



MEMBERS NEWS

Issue No: 199 - July 2023



The Driving Test



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Members News:

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

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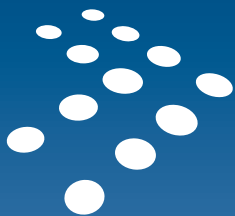
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Spotlight on announced speakers



We are pleased to announce the first batch of speakers for our national conference & expo, being held at a newer and bigger location at Newark showground, Nottinghamshire, Sunday 8th October.

During the day, three dedicated seminar areas will be in operation. A PDI Zone dedicated for PDIs, a Live Stage focussed on instructor training and the third area, an eclectic mix of subjects covered to help you improve your business. Each will have a full programme of expert speakers delivering insightful presentations and workshops throughout the day, all aimed at helping you develop as an instructor. From running your business more efficiently to opening your eyes to new ways of doing things and from learning from the very best driver trainers in the industry to understanding the complexities around handling challenging pupils. We have it covered!

Our conference and expo is completely free, including all the workshops. Simply turn up on the day with an open mind and prepare to be enthused. What are you waiting for?



Keynote speaker

Loveday Ryder - CEO, DVSA will return to be our headline speaker. She'll be delivering an industry update, whilst offering you the chance to put your questions directly to her in a Q&A session. Standing room only for our most popular session of the day.



Top industry trainers



Lynne Barrie - President, ADINJC. 'Positivity skills to help instructors during training and teaching'

Lynne is the President of the ADINJC and a working ADI and ORDIT trainer. Lynne holds an M.A. in Driver Training and gained 51/51 in her ORDIT inspection and SC. Author of the popular "Standards Check Success" book, she has helped hundreds of ADIs achieve their goals over many decades.

Lynne came to this industry from a background in teaching and although over the last 15 years, she has achieved top marks in her Standards Checks and ORDIT inspection that wasn't the case at the start. Lynne learned how to improve her marks and now helps others do the same.



Ray Seagrave - Owner, Ray Seagrave Instructor Training, 'Why young drivers crash and the GDE matrix'

Advocate for Coaching and client-centred learning, Ray is an industry award-winning trainer and public speaker. A grade 'A' (51/51) ORDIT Instructor trainer and grade 'A' ADI, his passion is helping ADI's and PDI's develop their client-centred teaching and coaching skills to deliver the national driver and rider standards around safe driving for life.

Bob Morton - Head of the AA Driving Instructor Training Academy, 'Parental Involvement with learning to drive'

Official register of Driving Instructor Training (ORDIT) registered Grade A Tutor. Ex Director of training for LDC, one of the UK's largest driving schools. Specialist in standards check and Part 3 exam as well as coaching. Advanced driver and rider. Winner of the Institute of Master Tutors of Driving (IMTD) Trainer of the Year 2022.



Something a little different



Amy Hartley - FBTC Accountancy Services, 'Making tax less complicated'

Amy joined FBTC in 2011 since then she has helped driving instructors through all phases of their business, ensuring guidance and support when needed.

Your full guide to becoming a self-employed driving instructor and looking after your own taxes. This session will cover the what, why, and when of your first year of trading, from HMRC compliance to your first self-assessment submission, plus everything else in between.

Olly Tayler - The Honest Truth, 'The importance of road safety education'

30 years in public service and passionate about road safety, in particular life skills to keep new and young drivers and passengers safe.

Session title: The Honest Truth – A roadmap for a safer future

The Honest Truth has come a long way in five years, but we want to go further. THT Co-Founder, Olly Tayler, will present our five-year roadmap and announce ambitions to make The Honest Truth the industry-standard road safety plug-in for learners. A mission that can ONLY be achieved with the support of driving instructors.



BOOK YOUR TICKET

Fuel-efficient driving: a geek's view.

Richard Bates @ Inclusive Driving



My background as a nurse has taught me to be sceptical of everything I read, and I like to check things out for myself. When I read in *Driving: The Essential Skills*, that driving at 70mph uses about 30% more fuel than driving at 50mph, I decided to experiment and discover how true it was.

So I designed a reasonably scientific experiment, and drove along the M54 at different speeds from 50mph, 55mph, 60mph, 65 mph, and 70mph, to see what fuel consumption was at each speed.

The video footage can be seen at <https://youtu.be/cpYAPz2cLho> but (spoiler alert...) the result was that driving at 70mph really did use 30% more fuel than at 50mph. An understanding of the laws of physics would predict this value anyway, but I'm a geek and I like to prove things.

But this leads me to discuss a very common misunderstanding about fuel-efficient driving: and that is the myth that lower revs means better fuel efficiency. Whilst it is true that at a fixed speed, high gear and low revs uses less fuel than low gear and high revs, the argument falls down when comparing different speeds.

Let's do a thought experiment to understand why.

Imagine you are walking along at 5mph on a calm day, and that you are walking at 100 steps per minute. That will use a certain amount of energy. Now compare walking at the same speed but it's a stormy day and you are walking into a 50mph headwind. You are unlikely to achieve 100 steps per minute: perhaps you'll only manage 50 steps per minute because each step is more difficult and requires more energy. Your leg-revs might be lower but the amount of wind means that more fuel is needed to maintain those leg-revs.

Now think back to driving a car. The very fact you are moving at speed through the air, creates your own headwind. The faster you go, the stronger the headwind. It will be more difficult to push your car through the air due to increased air resistance, and even though your revs might be lower thanks to a gear change, your car will be using more energy.

And back to the laws of physics for a moment. Air resistance is proportional to the square of your speed. So the air resistance is greatly magnified as speed increases: doubling the speed results in a quadrupling of the air resistance, and a disproportionate increase in the amount of fuel needed to maintain that speed. The revs don't matter.

Richard Bates is an ex-nurse who runs Inclusive Driving, specialising in teaching drivers with disabilities. He is also chair of South Staffordshire Association of Driving Instructors

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

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Adoption of vehicles safety measures “could kickstart a new era of road safety”

In association with



PACTS is calling on the Government to align the UK's vehicle safety standards with those introduced in Europe last year – or risk being left behind when it comes to road safety.

The General and Pedestrian Safety Regulations (GSR) were adopted by the European Union in 2022 - mandating a series of technologies on new vehicles.

This includes enhanced direct vision in HGVs, automated emergency braking systems, and intelligent speed assistance.

The GSR measures have been lauded by PACTS as the ‘vaccine for vehicles’.

In a new report, PACTS underscores the need for immediate action.

It says endorsing these measures will not only secure the welfare of UK road users but also bolster the UK automotive sector, which exports most new cars to the EU, where these standards are now mandatory.

The report also points out that GSR technologies are crucial for the advancement of connected and autonomous vehicles and come at minimal cost to the taxpayer or consumer.

Jamie Hassall, PACTS executive director, said:

“The UK played a key role in the development of these vehicle safety measures but has now been left behind by not adopting them or indeed increasing the requirements.

This means it will take longer for these features to appear in our fleets and help reduce the number of deaths on our roads. It appears that the UK market is being asked to pay more to have these life saving features activated while these are free in Europe.

The adoption of the GSR measures could kickstart a new era of road safety in the UK, at virtually no cost to the government or motorists. The benefits of these measures play a key role in reducing the harm caused to pedestrians and other vulnerable road users.

The true cost of their delayed introduction and leaving them as an optional paid-for measure has a knock-on effect: otherwise preventable collisions will persist and more lives be lost.”

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



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)

What makes a good lesson?

Tom Stenson



This is a question I ask to all of my trainees, as I feel their answer always starts a conversation, and it has come up on several of the courses I've delivered recently.

The answers people come back with are interesting and varied, but ultimately what makes a good lesson is subjective to each of us. Having listened to many replies to this question, I feel that there are three main things that make up a good lesson.

1. Making sure it's the right lesson for the learner

Developing the right lesson for the learner is often about identifying their needs at the time. We may have already identified the goals and be working towards those, but if a specific need arose that would undermine our goal, it's important we address this need by adapting the lesson. To some extent, we can plan to structure the lesson for the pupil's ability and use suitable training routes to help them develop. If the pupil is progressing well, it's important to adapt the lesson to help stretch the learner further than originally planned and if the pupil is struggling, the lesson should change pace or focus to help them overcome this issue. For example, if my learner is practicing emerging onto busier roads and starts to struggle with the balance of accelerator and clutch, this is undermining the goal of emerging independently on these junctions. We would discuss the issue and work out a plan to fix it. This may involve us moving to a quieter practice area or a change in the roles and responsibilities. We may not have met our original outcome, but we have evidenced making progress with the learner. Therefore, good knowledge of the local area beyond set routes is vitally important so you have the means to update the lesson as it progresses.

2. Making sure the lesson is safe

Hopefully, we can all agree that a good lesson is a safe lesson. In an ideal situation, we would create a safe environment where the learner can experiment and experience things for themselves. This can then lead into a conversation on how to develop. Other ways of making sure the lesson is safe is to be aware of what's happening inside and outside of the car. If the pupil has not identified a potential hazard, a good lesson should include the instructor having to intervene, but in a proactive and positive way, giving clear directions or instructions. This can then be used as a case study to help our pupil understand how to avoid that situation again in the future – once more, we see our learner making progress with their skills even if this isn't originally what we had intended for the lesson. Our biggest responsibility as driving instructors is the management of risk, and one of the best ways to manage risk is to minimise it before a situation escalates.

3. Making sure that learning takes place

Learning is not always about mastering a skill, but rather progress towards it. Pupils can often have a good understanding of what it is they're trying to achieve, what they're doing wrong, and they understand what it feels like when they do it right – even if “doing it right” doesn't happen every time. At the start of the lesson there may have been gaps in this understanding, but at the end of the lesson those gaps should have been filled in. This is why active listening is important, so even if a learner cannot demonstrate a skill yet, you can still measure how their knowledge has developed. We can encourage the learner to identify barriers in their learning and come up with strategies to help them overcome these barriers, i.e. we get them to think for themselves how we reach the stage of “doing it right”. Instructors also need to adapt their teaching styles to suit the

pupil's learning style and ability, and give feedback when appropriate. If all of this occurs in your lesson, hopefully learning will take place!

The three components above are not the only things that make up a good lesson. Rapport with the learner will have a big impact on risk management and whether learning will take place. You could even include Maslow's hierarchy of needs into this, but I want to keep things simple, at least for now.

Finally, look what happens if we turn the components above into three questions:

Was it the right lesson for the learner?

Was it safe?

Did learning take place?

These are the questions we should be asking ourselves not only at the end of every lesson, but throughout. These are the same three questions the examiner will be asking themselves when observing your lesson for a part 3 or standards check. On the marking sheet we have three high competencies. These are - lesson planning (was it the right lesson for the learner), risk management (was it safe) and teaching and learning strategies (did learning take place). If the answer is yes to these questions, as far as the DVSA are concerned, you have just delivered a good lesson.

When you next deliver a lesson, ask yourself the three questions and see what your answers are. If perhaps the answer is no, use it as a learning outcome and come up with a strategy to fix it.



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

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Disabilities and Medical Conditions Course

The programme is designed to provide ADIs with the knowledge and expertise they need to teach pupils with special needs.

The Specific Educational Needs Course Starts on 4th July followed by the Disabilities and Medical Conditions Course on 8th August. Individual modules of the course are on-line via Zoom and we finish off with an in-car training day looking at the different adaptations available.

If you want to explore the different types of medical conditions that you may come across when teaching disabled people to drive, if you want to look at the different adaptations that are available that may allow them to drive and if you want to find out how you can adapt your teaching to help these people then look no further. This course is an ideal introduction to disability tuition if you have no experience in this sector and serves as a useful refresher for those who feel the need for updating their skills.

As well as covering the practical skills needed for teaching disabled people, we will also be looking at the legal requirements and what DVSA require when candidates take driving tests. During the course the practicalities of being an ADI will also be covered, we will explain about the special adaptation package prices that have been negotiated for you and will discuss how Disability Driving Instructors can help promote you as a specialist driving instructor. The SEN Course and the Disabilities and Medical Conditions Course can be booked individually or both can be booked together, and the courses can be completed by enrolling for the practical training day at RDAC Solihull in September, giving ADIs the opportunity to test drive different adaptations.

For details of all the courses and the course calendar, [click here](#).



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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**



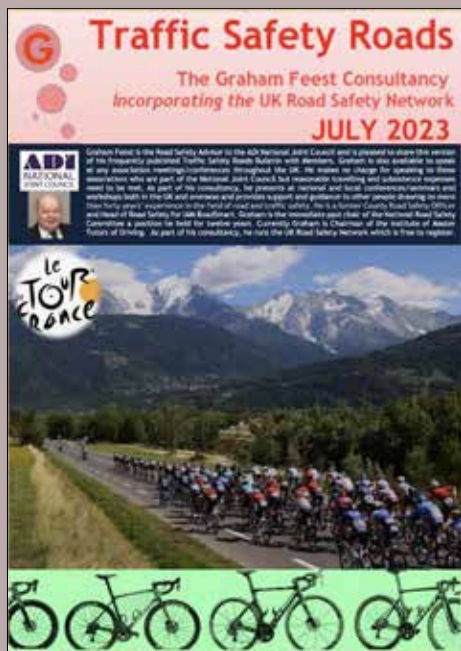
Road Safety Information

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.



- UK Licence Holders
 - Provisional Road Casualties GB 2022
 - London Road Deaths 2022
 - Emergency Vehicles in London Bus Lanes
 - Young Motorcycle Riders
 - School Crossing Patrol Service
 - Scottish Cycling Framework
 - Watch Out if You Have a Land Rover
 - Christmas 2022 Drink and Drug Driving
 - MoT Tyre Warnings
 - E-Scooter News Around Europe
 - Enhanced Road Design at Junctions
 - Noise Cameras
 - RoadSafe Technology Live
 - Road Pricing Back for Discussion
 - Learn to Drive on Motorways
 - On-Line Driver Training
 - Motorcycle Campaign Launched in Scotland
 - 20MPH Limits
 - Warning over Fake Pothole Claims
 - Delivering the Safe System Approach
 - Motorcycle Safety
 - Wanted Female Dummies
 - Cost of Re-Taking Your Driving Test
 - Are You A Good Driver
 - Motorway Speed Limit Reduction
 - Our Non-Compliant Society
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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**
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The Driving Test

Liam Greaney - Driving-Pro Limited



For most people the driving test is a fairly unique experience. One of the things that makes it unique is being examined and marked as you actually do the test. If you remember when you were doing your exams at school, when the teacher looked over your shoulder you went tense.

This is a natural reaction to being marked as you perform. This pressure can lead to a loss of performance leaving both parties disappointed and frustrated. One knowing that they can do better and the other believing that it did not live up to what was promised. Just ask my wife.

So how can you make sure that their first time is a really great experience and one they want to tell everyone about. As they are demonstrating a physical skill it is often a case of in "nervous vertis" or in nerves the truth.

Now there are other exams that are marked by an examiner as you perform. Music, medical and martial art grading are some that come to mind. So unless your pupil is a musical martial artist who is medically trained they are going to be up against it. So the real question is how do you know you are ready to take your Driving Test.

The advice from The DVSA is that they must be driving consistently well, with confidence and without assistance. So what does this mean.

The DVSA says they have to be a 'level 5'. This means you drive without prompting or assistance.

So what are the levels.

1. Introduced
2. Done under instruction
3. Done when prompted
4. Seldom prompted
5. No prompting at all

Besides driving without prompting, is there another way of viewing it? If they are level 5 and ready for their test. It means they have reached something called unconscious competence. This means you do not think about how to do something, you just do it. I think a good way of viewing if someone is driving with unconscious competence is how they deal with the mistakes. Both their own mistakes and those of other peoples. If they deal with it safely and get on to the next thing safely they are doing okay.

Writing can be a good example of unconscious competence. You do not think about how to write, but rather what you are writing about. The parallel with driving is you do not think about how to control the car but where you want to go with the car. What your driving plan is.

So are there other levels of competence. And if so, what are these other levels and what do they mean.

1. Unconscious Incompetence:

They do not even know what it is let alone how to do it. They have no idea what driving is. Babies, primitive tribesmen who have never seen civilisation and my 2 pm on Saturdays student.

2. Conscious Incompetence:

They know what it is but certainty can not do it. This is the pupil who has never driven before and you are taking them to a car park or a nursery route to get them started safely.

3. Conscious Competence:

They are thinking about doing it properly now. Hopefully they are not only listening to your words of wisdom. But they are taking notice and putting them into practice. These are the ones you want for a standards check.

4. Unconscious Competence:

They do not think about it anymore, they just do it. They are not thinking about how to drive but rather where they are going to drive. What all this is saying is that if they have internalised the practice of safe driving they are ready for your test.

What does driving with confidence mean in practice. Your bible, Driving The Essential Skills says this is showing skill, judgement and experience.

I can say I write at level 5 or with unconscious competence. Apart from some spelling in my case. The aim should be to go to the driving test where you are unlucky to fail rather than lucky to pass.

Aside from the actual passing of The Driving Test, what other ways can we look at it.

>>>



The Driving Test

Liam Greaney - Driving-Pro Limited



From Society's point of view.

Passing your driving test is a right of passage from which you receive your freedom. In this case that of the open road. Even The Queen has learnt to drive and has a Driving Licence. The fact is she doesn't need to drive. The fact she has 8 chauffeurs from the Royal Household to call on is neither here nor there. She has still learnt and learning to drive is one of the things that binds us together as a people. It is a common experience that is shared by us all. From the highest in the land to the lowest.

From the Government's point of view:

The DVSA wants your pupils to be consistently safe with a bit of confidence in their driving. This is safe for everyone. As we are all equal in the eyes of the law, all driving tests are as far as possible are similar. Obviously we can't all do the same test route with the same examiner but all tests will be to the same standard over similar routes. The DVSA puts a lot of effort into making all this as far as possible consistent. So it's back to that common experience shared by all. You and The Queen.

The Examiners point of view:

What might they be thinking. Their job is to see that your pupils are consistently safe with a bit of confidence in their driving. They can only mark what they can see at that time and place. We all know the frustration of that. Questions I think an examiner might ask themselves of a pupil are. Would I want them driving my car or would I want them driving near my car. If the answer is no it's unlikely that they will be. But above all else is the pupil safe.

From The Pupils point of view:

The Driving Test is easy if they have been well prepared. It is the examiner that makes it difficult. It is a pressure test and the presence of an examiner is the pressure. The way to cope with the pressure is by them being consistently safe with a bit of confidence in their driving. From a certain point of view I always think it is how well the examiner fails them. Driving home with a pupil who is raging over perceived injustice is not nice.

From The Instructors point of view:

The bitter sweet moment when your pupil passes. You have grown to know and love them then they leave you! The knot in your instructor's stomach becomes a feeling of joy when they pass. The longer the test has gone on, the more nervous they are in case they cock it up at the last moment. But so long as they drive consistently safely with a bit of confidence in their driving they should pass.

So where does all this leave us?

You will have noticed I keep saying driving safely with a bit of confidence. Let's look at the safe bit first.

The safety aspect moves out in circles:

The first circle is the pupil:

Fit and well to drive, willing and able to learn.

The second circle is the pupil, the car and passengers:

Taking responsibility for what they do. Being aware of what they are doing.

The third circle is the pupil, the car, the passengers and how they react with other road users:

Knowing there is no right of way. Understanding they only have a priority and must give way to avoid an accident

I'm sure there are many different ways of looking at safety. But at the end of the day my biggest nightmare is one of my pupils having a really serious accident because I didn't prepare them well enough.

Now what about the confidence bit. We saw earlier that this was skill, judgement and experience.

Skill:

At a very basic level are they smooth with the controls. Can they use all of them. In some ways this goes to the first circle of safety.

Judgement:

Are they aware of what's happening around them. Do they deal with it in a safe way. Relate this to the second and third circles.

Experience:

How do you teach experience. And of course you can't. But what you can do is get your pupil to think about what they have been doing. Encourage your pupils to question themselves. Have answers for when they question you. Have an atmosphere where there are no stupid questions, only stupid answers.

Your pupil when passed will have a licence that will allow them to drive a vehicle of up to 3.5 tonne on any public road in the country. Make sure they are ready to pass.





There was an interesting story on the front page of the Mail of July 3rd. It was headlined 'Put brakes on damaging 2030 petrol car ban' and said that ministers were under pressure to ease off the pedal on their drive towards banning petrol and diesel cars by 2030. Exclusive polling for the paper found that only a quarter of the public agree with the Government's deadline. More than half disagree with the rush to switch to electric cars. Manufacturers and industry leaders have called on Rishi Sunak to rethink the drastic timescale or risk ruinous economic consequences. Cabinet ministers are also known to have raised concerns. The target is designed to turbocharge the switch to electric vehicles as part of ministers' efforts to achieve net-zero emissions by 2050. Mrs Adrian and I remain unconvinced, and we will stick to our hybrids.

And a story, which was covered by most of the media, was in the Mail of July 8th. It told how the final Ford Fiesta rolled off the assembly line at the firm's plant in Germany, before the site is modified to make more room for electric vehicles. The Fiesta was an instant hit when introduced in 1976, with 22 million having since been produced globally. More Fiestas have been sold in the UK than any other car – it was the best-seller from 2009 to 2020, with 1.5 million licensed for use on UK roads in 2022. It has been reported that the final two Fiestas produced at the factory in Cologne will be kept by Ford – one will stay in Germany, the other will go to its UK heritage collection. Ford said it is 'rapidly transitioning to an electric future', with the Mondeo axed in 2021 and production of the Focus ending in 2025. Earlier this year, it stopped making the S-Max and Galaxy people carriers. Erin Baker, at online marketplace Auto-Trader, described the Fiesta as a 'truly iconic car', adding: "Given its huge success, many people will be disappointed with the move. There are still plenty available in the second-hand market... so we'll see many of them on our roads for the foreseeable future." Well, I have never owned one, but I know many friends who have.

And there was a piece in Auto Express of July 5th which said that L-test fraud is rife online. Social media platforms including Tik Tok and Facebook are hosting adverts from fraudsters offering illegal assistance to learner drivers. The services range from offers to substitute 'lookalikes', who will take the test in place of the real candidate, to scams helping candidates with theory test answers via a Bluetooth earpiece. A BBC probe found 670 social media accounts with close to 140,000 followers which it says "advertise driving licence services without taking a test". The scale of the problem is known to the Driver and Vehicle Standards Agency, with reports of impersonations in tests trebling since 2018. Last year there were more than 2,000 reported instances. According to the agency's head of law enforcement, Marian Kitson, the organisation was responsible for just 30 prosecutions last year. She also admitted that the DVSA was not able to judge the scale of the problem because of the vast nature of social media platforms and the wily nature of the fraudsters. Worrying is it not?

And there was a story in my local regional daily, the Western Morning News of April 26th, which told how a police officer from Cornwall crashed with another vehicle after driving through a red light in an unmarked police car. PC Craig Powell, 43, has been fined £350, given five penalty points and ordered to pay compensation and costs of £119 after being found guilty of careless driving. The collision took place in Truro in October 2021. PC Powell passed through a red light and crashed with a grey Mazda 2 shortly before 9am, leaving the female driver requiring hospital treatment for minor injuries. At a hearing held at Plymouth Magistrates' Court, he was found not guilty of

dangerous driving but guilty of careless driving. PC Powell has remained on full duties since the collision and the matter remains subject to an internal disciplinary process. I find that disturbing, do you not?

And the Mirror of July 4th had a front-page story with the headline '£900M Fuel Rip-Off'. It said that motorists were charged about £900 million extra on the forecourt last year after supermarkets chose to make bigger profits on fuel. A damning report by the Competition and Markets Authority estimated that retailers raked in an extra 6p per litre. It slammed the UK's big four grocers for not passing on falling wholesale costs quickly enough to customers. The CMA said: "Competition is not working; something needs to change." The AA said drivers have been 'convinced' for years that pump prices 'shoot up' when costs rise but fall 'more slowly' when costs decline. The Government said it will introduce a law forcing retailers to make pricing information available to third parties. Energy Security Secretary Grant Shapps (remember him?) said: "Some fuel retailers have been using motorists as cash cows." Well, there we all are then.

And the Mail of July 7th had a story with the entitled 'That's taking a hard line!' It said that it could be a scene from a sitcom: A car is lifted up by a tow truck before yellow lines appear to be painted on the road and the car returned to its spot – only for a traffic warden to then ticket the car. But its far from funny for the car's owner, James Dee, who is furious at being fined for parking illegally when he insists there were no lines or restrictions on the road when he parked. CCTV footage appears to show how the incident unfolded. "I couldn't believe it. Not only did the council move my car to paint the lines, they then had the cheek to slap on a parking ticket, which I'm having to appeal. I'm absolutely fuming. I'm not paying a penny." Mr Dee managed to obtain the CCTV footage from a local business and has submitted a formal appeal using the video clip. I hope he wins.

And the Mirror of April 18th had a piece which said the rising costs of learning to drive are making it unaffordable. Learners pay £2,707 on average including a provisional licence, lessons, theory and practical tests. They are now paying 215% more for driving lessons than they did 30 years ago, a study found. Car insurance experts at Quotezone.co.uk are calling for more regulation. Greg Wilson, the firm's CEO, said: "Learning to drive is a right of passage. The worry is that young people aren't getting the option to learn as rising costs are making it unaffordable."

And the Mail of March 17th had a story which told how the use of 20mph zones in built-up areas has been thrown into chaos after a police chief admitted that many can't be enforced. Giles Orpen-Smellie said the signs that have sprung up across the UK are 'usually advisory', meaning motorists who ignore them can't be taken to court. The Norfolk Police and Crime Commissioner told a public meeting: "it's extremely difficult for police to prosecute... if it goes in front of magistrates, they will throw it out." The response to a question at a Norfolk County Council meeting triggered consternation among road safety organisations. The National Police Chiefs' Council said 'enforcement is a matter for individual forces'. Research has shown just one in 40 pedestrians die when hit by a car going at 20mph compared to one in five at 30mph. However, a four-year study commissioned by the Government found that the zones, introduced in 1990, had failed to make the roads any safer. Well, there we all are then.

Never mind 20mph limits, the Mirror of April 25th had a piece which told how a driver has been recorded doing more than double the 70mph speed limit on a motorway. The BMW was seen hurtling past an unmarked police car at 160mph on the M20 in Wrotham, Kent. A spokesman for

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Kent Police's Roads Policing Unit said, 'The driver has been dealt with and will await a court date'. Quite right too.

And the Mail of April 10th had a story which said that a road-safety charity has called for mandatory driving test resits at the age of 85. It comes amid growing concern over the safety of 1.65 million motorists aged 80 and over who are still on the road in the UK. IAM RoadSmart said a 'demographic timebomb' is ticking and an 'urgent' discussion is needed on how to maintain safe mobility for those in old age, including the 510 motorists aged 100 and over. The charity's warning comes after the inquest into the death of Kathleen Fancourt, 89, who was killed by a 95-year-old driver who ran a red light and crashed into her mobility scooter as she crossed a road in Chichester, West Sussex, in 2021. The DVLA's present system puts the onus on the driver to re-apply for their licence at 70 and every three years after, as well as to inform them of any medical condition that could affect their driving. But campaigners say that given the ageing population, tighter regulation and widespread 'mature driver assessments' are needed, particularly as the closure of local facilities encouraging more older people to cling on to their cars when it is not safe for them to do so. And, although I fall into that category, I heartily agree.

And the Sun of July 1st had a piece which said that a woman who unwittingly won Queen Elizabeth's old Jaguar in a raffle is selling it for tens of thousands of pounds. Jane Lewis did not realise her £20 donation to Comic Relief 2023 included a draw entry. And she could not believe it when she was told the 2009 Jaguar X-Type estate was hers. It had been donated to the Red Nose Day Draw by DJ Chris Evans who paid £43,000 for it. Jane, of Poole, Dorset, said: "It deserves to be in an enthusiastic collector's care so we're returning it to sale and will make a donation to charity from the proceeds." The late Queen used the 3.0-litre motor, which has almost 80,000 miles on the clock, to drive around the Windsor Castle estate. It will be sold at Historic Auctioneers in Iwer, Bucks. A spokesman said: "It is a car for a serious collector or royalist." Such a shame I am unable to afford it.

And finally,

Cowboys would put a lantern on their saddle at night so they could find the trail when they were far from home. This was early Saddle Light Navigation.

A jump lead walks into a pub. Barman says: 'I'll serve you, but don't start anything'.

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;



Explaining the long driving test waiting times



On July 5th, DVSA Chief Executive, Loveday Ryder attended the Transport Select Committee. She spoke about the work the agency is doing to recover the driving test service and the impact of continued high demand for driving tests on the service.

In her latest blog post, Loveday goes into more details about the high demand for driving tests, what is causing it and the effect this is having on driving test waiting times.

[You can read the blog post on DVSA Despatch.](#)

How we're dealing with bots and the reselling of tests

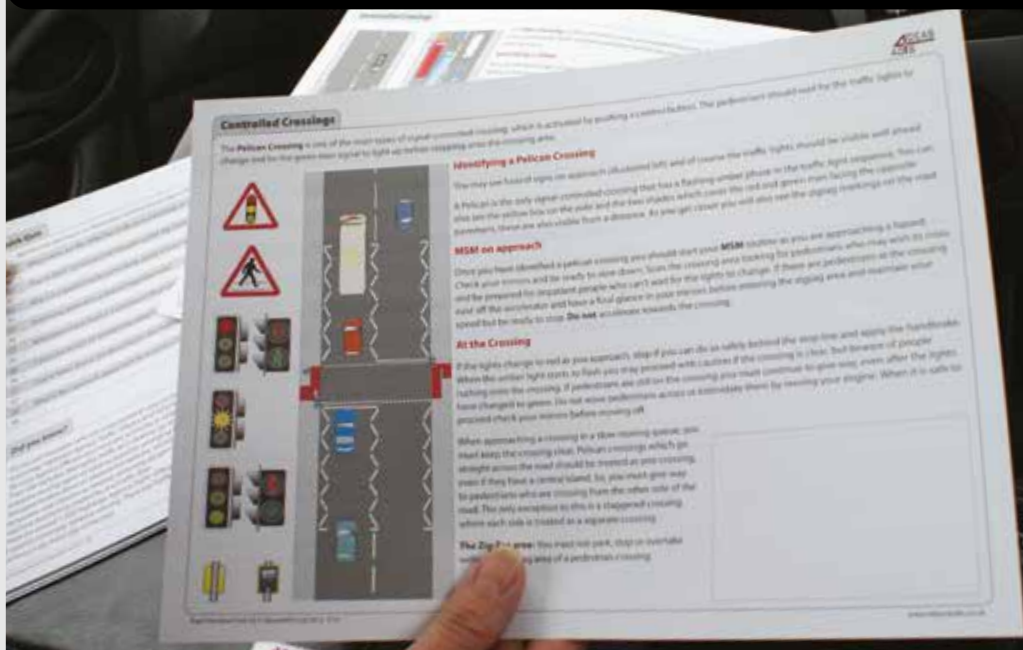
The high waiting times for driving test appointments has led to a rise in the use of automated bots that exploit learner drivers. This results in the reselling of driving tests, often at higher prices.

We know that this is causing issues for you and your pupils and have been working to tackle the problem.

In her latest blog post, DVSA Chief Executive Officer Loveday Ryder, explains what bots are, the challenges they pose, how we are protecting learner drivers and the steps we're taking to deal with them.

[You can read the blog post on DVSA Despatch.](#)





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DIPOD - The Driving Instructors' Podcast -

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Show 211 - This episode from Dipod is now freely available for your listening pleasure!

In this show we run through the DVSA survey that ADIs have been asked to reply to. You can find a link below to the survey itself.. How long will it take you!!

- Phonics
- Personal Inft
- Lesson Prices
- Affected Work
- Student Numbers
- Remembering Names
- Your Learners
- Code Of Practice
- Your Future
- National Standards
- Test Centre Relationship
- CPD
- Health and Wellbeing
- and more

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 101 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!](#)



Association and Members meeting

The next Association and Members meeting will be held by Zoom on Saturday 9 September, starting at 10am.

We are delighted to say that Dr Lisa Dorn has kindly agreed to speak at this meeting. Dr Dorn is an Associate Professor of Driver Behaviour and Director of the Driving Research Group and has been a principal investigator on research projects funded by the Home Office, EU, EPSRC, ESRC and industry for over 20 years. Her main research interests relate to the transactional component of driver behaviour and the design of behavioural interventions.

The title of her talk will be - Covid-19: was it good or bad for road safety? She will cover the evidence about the effects of the pandemic on casualty statistics and driver behaviour. She will discuss some of the reasons why risk per mile may have actually increased post-pandemic.

We are holding this meeting by Zoom so that hopefully those people who can't travel to physical meetings can have the opportunity to join in.

To register for this meeting please [click here](#).

“

QUOTE

“Nothing can stop the man with the right mental attitude from achieving his goal. Nothing on earth can help the man with the wrong attitude.”

- Thomas Jefferson

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