they pass part 1. There are around 3,200 trainee licences at any one time. The average number of trainee licence applications has gone up from 219 in 2019 to 627 per month.
- ORDIT, the intention is still to increase inspections and get them moving again. Comms went out several weeks ago to people who are registered and who need to re-register to find out their intentions; these are now being worked through.
- NASP asked about what help was available to people with additional needs making a tribunal appeal. DVSA don't own the process for appeal it is owned by DRC and the Home Office. It was suggested the instructor needs to make them aware when they start the appeal. NASP suggested there is a lack of information across the whole area: it needs to include information on what to expect and what to do if they need an interpreter etc. DVSA said the investigations policy is ready but not published. NASP suggested there could be a simplified version on the gov.uk website.

NASP have previously suggested that there needs to be a review of ADI training and development. DVSA recognise that the current ADI qualification route is not the best it could be, but it is starting to be reviewed by the team. This is starting by improving the Part 2 and other parts to follow. NASP asked if DVSA were considering a short commentary drive in the Part 2. NASP said we need to commit to talk about ADI training more fully as it needs to be fit for purpose or the pass rates will never rise and PDIs will continue to lose vast sums of money. Pass rates currently are around 55% part 2 and 35% for part 3.

## **ADI Examiner update**

- DVSA said to date in 2023 there are 5 new ADI examiners, with more courses planned for another 11/12 within the financial year.
- The Book to Hold facility is now being used more. The PDIs should now be offered a test within 11-12 days. Communications on book to hold and how to use it will be sent out regularly so new PDIs are made aware. DVSA consider it works well but more PDIs need to use it and it helps DVSA to find out where the need for tests is. Hot spots are nationwide currently. Pt 2 within booking window – 382. Outside booking window – 65.

## **Parameters and TIPS review:**

- The parameters DVSA use to assess an ADIs test analysis have now undergone a full review, which is welcomed by NASP as we had always been assured they would be reviewed regularly. (Whilst DVSA now call them parameters they are still currently called “triggers” on the gov.uk website).
- TIPS review has been undertaken now full testing is resumed with 2 main changes.
- There is a change from 5 driver faults to 6 driver faults.
- Serious faults are up from 0.5 to 0.55%
- The other 2 parameters remain the same.
- This takes those ADIs in 4 parameters from 10,000 to 4,489. DVSA consider this is more realistic than before and comms will be sent out shortly by DVSA.
- TIPS were designed as a tool to help target resources. Changes will take some people into zero parameters.
- There are still just under 5,000 ADIs with no data.

NASP welcomed these changes as this is the first review since its introduction. DVSA said there is a weekly meeting with deployment so that trends can be identified and it needed a certain amount of data before changes could be considered.

## **DVSA communications and Ready to Pass campaign**

- Mock Test Survey results were shared with NASP and discussed. The results of the survey will be sent out from DVSA.
- DVSA intend to run more mock test webinars and possibly using some case studies from learners and ADIs
- Ready to Pass: the paid for media activity ended on 31st March. Higher engagement levels were experienced from adverts in parent publications. DVSA will evaluate and work out a plan for the next stage. Also to consider events like Carfest where there are parents and teenagers to drive people to respond.

## **NASP items and AOB:**

- The recent lesson records that DVSA had sent out received member feedback which was discussed. Feedback to NASP was mixed and included that the forms are poor, not updated enough, not CCL focussed to reflect all the work from industry leaders on this, and there was no allowance for any score on the GDE matrix. The lesson plans were purely skills based. Feedback to NASP from members was that there should also be a digital version.
- As open days at practical test centres seem to have gone well, NASP asked if there could also be open days for theory test centres, especially for special needs candidates so they would know what to expect. Alternatively, could there be a video for people to view before taking their theory? DVSA said they would take away the idea and discuss it with a view to making the experience better.



- NASP asked about the cancellation letters that are sent out to inform a candidate that their test is cancelled. Members have enquired as to whether instead of just saying the examiner is not available, could it give a reason for example that the examiner was ill, or on strike. DVSA said this was not possible as there would be a data protection issue.
- NASP asked about the 2 options for trainee licences. As decisions about whether to take option 1 or 2 can't be changed once the decision is made, could trainers be told which option the PDI had chosen so if they made the wrong decision there would at least be time to do the relevant paperwork. The registrar said they can be flexible if a change is requested in the first few days. He felt that telling trainers seemed a reasonable idea, but would be difficult to do, given the high volumes of PDIs. He said it could be a positive addition if a new system is brought in and he could see the benefits. He said they would look at making it clearer to the PDI by highlighting that they need to inform their trainer which option they had chosen in the letters they send out.
- The part 3 marking was discussed briefly as members who are trainers from NASP associations were finding the marking becoming less client centred and focussing more on fault finding which seems to be a backwards move. DVSA and NASP agreed this would need a longer discussion with specific examples. This is a potential item for the longer planned workshop type meeting.
- NASP asked about the engagement call and how many ADIs are getting a call and can a proactive ADI request to have one? They are offered to everyone who is invited to a 1st standards check, but only invited once. If they refuse it then it is not offered again. If unsuccessful on a standards check ADIs won't get another one. 4,300 engagement calls have been made since it was introduced and feedback to the DVSA has been positive. If ADI's details have not been updated they may not get a call, so important to emphasise that people need to keep their details up to date.
- NASP asked about the release of test slots. A member had said that she had been informed by the helpline that tests were now being released at any time on Mondays and Tuesdays. DVSA said that this is not the case, that tests continue to be released at 6am on Mondays, with exceptions if a driver examiner returns after sickness and cancellations etc.

The date for the next meeting which will be held virtually via Teams has been decided and a date also set for a longer workshop type meeting.

20.5.2023

[\*Download the report here.\*](#)





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# Living with my cancer

Keith (Woody) Woodward - June 11th 2023



*The team at the beginning of the walk in Margate*

## ***The day I went for a stroll from Margate to Whitstable & beat cancer for a while.***

I'm writing this a week after what must go down as one of the most memorable days in my life for so many reasons all of which are good and right.

We met at a small coffee shop on the seafront of Margate. The skies were blue and the wind off the sea was cool, perfect conditions for a walk. This band of people who met for a common cause to raise awareness of prostate cancer and to raise funds to research life saving or prolonging treatments such as I am on now.

The day got off to a great start when Neil paid for the coffees and the owner then gave us a generous donation of 30 pounds to add to our fund raising for #prostatecanceruk, such a kind gesture.

The aim of the day was the nine of us would walk from Margate along the coastal path to Whitstable, a journey of some eighteen miles, well it would have been had we noticed a sign that said no access to the beach path from this point more about that later.

So warmed up with coffee and tea we set off in great spirits along the beautiful and picture post card Margate sea front. The tide was in at the start and the wind was blowing briskly although in June was biting and blowing straight off the North sea, luckily it was pushing us along from behind.

The sea was rough and at one point was throwing waves up in our path. As mentioned earlier the four driving instructors amongst us failed to spot the sign that told us the path we were on was going to end. I can't remember exactly what point this happened but it led to us having to double back on ourselves perhaps adding another mile to our journey.

After this setback we resumed back on the correct path and from that point to the end we never went wrong again. The walk was stunning and there was hardly a moment where you couldn't find a lovely photo opportunity.

We pressed on and our first stop after a couple of hours was a relief of sorts. My mind was telling me all kinds of stories trying to make me give up even at this point. Most worryingly was I had started to develop some pain in my right pelvis area, a place I know where my cancer lives. It wasn't too bad, just a kind of knocking on the door type of warning saying "hello Woody I'm here you know don't think you can do this fella"

I did my best to shut it out and a good 20 minute rest and a nice cup of coffee, oat milk decaff latte is my go to these days. Worryingly Terry had started to develop blisters even at this stage of the journey, little did I know I was to shortly follow him too.

The next couple of hours up to lunch time was great. The views just got better and better and we reached the Revolver Towers for a lunch stop. This was just over the half way. Those Towers seemed so distant at the start it was incredible that we were now standing there.

Lunch was in a cafe and another coffee and a vegan panini recharged the batteries. By this time out of the wind the weather was hot and a few of the team were struggling. Poor Terry's blisters were really giving him grief, I don't know how he made it to the end. I too had developed a couple of blisters under my right foot luckily Paul was carrying some vaseline which did the trick.

After lunch we set off again, the views were remarkable, to our right we had the sea, which had calmed down and was glistening in the sunlight as the waves lazily did their thing. The tide was in retreat. To our left was miles and miles of open flatland, nature at its very best.

This part of the journey is where my mind started telling me I won't make it. My right pelvis was really concerning me now and every step came with a piercing pain. Unfortunately this is the site of one of my tumours, although miraculously it has been steadily shrinking, it was today telling me it's not gone yet and was a constant reminder of that. A couple of paracetamol and a couple of ibuprofen seem to shut it up until we got to Herne bay.



*Down a few steps we marched on*





# Living with my cancer

Keith (Woody) Woodward - June 11th 2023



We reached Herne bay around late afternoon. This was the point where I seriously needed to get off my feet and I find a place to lay down for a while. Most of the group got refreshed in a pub. Paul and Ricky went and found a chippy and brought me back a bag of endless chips. The lay down another couple of tablets and the chips gave me a second wind (not literally) and after a good rest up we set off on what was to be our last leg of the journey from Herne Bay to Whitstable.

The last part was tough. We were all feeling it. This is where the spirit of the team shone brightest. We made each other laugh when we felt like crying. We were all sore tired and wanted the end. This is the part of the journey where I just wanted to give up. The sun was still relentlessly beating down on us and our pace had slowed down considerably. Blisters were hurting and we all looked like we had enough of this day. But this is where you find our the power in friendship and togetherness. Each member of the team lifted each other. This last leg was where I laughed the most. It worked and after another few hours Whitstable was in sight.

The great thing about doing something like this is it teaches you the power of resilience. We are not fit athletes, we did no real training, we just got up and walked 19 miles for a great cause. The togetherness of the group was what pulled us through. It was a long day we set off at 9am and got to the finish point at around 8pm I think. There was a great spirit of togetherness throughout, we all pushed each other along. Terry if you are reading this I don't know how you made it, you could barely walk, yet you still kept on entertaining us and keeping us laughing.

I would like to thank the team Graham, Ricky, Paul, Aga, Terry, Neil Wendy and Sheila for making this such a fantastic day and for helping to raise monies for Prostate Cancer UK.



A well earned pint



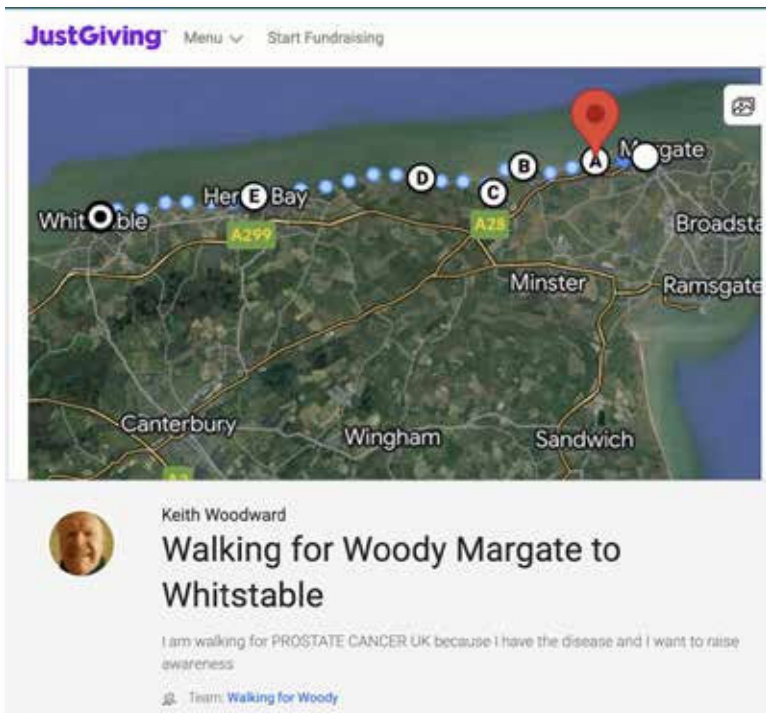
### Why we did it.

The reason why we set off and walked for 10 hours last Saturday is because Prostate Cancer is a cancer that can be treated if it's caught at an early stage, unfortunately for me mine was discovered at stage 4. But if us doing this and subsequently promoting this walk on social media, if we can get one bloke out there to take a test then it's worth it. There is a blood test called a PSA test which measures the level of Prostate antigens in your blood stream. Shockingly 1 in 8 men will come into contact with this cancer at some point in their lifetime. 1 in 4 Black men will do the same. Sadly not enough knowledge is known by most men and the majority of men are largely ignorant of this cancer until one day they discover they have it themselves. Let me tell you it's not the kind cancer so many doctors like to call it. Late stage cancer treatment plays havoc with your body your mind and your life.

If you want to find out if you are at risk then [click on this link](#) it could save your life.

So thanks for reading this and sharing the journey. Please feel free to share this and above all tell any man you know whether it's a partner, friend or family member if something changes with your waterworks, getting up in the night frequently to go or taking longer than usual to pee or even sudden unexplained back pain it could be the onset of prostate cancer.

If you would like to make a donation to the fundraiser we did please feel free, just click on the image below.





### ***OPINION: we need to talk about handsfree***

In the latest opinion piece, three experts outline how the potential displacement from handheld to handsfree phone use, as a result of existing enforcement efforts, could prove to be 'hugely problematic' for road safety.

The piece was written by Gemma Briggs (Open University), Helen Wells (Keele University) and Leanne Savigar-Shaw (Staffordshire University).

### **Mobile phone use on UK roads is a growing problem.**

It is increasingly common to see drivers texting while stopped in traffic or using their devices to check routes or change music. It is equally common to hear drivers on handsfree mobile phone calls, or to see them seemingly talking to themselves as they drive. When driver distraction is mentioned in the media it is usually with reference to the illegal – handheld – form of the behaviour.

We all know that it is unsafe to look away from the road and to take your hands off the steering wheel to interact with a phone, so it makes sense that legislation is in place to ban such dangerous behaviour. Nevertheless, people continue to engage in this risky behaviour, perhaps because they feel they are a better than average driver, that they can multitask, or simply that they feel it unlikely that they will get caught by the police.

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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](http://adinjc.org.uk), call **0800 8202 444**  
or email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

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# How to make your training more holistic.

Tom Stenson



## *Holistic:*

Incorporating the concept of holism, or the idea that the whole is more than merely the sum of its parts, in theory or practice.

## *Is the training you deliver holistic?*

As we are all familiar with, many learners see the theory test as a step taken to pass their practical test. Once the theory test is passed how many learners still learn the theory behind driving?

Generally, I believe many people do the bare minimum when it comes to passing the theory and practical driving tests.

So how can we treat the process of learning to drive as a whole instead of steps or stages?

A key way to do this as an instructor is to incorporate theory knowledge into our practical lessons and visa versa. Even from the first lesson, you can start a conversation with your learners in order to introduce theory and understanding, such as asking the learner who is responsible for making sure seat belts are worn in a vehicle.

After they have passed their theory test, continuing to embed conversations is vital to provide real life context to examples learnt in the theory test questions. An example of this might be pointing out the sign for accompanied horses, and then discussing what this actually means for a driver and what to look out for e.g. if they saw fresh horse manure on the road, then how to might they adapt their driving to deal with the situation?

Testing a learner's knowledge is great but delving deeper into their understanding can have a more profound impact for after they pass their test and continue to develop their driving skills unaccompanied. We cannot talk about holistic training without mentioning the GDE Matrix (Goals for Driver Education) and how the higher levels of the matrix should be included in our lessons from day one. The GDE guides us as instructors on the skills learners need to safely control the car and manage situations, but also on intrapersonal skills such as self-evaluation. Being able to integrate their theory knowledge to make informed decisions in practical situations that are happening around them will help learners move beyond level 2 skills into level 3 skills and beyond.

The same approach should be taken when training instructors. Many trainees entering our profession either believe, or have been guided to think, that each of the three qualifying exams are merely steps to take in order to qualify. Considering that the pass rate for each of these qualifying exams is fairly low (see below), one would hope that the training being delivered to trainees was covering all aspects required to be a good instructor. Instead, would it not be better to view each assessment as prior knowledge that acts as foundation to allow to trainees to perform more effectively in subsequent assessments?

On occasion, I have encountered ADIs who treat their part 1 exam much like learners treat their theory exam – a box to tick before getting on with the “real” driving. Many instructor training companies do not even offer support for trainees for their part 1: this to me seems counterproductive, if we are meant to be integrating theory and practical knowledge in order to support learners, why not also support our trainees in this way? From the first in-car session with a



new trainee, I would start to include all aspects: testing their theory knowledge and understanding, observing their driving skills and starting to think about using the car as a teaching environment. For example, when driving with a part 2 trainee, I might talk to them about why I'm looking at them when delivering instructions and watching their response. This gives the ADI an opportunity to link their theory knowledge of "mirror, look, talk" to their own practical skills and eventually progress this conversation towards how this might impact the quality of lesson they deliver to learners. This is also a great opportunity to introduce the GDE Matrix and other valuable resources used in our industry to ADIs.

In conclusion, "holistic" training should be getting learners to understand the value in what they have learnt and carrying it forward for the future. Holistic teaching is about ensuring a true connection between theory and practise is made, so learners are able to make well-informed decisions. Theory knowledge is most useful when it is embedded into real life situations, because as we all know, real life is not as straightforward as multiple choice.

The current pass rates given by the DVSA for the qualifying exams are:

ADI Part 1 – 36% (Multiple choice, HPT 48%)

ADI Part 2 – 59%

ADI Part 3 – 35%

If you want to find out more about the GDE Matrix and where it came from, [click here](#).



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# 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)



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## *Researchers and driving assessors join forces to support drivers with dementia*

The Road Safety Trust has awarded funding to a new project which sets out to improve driving assessments for people with dementia, in a bid to reduce the risk of road traffic collisions.

INDICATE (Introduction of an oNline cognitive battery for fitness to Drive In mild Cognitive impAirmenT and dEmentia) is being carried out by researchers at the University of East Anglia, in partnership with Driving Mobility.

The project has been awarded funding through The Road Safety Trust's 2022 Main Grants round, under the theme 'Fitness to Drive'.

Cognitive changes such as spatial orientation which can occur in Mild Cognitive Impairment (MCI) or dementia, can affect an individual's fitness to drive and increase their risk on the roads.

However, there is currently a lack of knowledge about, and inadequate screening methods to identify, these changes.

To combat this, this project first aims to develop a suite of cognitive tests for people with MCI/dementia to determine their fitness to drive and incident/collision risks.

The new tests will then be assessed to determine which specific cognitive deficits affect driving ability.

Michael Hornberger, professor of applied dementia research, University of East Anglia, said: "We are delighted to have been funded by the Road Safety Trust to conduct the INDICATE study in partnership with Driving Mobility.

"If successful, the plan is to implement the results of the tests in future driving assessments and to inform policy for people with dementia, both of which are urgently needed."

Edward Trehwella, CEO of Driving Mobility, said: "Our occupational therapists and approved driving instructors continue to see a rise in 'fitness to drive' clients with dementia. This condition can present in many ways and as a progressive illness, it is imperative we have the latest knowledge in place to precisely assess and monitor drivers.

"Through our valued collaboration with the UEA, our clinical team will be able to enhance their recommendations thus enabling more people to continue driving safely for longer."

Sonya Hurt, chief executive of The Road Safety Trust, said: "It is well understood that dementia and similar conditions can affect an individual's fitness to drive. Sadly, this increases their risk of being involved in a collision.

"This project is an excellent collaboration between academic researchers and practical driving assessors which will support drivers with dementia, and ultimately keep them safer on the roads."

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Established in 2014, **The Road Safety Trust** - the UK's largest road safety grant giver - has awarded grants worth around £5m to more than 70 different projects. The Trust funds a mix of research-based projects and practical interventions designed to reduce the number of people killed or injured on UK roads.

For more information visit: [www.roadsafetytrust.org.uk](http://www.roadsafetytrust.org.uk)





## 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."*

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*"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."*

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HT, Salisbury DVSA ADI

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



- Longer Semi-Trailers
  - Agricultural Vehicles
  - Rejection for a 10mph Speed Limit
  - More Qualified Technicians Needed
  - Concerns over "Ultra-Powerful" Lights
  - The National Young Rider Forum
  - It's Time to Connect the Drivers
  - Highway Code
  - The Cost of Potholes
  - Cost of Living Safety and Mobility
  - Lower Urban Speed Limits in Europe
  - Delivering the Safe System Approach
  - E-Scooter Rider Behaviour
  - Institute of Master Tutors of Driving Awards
  - MoT Test Compliance Survey
  - Driving Safety Culture Survey 2022
  - Road Rage Survey
  - Motorcycle Safety
  - Blood Test for Fatigue Drivers
  - Yellow Box Junction Enforcement
  - Car Theft
  - Is your Vision Roadworthy
  - Bad Driving Parents = Bad Driving Offspring
  - Euro Encap Truck Safety Scheme
  - A More Realistic Approach Needed
  - Young People and Driving
  - Managing Workplace Safety
  - New Road Layout Supports Active Travel
- And much more!



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### 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](http://adinjc.org.uk), call **0800 8202 444**  
or email [secretary@adinjc.org.uk](mailto:secretary@adinjc.org.uk)

 @ADINJC

# Why Do Pupils Choke On Test?

Liam Greaney - Driving-Pro Limited



## ***Skills:***

Motor skills generally refer to physical movements or tasks. Driving will be a series of tasks demonstrating skill in its performance. Smooth braking etc.

A definition of skill might be: Maximum certainty of a desired result, with the minimum effort in the optimal time to achieve that result.

For example stopping at a red light. We know we must stop and the skilled driver will do so safely, smoothly and in good time. The unskilled driver may race up to it and brake very harshly. The skilled driver has the possibility of flowing through without stopping. The unskilled driver has not achieved anything and is a danger to himself and others.

## ***Tasks:***

These may have 3 main characteristics.

## **Organisation:**

Discrete, serial and continuous. Discrete skills are one off actions such as applying the Handbrake properly. Serial ones are a series of discrete actions such as gear changing. Clutch down, off gas, select gear and so forth. Continuous are flowing movements such as steering through traffic.

## **Classification:**

Are they cognitive or motor skills. Our ability to perform a particular task like gear changing will involve our motor skills. When to perform the gear change will involve our cognitive skills.

Open or Closed:

A closed skill being performed in a predictable environment. This might be applying the Handbrake when stopped at the lights. An open skill requires adaptation to the environment around you. This might be steering down a busy road.

A skill may move from a closed one to an open one. An example of this might be gear changing for a novice. It would start off as a closed skill being performed in a very predictable environment such as an empty car park or empty stretch of road. As our students become more proficient we give them more situations in which to practice. They then have to choose the right gear for the situation around them.

Practicing:

In terms of practicing our skills we move from Motor Performance to Motor Learning. In driving terms the DVSA will give these levels 1-5. Number 1 being when the skill is introduced leading to No. 5 when the skill can be done completely independently. So our learner's path to driving safely involves moving from Motor Performance (levels 1-4), which when practiced enough becomes embedded as Motor Learning (level 5).

This process of moving from Motor Performance to Motor Learning is one of moving from explicit actions to implicit actions. Explicit which are the ones you must think about. To implicit ones which have become automated. In driving test terms if they are still having to think about how to drive rather than where to drive. This is Motor Performance and they are not ready to pass.

Motor Learning is driving safely with some confidence. That confidence is made up of skill, judgment and experience. At this point you have a person ready to pass a driving test.

This process for driving becomes a situational one where we have to consider the person, the task and the environment in which it all takes place. To make all this a bit easier it has been formalised in the GDE.

The Goals for Driver Education:

	Knowledge and Skill	Risk	Self Assessment
Self	Attitude	Why are we the way we are	Do we choose wisely
Purpose	Where we are going	What makes us dangerous	Why could we be dangerous
Traffic	How we interact with other road users	Are we safe on the road	Do we have near misses
Car	Controlling our car	Maintaining our car	Do we have breakdowns

If you look at the levels in the Goals for Driver Education we start at the bottom with Vehicle Control which will be mainly motor skills as we move along and upwards it becomes more and more cognitive. It follows that a thinking driver is a safer driver.

# Why Do Pupils Choke On Test?

Liam Greaney - Driving-Pro Limited



## Choking Reasons

### Overthinking:

This is when we move from implicit skills to explicit ones. Or to put it another way, your pupil is overthinking it.

They make the move from implicit skills to explicit ones. Or not driving the way you have been driving. Sports people have been known to try to unsettle opponents by questioning some aspect of the opponents game.

Football managers tell the players to go out and enjoy themselves. They try to remove the performance pressure.

### Overloaded:

Your pupil has not reacted quickly enough to a situation. In real life they may have multiple hazards to deal with. This is the confidence bit. Skill, judgment and experience.

How quickly you react is your Reaction Time. The more choice you have the slower the RT. This is known as Hick's Law. You will see this as your pupil struggles in busy traffic.

However the more practice you have and experience of knowing what to look for the shorter the RT. What you are doing is filtering information based on what you see as risk. In short anticipation.

### Only seeing what's in front of them:

Your pupil is only seeing what is happening in front. The field of vision has narrowed and the bus emerging from the side road has disappeared from view. Their arousal state is too high and the anxiety levels are manageable.

If your pupil is prone to anxiety as their arousal levels rise, so will their anxiety levels. Your ability as a driver to process or anticipate is affected by arousal and anxiety. Arousal is more physical and anxiety is more mental. Both of these levels will be elevated both by the process of learning to drive and the test itself.

As arousal levels increase a number of things happen: Anxiety levels increase but also something called Perceptual Narrowing occurs. This is sometimes called tunnel vision.

### Not seeing what's in front of them:

An effect of increased anxiety is more attention paid to the peripheral vision at the expense of our central vision. Or put another way not seeing what is in front of them. When we were cavemen, ambushes would probably have been more effective than head on attack. I guess both tigers and examiners are only seen in the corner of your pupils eye.

The difference between the last two is that the first is physical and the second is mental.

### *Why do your pupils' performance dip in lessons.*

Something called Cue-Utilisation Theory can explain a dip in performance during low arousal. It says we have a wide field of view with lots of clues. So because of the increased number of clues we miss some and pick on others that are not needed. There is a need to prioritise and they haven't got it quite yet. This is the dip in your pupils' performance as they get better and relax.



## How can we use this?

When learning, get to know your pupil. They will probably tell you if they are anxious. It will become apparent anyway. Besides the physical control of the car, lots of looking and knowing what to look for. Practice in looking far ahead. This will create time so they can deal with things.

Encourage their friends and family to come out on lessons. Certainly for the driving test they will have a strange pair of eyes looking at and judging them. Try to get them used to other people in the car.

For the test itself that will need to be managed. Most importantly, can they drive safely with confidence. Are you happy they could safely drive your car on their own with your children in the back.

Tell them not to focus too much on the test. Remember the football manager saying go out and enjoy. Try to take some of the pressure off. Ask them what they will do differently. If they answer with something. Challenge them as to why? Their normal driving should already be good enough and they should not change it.

Practicing the observation and anticipation skills. As the traffic levels keep building, it becomes more of a mental game. Make sure they are prepared. Physically by car control and routines. Mentally by ensuring good observation and understanding of what's going on around them. Emotionally by managing their expectations and knowing what their buttons are. In short, client centered learning!

## Reference:

**Motor Learning and Performance**  
**A Situational-Based Learning Approach 4th Edition**  
**Richard A. Schmidt & Craig A. Wrisberg**





## Online Masterclasses

Andrew is the Training Team Leader at the ADINJC, he has extensive experience working in all areas of driver training & ADI development.

## One day Masterclasses

*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.

For further questions, please contact [training@adinjc.org.uk](mailto:training@adinjc.org.uk)

[View and book courses](#)

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### *Teaching the essential skills: Identifying the needs of the pupil, 6-8pm – 19th June 2023*

- The difference between lesson goals & needs
- What is meant by the needs of the pupil?
- What's the difference between needs & wants?
- How to identify the needs in driver training
- Does the pupil know what they need?
- Getting agreement to change the plan
- How does it link to a good lesson?

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

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### *Moving on up!: Tuesday 11th July 2023 9.00am-4.30pm - A one day ORDIT workshop for ADIs:*

- Wanting to join the ORDIT register for the first time
- Wanting to renew their ORDIT qualification
- Who deliver training to other ADIs

This workshop will be run by Lynne Barrie and Andrew Love. Both are experienced ORDIT trainers. Lynne is a working ADI and ORDIT trainer as well as being the President of the ADINJC and their past chair. She holds an M.A in Driver Training and regularly achieves 51/51 in both SC and ORDIT assessments. Author of popular industry books she has helped hundreds of PDIs and ADIs achieve their goals. She now focuses mainly on instructor training.

Andrew is ADINJC Deputy Chair and training Team Leader and a Director of Let's Instruct Driving Instructor Academy. He has extensive experience in working in all areas of driver training, fleet development and PDI/ADI development. He has worked across the world, developing fleet and ADI training programmes. He regularly speaks at national events.

*Held at the Holiday Inn, 299 Leicester Road, Leicester, Wigston, LE 18 1JW*

The workshop is designed to expand the range of skills ADIs need to join the ORDIT register or deliver ADI training. Whether you are joining ORDIT for the 1st time or renewing your ORDIT qualification this course will be extremely valuable.

Lynne and Andrew aim to:

- Explore the myths about training ADIs
- Simplify the training process and demonstrate how to deliver training sessions for PDIs/ADIs
- Creating a climate that promotes learning
- Explain and demonstrate skills and techniques which are client led
- Help you understand how to manage the risk to trainees and other road users
- Help you understand how to role play successfully and safely

5 take outs delegates will get from this session:

1. How the ORDIT scheme works and the value of being part of it
2. The skills needed to be part of ORDIT, including the essential role play skills
3. How to best prepare for your assessment
4. What happens before, during and after the assessment
5. What is expected once you are registered

**COSTS: Normal price £110 standard ticket, £10 discount for ADINJC or II Plus members £100**

Limited places available. The price includes refreshments and free parking.

Any queries email Andrew Love on [training@adinjc.org.uk](mailto:training@adinjc.org.uk)

>>>>> **BOOK YOUR PLACE NOW**

## ***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](mailto: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 said last month that the lead story was a toss-up between smart motorways and potholes. Smart motorways won. So, this month let's redress the balance.

The Mirror of May 30th had a story which said that a driver injured in a pothole accident has been paid nearly £1.2million compensation after a four-year legal battle. The pay out to the unnamed driver is believed to be one of the biggest ever in Britain as campaigners warn of the dire state of the country's roads. Dozens of people have claimed for damaged vehicles or personal injuries in Wales in the past five years, a freedom of information request revealed. The Welsh Government – which paid the claim – has settled 11 cases of pothole-related vehicle damage and two more for personal injury over the past five years. The highest vehicle damage pay out was £1,077. Mark Morrell, who campaigns as Mr Pothole, has urged people to report damaged roads. He estimates the UK has a £14billion repair backlog and that poorly maintained roads cost up to £10billion a year. He said: "I am sick of hearing from government and authorities saying that repairing potholes is a priority then doing very little to tackle the issue. Filling in potholes is a waste of taxpayers' money. Until there is a properly funded roads resurfacing programme, things will get worse." I think I agree with Mr Morrell.

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And then of course, there was the issue of speeding. Amongst a number of stories this month concerning excess speed, the one with the best headline was in the Mail of May 13th: God Speed. It told how the Archbishop of Canterbury had been driving at only 5mph over the speed limit – but the devil was in the detail. And an unholy row erupted as it emerged that the Most Rev Justin Welby was convicted of speeding on the very day he took aim at the Government's flagship immigration policy. The Archbishop, 67, was handed three penalty points and forced to pay £510 in fines and legal bills, just days after presiding over King Charles's Coronation. But a spokesman for the Church of England's most senior bishop claimed that he had tried to pay the fine three times and was thwarted by 'admin errors'. "He has all the paperwork to prove that he has tried to pay," they added. Welby was captured on camera driving his modest Volkswagen Golf at 25mph on a 20mph road along the Albert Embankment in central London towards his official residence at Lambeth Palace. He admitted the offence – which took place shortly after 11am on October 2nd last year, online – meaning Lavender Hill magistrates could deal with the matter using written evidence in a private hearing. Ah well, but there for the grace of God ...

---

And there was the front-page headline in the Mail on Sunday of May 22nd, which ran 'Suella tried to cover up speeding offence'. The Home Secretary asked civil servants to help her being seen online at a speed awareness course, leading to claims she may have breached the Ministerial Code. Police caught Ms Braverman exceeding the limit last summer when she was Attorney General. She was given the option of taking three penalty points or doing the course. But sources say that after becoming Home Secretary, Ms Braverman asked officials to arrange a private one-to-one session, so she could avoid both the points and being spotted by other motorists on the same course. It is understood that after the officials refused to co-operate – on the grounds that Civil Service rules prevented them from dealing with personal matters – a political aide then contacted the course provider instead. One option being pursued was for her to join a virtual group, but with her camera turned off – against the usual rules which require attendees to be in view for the full duration of the session. After the request was refused, Ms Braverman opted to take the points and pay the fine for going just over the limit in a 50mph zone. Some colleagues accused her of trying to avoid the negative publicity that the case would have attracted. Well it didn't work, did it?

And there was a piece in the Mirror of June 4th which said a poll has revealed that BMW drivers are the rudest on the road. They were slammed by half of the 2,000 motorists polled, and tailgated by Audis (28%), Land Rovers (15%), Porches (11%) and Teslas (9%). Respondents said BMW drivers were most likely to hog the middle lane, brake to scare the person behind them and overtake. They were also the most likely to honk at people, give the finger and not pull over for emergency vehicles, insurer GoShorty found. Ford drivers were voted the politest. Well, I don't know about you, but I would have put white van man on the list.

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And the Mirror of June 3rd and a story entitled 'Play your cars right'. It said that it will be a case of higher or lower than a £50,000 cheque when Sir Bruce Forsyth's vintage Rolls-Royce goes up for auction. The late Play Your Cards Right star's 1971 Corniche Convertible, which he enjoyed driving for seven years, will go under the hammer with that as a guide price. Described as Ming Blue with a navy-blue leather interior, the Rolls has only 39,719 miles on the clock. Classic Car Auctions said: "If this beautifully elegant Rolls-Royce has even a smidgen of Sir Bruce's warmth and bonhomie it will be a joy to own and drive. One can only hope that something of the much beloved entertainer permeates this car that once carried him daily." The CCA Summer Sale takes place at the Warwickshire Events Centre, near Leamington Spa, on June 17th. If I find out how much it raises, I will let you know next time.

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And the Mail of June 3rd had a story which told how an unlicensed driver who 'callously' left his girlfriend to die in the wreckage of their crushed car has been jailed. Nathan Towers, 33, crashed his Mini whilst driving Jess Waterman in February last year, just days before her 21st birthday. But after the collision in Epping, Essex, he fled the scene, leaving his gravely injured girlfriend behind. She died shortly after being rushed to hospital. Towers, of Broadoaks, Epping, was jailed for four years and three months for causing death by dangerous driving, perverting the course of justice and fraud. After Towers crashed his car, he fled the scene and dialled 999. Officers traced him to his home, where the washing machine was running a cycle of muddy clothes at 1.30am. His phone was found hidden between the slats of his bed and police found that the number matched the one used to call them after the collision. Towers told officers after his arrest that he had bought his car a few days earlier, but that a friend was driving that evening. But doorbell footage showed him arriving to pick Ms Waterman up earlier in the evening and the red Mini could be seen in the background. He was wearing the clothes which were later found in his washing machine. Inspector Mark Fraser, of Essex Police's Serious Collision Investigation Unit, said: "Nathan Towers flouted the law by driving his car despite never passing a driving test." How terribly sad.

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And the Mirror of May 25th carried a piece which said that a dozen people died in e-scooter crashes last year. A further 1,446 were hurt in accidents involving the vehicles, a rise of 22 from 2021, Department for Transport figures show. Trials of rental e-scooters on roads in towns and cities across England are ongoing. The RAC's Steve Gooding said: "These figures show [they] are in frequent use, and apparently all-too frequent collisions." Well, there we all are then.

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And from e-scooters to e-cars. The Mail of June 1st had a story which said that electric car owners should be charged to drive by the mile to plug a growing hole in the public finances. The Resolution Foundation has called for a new 'road duty' which would see electric-only vehicles charged around 6p a mile. It would aim to prevent a £28billion hole emerging in the public purse due to a fall in fuel duty receipts as drivers move away from traditional vehicles. Because the road-pricing system would be administered by the GPS systems fitted in new electric cars, extra charges could be added for driving in towns and city centres. This would help reduce congestion without local

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authorities having to pay thousands for CCTV cameras to enforce low-traffic zones, the report says. The Government takes in around £28 billion a year from the fuel duty added to the cost of petrol and diesel at forecourts, which helps pay for schools, hospitals, and other public amenities. A further £7 billion is collected in road tax, from which electric cars are exempt, to help maintain highways. But they will start paying the levy from April 2025. It seems they will get you one way or the other, does it not?

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So back to conventional cars. Which? magazine (Mrs Adrian is a subscriber) of May this year had a story entitled 'Pumped-up prices'. It said that it wasn't just scorching temperatures that broke records last summer. While we were all sheltering from the heat, we were also being hit with record-breaking prices at the pumps. Petrol reached a staggering £1.89 per litre in July 2022, while the cost of diesel climbed even higher, to £1.97 per litre. Although prices had been creeping steadily upwards since January 2021, it was the Russian invasion of Ukraine in early 2022 that sparked the sudden surge. This was further exacerbated by a weak pound: as petrol and diesel are traded in US dollars, this means we end up paying more for fuel. While petrol prices – and retail margins – have now dropped to levels similar to before Russia's invasion of Ukraine, the same can't be said of diesel. In March this year diesel was, on average, 18p more than petrol – despite RAC Foundation data showing wholesale prices for petrol and diesel being within a penny or two of each other. So why are retailers seemingly keeping diesel margins relatively high? Steve Gooding of the RAC Foundation said: "Diesel is often used as a commercial fuel and so retailers are selling to a captive market. Hauliers, for example, must pay whatever the price, with the silver lining that they can at least pass on some of the cost to their customers." However, Gordon Balmer of the Petrol Retailers Association, said that independent forecourts had to raise their margins because of higher energy and labour costs. He said that this combined with increasing levels of fuel theft, and sales that remain 12% below pre-pandemic levels, mean that retailers have no option but to raise their margins. Well, there we all are then.

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And finally,

What do you call a mummy wrapped in nuts and chocolate? Pharaoh Roche.

Being a baker means getting up very early each morning – but I have no choice. I knead the dough.

Til next time,

*Adrian*

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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;



*Your views are important - please complete the survey!*

## What's in the survey

The survey includes questions to help DVSA and ADI associations to understand more about:

1. your business - including things like lesson prices and the type of car you teach in
2. managing your business - including things like how many pupils you're teaching and any challenges you're facing
3. your work - including things like how satisfying you find the job
4. your skills and the resources available to you - including things like the support you get from DVSA
5. your continuing professional development
6. your health and wellbeing

The survey does not ask for your name or ADI number. It's anonymous and individual responses will not be shared or published.

## How to take part

The survey takes about 10 minutes to fill in. It closes at 11:59pm on 30 June 2023.

By filling in the survey, you'll be helping to give us the fullest picture of the driving instructor profession in Great Britain's history.

[\*Start the survey now\*](#)

## What happens next

We'll publish a summary of the survey results on GOV.UK and send you a link to view them later in the summer.

We'll use the information you tell us to help us plan and improve our services for ADIs and learner drivers.

[\*View the results of previous surveys.\*](#)

Thank you for your time - we know how busy you are.

---

## Phishing email warning

DVSA has been made aware of a phishing email pretending to be from us asking for your address and postcode, date of birth and ADI personal reference numbers. DVSA only asks for this information if:

- you have registered a new online business service account
- you're asking us to lift a suspension on your account

A genuine email from DVSA requesting this information would be sent from system.

[\*administrator@dvsa.gov.uk\*](mailto:administrator@dvsa.gov.uk)

If you receive an email asking for this information and you are unsure if it is from DVSA, do not respond but forward it by email to [\*system.administrator@dvsa.gov.uk\*](mailto:system.administrator@dvsa.gov.uk) to check if the email was sent from us.



## Help us to catch the culprits

If you have received the phishing email and have responded with your details, it is important that you let us know by contacting [system.administrator@dvs.gov.uk](mailto:system.administrator@dvs.gov.uk).

We can then look to see if an account has been set up using your details and take action to protect you, close the account and take action against the fraudsters.

You should also report any scam emails to The National Cyber Security Centre (NCSC), which is the government agency that works to protect individuals and businesses from the threat of cyber-attacks. [You can do this through their website](#).

Reporting phishing emails to NCSC not only helps the individuals involved, but alerts the agency to emerging threats which they can investigate on behalf of others too.

## Tips for spotting phishing emails

There are some simple tips you can use to help spot phishing emails.

Check you recognise the email address the message has been sent 'From' and that it has been spelt correctly.

If the email address isn't shown in full, hover over it with your mouse and it will show the full address, if it is not from an address you recognise or spelt incorrectly it's unlikely to be genuine

Often phishing emails have bad grammar or spelling mistakes, so check that the email reads correctly and that there are no spelling mistakes

If there are any links in the email, make sure that they go to the website you expect them to. If the link is from text within the email, hover your mouse over it so you can see the link the words will take you to

In addition to the NCSC site, you can find more information on how to spot phishing emails at [Scam emails - Action Fraud](#).

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## DVSA services: Update on industrial action

PCS have now informed us that it has withdrawn strike action in June to enable further discussions to take place.

As a result, tests will be provided as normal on 15, 16, 19, 22 & 23 June.

If you had already moved your appointment or test to another date, it will still go ahead on the new date you chose.

If you have changed a test or appointment for you're a customer or pupil, you should reassure them their test or appointment will go ahead on the new date.

Customers should attend their appointments as planned, unless they have been contacted directly about a cancellation. They should keep checking their emails, texts and GOV.UK for updates.



## DIPOD - The Driving Instructors' Podcast -

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Find the latest show at [www.dipod.co.uk](http://www.dipod.co.uk)

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

Catch up now on all 36 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](mailto:adi@dipod.co.uk)

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



## The Honest Truth – App Launch Event

**Wednesday 28th June 2023 - Live via Teams at 7.30pm**

Grab a cuppa and a couple of biscuits and join the Honest Truth team as we launch our brand new THT app.

This is the biggest transformation of the campaign since its inception more than a decade ago. Feedback from ADI's and learners has long suggested that our paper resources should be replaced with an ADI app that would allow learners to watch two-minute truth videos instead of reading text, and help ADI's manage their pupils progress through the 10 Truths.

You asked and we listened, over the past few months we have been working hard with the team at MyDriveTime to develop what we believe is a true game changer in terms of road safety delivery within your lessons.

Register for this exciting event using this [link](#) and don't forget that if you are already a THT verified ADI then joining us for this Webinar will count towards your ADI CPD.

We look forward to welcoming you on the 28th.

Olly and the Honest Truth Team



“

### QUOTE

*"Develop success from failures. Discouragement and failure are two of the surest stepping stones to success." - Dale Carnegie*

”



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