



MEMBERS NEWS

Issue No: 202 - October 2023

A record turnout!



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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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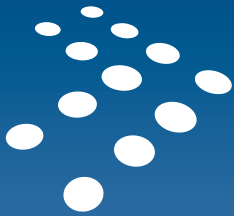
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A word from your President

Lynne Barrie



An Amazing Day: Sunday 8th October ADINJC and II Conference and Expo.

I never thought or imagined that one day it would be possible to get nearly 1,000 ADIs and PDIs as a group together at one of our conferences. So when I looked out at the sea of cars in the distance across the car park at Newark Showground yesterday, I felt enormously proud of all the team who helped at ADINJC and II and proud to be part of a profession where people give up a day to attend and hopefully learn and improve themselves, to say nothing of the freebies!

I remember many years ago when we held our old style conferences getting the maximum number of 180 in the room and whilst we were proud of those at the time this new style expo has grown in the last few years beyond our dreams. Thank you to anyone who came on the day and especially to those who joined us as new members. I did hear someone say as I was in a crowd of people: "I never knew who the ADINJC were until today" and that's brilliant because the day is about learning, improving and understanding where to get help when you need it. Of course there was a lot of networking going on as well which is also what days like this are for. It transpired that 2 of the delegates had come over from Estonia and others had travelled many miles to be with us, thank goodness we had a bright, sunny day for everyone.

We have to thank our sponsors and exhibitors as well because without their support we couldn't run this free to attend event. Our major sponsor AcciDON'T and their team on the run up to this event have been outstanding and a pleasure to work with from the start to the end. They said afterwards that they never realised how many delegates would want to try to drive a lorry and reverse it so next time they will bring a convoy!

Personally I really enjoy working in a team of people and the team at NJC are wonderful and very dedicated to make events like this run smoothly. I consider them my friends as well as colleagues. I was also really impressed with some new helpers that came along on the day and gave their time to enable us to run it smoothly. In some respects it takes someone very special to attend a day and volunteer to help for other people and NJC are aware of that. So a big thank you to Bahram, Jim, Chikko, Daryl, Leah, Niamh, Norah, Alison and of course my own husband who at one point I saw at the end of a long delegate line helping them whilst they were waiting to register.





Final thanks to all of you who came to say hello to myself or the team on the day and to those who on leaving clearly knew what it takes to run such an event and thanked us.

Of course we realise that not everything was 100% perfect for every delegate because we are all very different as people. The team will take a day to recover, the feedback forms will go out and of course we want your feedback because it helps us improve next time and make final decisions on where we hold the event in 2024. A lot of time goes into looking for venues and finding what we consider are the best ones for our needs so planning will start early.

We do listen to your feedback and because of this we will be holding an **ADINJC** and II Convention on 12th May 2024 which is what some of you term our old style conference with paid tickets and limited spaces, a whole day of learning and networking at a location with a hotel and restaurant where we can meet up with you all the evening before. Watch this space for more news but please save the date of Sunday May 12th.

Yesterday will be in my memory for a long time to come, tinged with sadness because we have lost a friend and colleague in Louise Walsh so recently. But it was also a vibrant, happy day spent amongst caring colleagues and friends.

A year in the planning so bring on the 2024 one and we hope you will all come along as we couldn't hold them without you.



A record turn-out at the driving instructor national conference

A record number of instructors attended the **ADINJC** and Intelligent Instructor National Conference & Expo '23 in association with AcciDON'T, at the new, impressive location at Newark showground, Nottinghamshire.

Over 950 visitors we welcomed through the door, and those that made the journey, were not to be disappointed. There was an action-packed line up of speakers in the three seminar rooms, where informative sessions ran throughout the day. Ray Seagrave kicked off proceedings in the newly named, 'Lou Walsh PDI Zone', and it was standing room only in this room for most of the day. Those brand-new to the industry, with a thirst for learning, were entertained, enthused and informed by experts, like Lynne Barrie, Stewart Lochrie and Mike Fowler, delivering relevant topics to help them on their own learning journey. Phil and Diana from Lou's PDI Group delivered a particularly passionate and heartfelt session too.

In the adjoining seminar room, an eclectic mix of speakers covered ground on subjects as far reaching as disability driving, EVs, tax, road safety and Terry Cooke delivered his lively podcast once more. Abigail Holland updated delegates on the 'Ready to Pass' campaign.

The Live Stage was hosted in the main exhibition hall, and it was standing room only for many of these sessions. Amanda Lane from the DVSA kicked off proceedings around the importance of mock test, showing evidence on how it helps improve pass rates. Top trainers like Bob Morton, Tom Stenson, Mark Born and Andrew Love ensured the delegates were filled with useful knowledge to take into their daily routines. Loveday Ryder, CEO, DVSA, concluded proceedings, with over 250 instructors staying until the end of the day, keen to hang on her every word, with her insightful, industry update.

The expo area was a hive of activity throughout the day. ADI Network launched their brand-new, free to use app to help with diary management, Bill Plant Driving School entertained visitors with their giant Scalextric, and RED Driver Training was on hand to keep caffeine levels high throughout the day with their Landrover Defender coffee station. The Honest Truth dazzled with their impressive stand, and those wanting a rest could relax on the AA Driving School's inviting sofas.

Headline sponsor AcciDON'T pushed the boat out in the outdoor activity area with queues throughout the day to take part in their HGV reversing challenge. Instructors could also experience the usefulness of the emergency braking system first-hand, immerse themselves in VR in the Hazard Express van, and test drive up to 20 dual controlled EVs with their owners, or choose to drive a specially adapted vehicle, for those with disabilities too.

For all those who attended this record-breaking day, it was a thoroughly enjoyable, and exhilarating day, which celebrated all what is great and good about our driver training industry. Whilst challenges remain, the industry seems to be in rude health, and it was great to see so many enthusiastic instructors taking time out of their busy schedules to attend.

To be first hear about our 2024 conference dates, please register here.













Count Down to the two-second rule

Richard Bates @ Inclusive Driving



According to the Highway Code, the following distance, assuming good weather and road surface, is two seconds. I take issue with this because two seconds is not a distance: it is a time interval. Its very clever, though, because measuring a time gap means that the traffic speed doesn't matter; the distance automatically adjusts with speed.

I meet many learners for whom "two second rule" is just an answer to a question, but they lack the understanding of how to implement it. I'm not going to insult you by explaining it here but I would urge you to take the time to bring the phrase to life by practising it, rather than just accepting that the learner knows the answer to a theory question.

Realise though, that a learner's first experience of driving at, say, 40mph is a scary experience for them. Adrenaline is likely to be produced, and their mental state is going to be heightened. This causes them to rush their speech, resulting in

"only a fool breaks the two second rule"

becoming

"only a fool breaks the two second rule".

Suddenly, we are less than two seconds from the vehicle in front. The faster the speed and the more stressed the learner, the more rushed the words become.

You will notice that I titled this article "Count Down to the two-second rule". And I don't mean counting 2-1-0 to time the safe following gap. I'm referring to the TV game show Countdown. Its theme tune, used during the programme is based on the timer being exactly 30 seconds long.

And guess what ... the final bit (you'll need to imagine this in your head):

de de, de de, de de de de ^BO O O is exactly two seconds.

What I have found, as a musician myself, is that a tune is less likely to be rushed compared to a phrase. And thus, my learners "countdown to the two-second rule", and maintain a safe following time at all speeds.

I use time to replace distance in more aspects of driving tuition too. Can you estimate how far is 800 yards, when SatNav announces it wants you to cross four lanes of traffic? But if I told you that at 30mph, 800 yards is about one minute, could you plan the lane change better? On a motorway, at 60 mph, one mile is one minute. This means when the one-mile signpost for your junction appears, there's about one minute to finish overtaking and get back to the left lane.

And when working out signal timing: as well as considering other side roads to avoid being misleading, how much time do other drivers need to see your signal and react to it?

I bet you already replace distance with time, without even thinking about it. Towards the end of a lesson, do you think to yourself "I'm three miles from the learner's house, time to start heading back", or do you think "it will take about ten minutes to get back"? And when asked, for example, how far is it to the railway station, the answer is probably "about a twenty-minute drive".

Try it for yourself: replace distance with time and start singing the Countdown theme.

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

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A great opportunity

Tom Stenson



As many of you are aware, the DVSA made an announcement last week regarding adding 150,000 additional driving tests to help reduce the driving test backlog. In order to do this, they will be significantly reducing the number of standards checks so that ADI examiners will have more time to deliver Cat B tests. Some of the instructors I have spoken to over the last few days were very pleased by this announcement. Not because of the backlog hopefully being reduced, but because they feel there is less chance of them having a standards check. The DVSA have said they will still be monitoring driving test performance through the parameters, but this seems to leave some time for personal development.

Now I see this as a great opportunity.

Without having the stress of a looming standards check, we can use this time to improve our standards without having a defined date. A large part of my work is delivering training to instructors who are on a third attempt at part 3 or have been given a date for their standards check (these may well be cancelled depending on the circumstances). I do find it interesting why people often leave training to the last moment. My advice is to always get training in as soon as you can. This way you are more likely to perform naturally without having to think too much about what you are doing, and those competencies should be second nature.

So, how can we maximise the time available?

Set out some goals of what you want to achieve. This might be something like making sure you do at least 1 hour a week of CPD or choosing one of the 17 competencies and developing your understanding of it. Even if you chose one of those competencies per week, within 5 months, imagine how much you might gain. My opinion has always been that instructors should be at a standard where if they receive their invite for a standards check, they should be able to pick a random person from the street and deliver a client centred lesson and still score highly. Now this might seem a little far fetched to some, but I do truly believe that this should be a standard to aim for.

By taking charge of this early, you should be able to build a good foundation for development.

As I mentioned above, if you can build your knowledge and start your development early by practicing in every lesson you deliver. When you do attend your part 3 or standards check, you should be more used to best practices and delivering a client centred lesson without having to think much about how and why you are doing it.

What options are available?

If you want more formal training, look out for upcoming training dates from the **ADINJC** or seek training from a local ORDIT trainer. Things you can begin to do to help your journey of self-development could be, recording sections of your lessons (make sure you get permission from the learner) and watch these back. This can be a great way to identify potential faults e.g. missing your observations of a learner, over instructing or not actively listening to your learner. Reading through some of the free resources available, like the national standards, or the DVSA dispatch blog, or articles from the **ADINJC** might bring topics to your attention for personal development.

I would like to think that everyone will take this opportunity to start their development and to build on their knowledge while there is some calm before the storm.



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The Standards Check/Part 3 Exam

David Allen - Chair of the Birmingham Group



Pupil: Beginner ☐ Partly Trained ☒ Trained ☐ ASSESSMENT

Lesson theme: Dual carriageway / faster moving roads ☐ Junctions ☒ Town & city driving ☐ FLH New ☐ FLH Experienced ☐ Independent driving ☐ Rural roads ☐ Defensive driving ☐ Interacting with other road users ☐ Effective use of mirrors ☐ Recap a manoeuvre ☐ Commentary ☐ Motorways ☐ Eco-safe driving ☐ Other ☐ LESSON PLANNING

Did the trainer identify the pupil's learning goals and needs? ☐ Was the agreed lesson structure appropriate for the pupil's experience and ability? ☐ Were the practice areas suitable? ☐ Was the lesson plan adapted, when appropriate, to help the pupil work towards their learning goals? ☐ SK MANAGEMENT

Did the trainer ensure that the pupil fully understood how the directions and instructions given to them? ☐ Did the trainer ensure that the pupil was aware of the road conditions? ☐

This is my third instalment on the 17 sub competencies of the Standards Check/ ADI Part 3.

Today I am going to talk about:

"Were the practice areas suitable".

My interpretation of this would be: the area or route should allow the pupil to practise safety to achieve their goal. Remember this is the first sub competence of a standards check.

As stated last month, you should stretch your pupils, but not be overwhelming them. An example of this would be teaching parallel park for the first time on a high street in rush hour. Or a complex junction when your pupil is still struggling with any aspect of the MSPSL routine on a basic junction.

Also, the practice area should provide the types of situations that are required to achieve their goal. Like using pedestrian crossing if the goal is to anticipate pedestrians at zebra crossings.

The route you use, should if needed, be repeated to confirm if learning is taking place, but with the option of either decreasing or increasing difficulty should your pupil find the goal too hard or too easy.

Finally, the route shouldn't get your pupil to sit stationary for long periods at road works, etc as the time is not being well spent.

I was recently approached by a trainee instructor who had unsuccessfully completed an ADI part 3 in an area he didn't know with a pupil he had never even met before. A recipe for disaster!

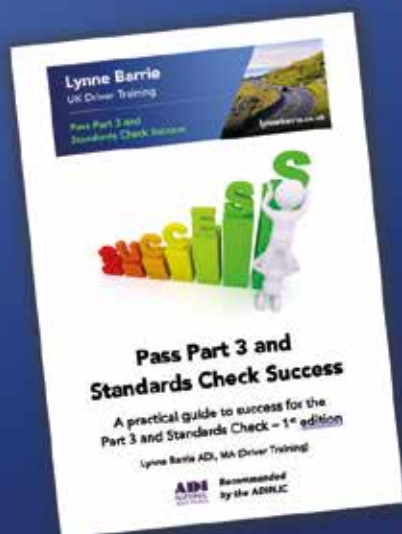


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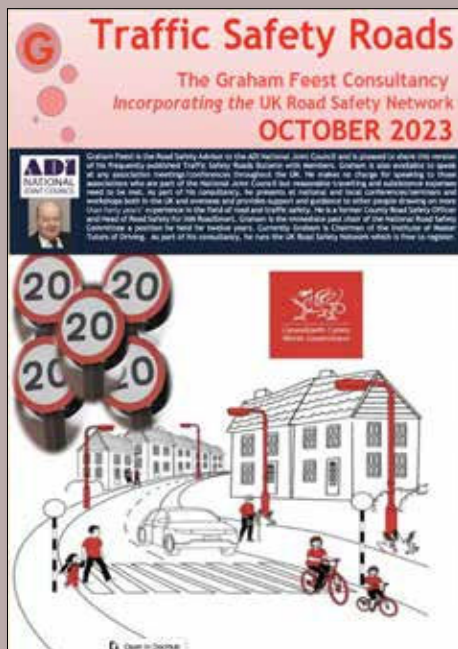
Road Safety Information

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



- Pothole Report
- Around the World
- Talking Graduated Licences Again
- Road Maintenance
- Driving Test Not Successful
- Time to Change CBT Focus
- The EV Barrier
- London to Expand 20mph Limits
- Driving and Eyesight
- Fixed Penalty for 31mph
- Ultra Low Emission Zone (ULEZ)
- More E-Scooter Research
- We are Walking More
- Local Traffic Neighbourhoods (LTN's)
- The School Run Adds to the Road Casualty Peaks of Commuting
- Motorcycle Delivery Charter
- Logistics and Coach Survey
- Road Safety Week 2023
- Fatigue and Shift Workers
- Drones
- Institute of Master Tutors of Driving Awards
- Celebrating 40 Years
- Delivering the Safe System
- Support for Road Victims
- New Road Safety Strategy for the West Midlands
- TyreSafe Month

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- Dave Clark ADI



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simply to say THANK YOU for being
there for us. I don't know what I
would have done without ADINJC.

- Susan Speight ADI

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Socrates and the Driving Instructor

Liam Greaney - Driving-Pro Limited



Last month we looked at what Aristotle might have been able to do to help us poor old driving instructors. But can his fellow Greek Socrates also help and if so how.

When I read Richard Bates' article last month, I thought he has beaten me to it with what I wanted to say. But what I realise is that he has given a theoretical basis to what I want to say.

What Richard was saying if I have interpreted it correctly is that the more of our brain that we engage when doing something, the better it is. So when we say something out loud we use the part of the brain that speaks but also the part that listens.

By pointing at something we involve even more centres of the brain. The more brain activity we have, the more alertness and concentration we have. From a driving perspective, commentary driving uses more of our brain which forces more alertness and concentration. This is what we want, thinking alert drivers.

I learn some things by just reading. But if I have to write something out I learn a bit more. If I have to explain it to you I will learn even more.

One of the things about Socrates is that he liked a lot of questions. In fact he liked questions so much that he upset the powers that be and they sentenced him to death. This they did by making him drink a poison called hemlock and Socrates uttered what was to be his most famous quote. 'The unexamined life is not worth living'.

This certainly brings him into line with the DVSA. But to the best of my knowledge no one in the management of the DVSA has forced an examiner to commit suicide by drinking poison. I imagine they are much more subtle than that.

But what about Socrates' love of questions. In fact there is a style of teaching called the Socratic Method. So you might ask 'what's that all about'.

At its simplest it means instead of being the mere provider of information you are having a thought provoking dialogue with your student. You are engaging with your pupil for the benefit of your pupil. You are asking open ended questions. You also want pupils to ask questions of you.

If you remember from last month with Aristotle we talked about knowing your subject. Have a look at the marking sheet for a Part 3 or a Standards Check and tell me how many competencies having a dialogue with your pupils that might cover.

I could give you my opinion on what it might cover but the whole point here is that you work it out yourself. By finding your own solution you will have learnt it in a way that is more likely to stay with you. What you will find is that if you write it down that will reveal to you more thoughts. When I write these articles, what I was thinking and what I was going to write quite often changes.

Have you noticed that when you are having a dialogue with your pupils new thoughts come to mind. How your pupils explain things gives you new ways of saying things. Your pupils' questions reveal stuff, you get to see the world from a different point of view.

If you ask your pupils to explain to you how to do something like approach a roundabout it is an interesting experience. They will have a look of concentration on their faces that they didn't have when you explained it to them. There will be some gaps. You can ask them questions about these gaps. If you are lucky there will be a lightbulb moment.



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Rise in road deaths during 2022 confirmed

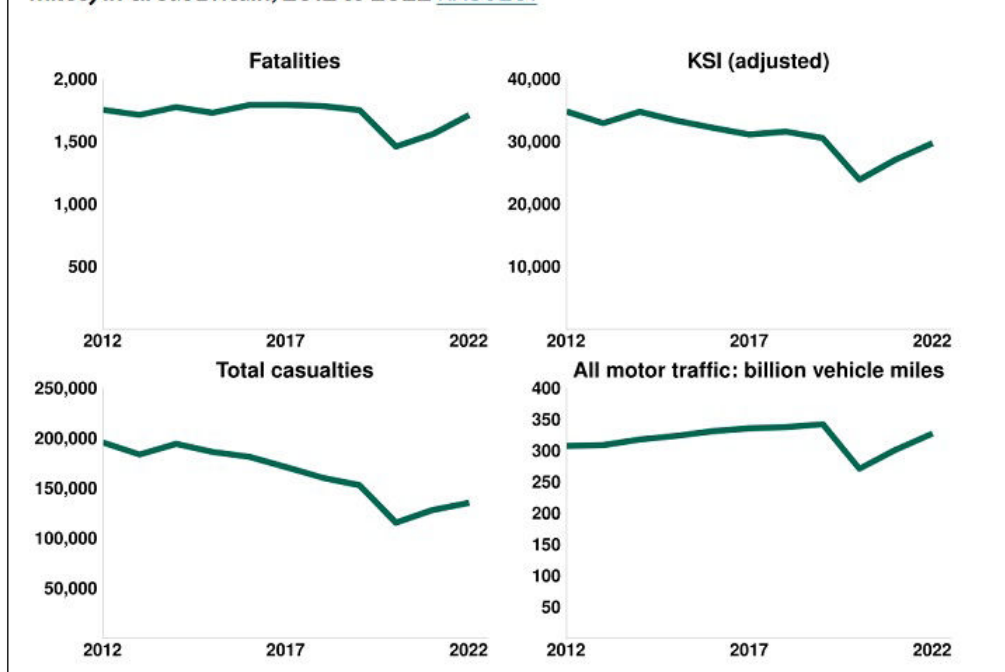
Final figures show there were 1,711 road deaths in Great Britain during 2022, a year-on-year rise of 10%.

The stats were published today (28 September) by the DfT, who says the number of casualties 'have begun to normalise' after the Covid-impacted years of 2020 and 2021.

In association with



Chart 2: Reported road casualties by severity and all road traffic (billion vehicle miles) in Great Britain, 2012 to 2022 [RAS0201](#)



In comparison to 2019, the last year unaffected by the pandemic, the 2022 fatality figure is down 2%.

[Click to read full article](#)

OPINION: 20mph policies are anti-death, not anti-motorist

In this latest opinion piece, Gary Digva, founder of Road Angel, says it is disappointing to see "such a pushback on life-saving policies", such as 20mph speed limits.

[Click to read the full piece](#)

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



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**

The ADINJC Autumn Training Schedule



November

Wednesday 1st November

Moving on up! A day to consider ORDIT

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Best Western Hotel Church Rd, Flitwick, Bedford MK45 1AE

The course is designed for those already on ORDIT with an assessment pending or those who wish to 'Move On Up' to the scheme.

When training ADIs & PDIs, its important to have a structured course, which includes teaching skills, driving skills & understanding of the legal requirements, to ensure the trainee is fully prepared for the current training thinking.

Early Bird discount £10 off until 24th Sept use code EBD MOU23

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Monday 13th November 6pm-8pm

Understanding How Client Centred Learning Influences the Standards Check & Part 3

£35 members £42 lite members – Online

The aim of this course is to demonstrate how a client centred approach can influence your Standards Check or Part 3.

The session will include discussions, videos & demonstrations to highlight the benefits of CCL.

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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.

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The lead story in this month's column is one that featured in all the media on September 20th. I will quote from the Mail, which had the front-page headline 'Finally! Common sense on net zero'. It said that Rishi Sunak was poised to ditch the 2030 ban on new petrol and diesel cars as he scales back costly green pledges. In a dramatic policy shift, he was set to delay the switch to electric vehicles and slow the phasing-out of gas boilers. The Prime Minister will set out the changes in a speech in which he will recommit to hitting 'net zero' carbons by 2050, a target enshrined in law. But he will argue that the goal can be met with a more 'pragmatic' approach that does not force onerous changes on the public. Ministers believe the plan could help transform Tory fortunes and assist households struggling with the high cost of living. Mr Sunak said, "governments of all stripes have not been honest about costs and trade-offs", adding: "Instead they have taken the easy way out, saying we can have it all. This realism doesn't mean losing our ambition or abandoning our commitments. Far from it. I am proud that Britain is leading the world on climate change. We are committed to net zero by 2050 and the agreements we have made internationally – but doing so in a better, more proportionate way. Our politics must again put the long-term interests of our country before the short-term political needs of the moment." Sock it to 'em Rishi.

And then, of course, was the story in the Mail of September 16th with the headline 'Labour's 20mph limit is beyond insane'. It said that Labour in Wales will step up its 'war on drivers' by making 20mph the maximum on most 30mph roads. First minister Mark Drakeford defended the move, insisting it would save lives and NHS resources. But critics point out that his own administration's impact assessment shows the cost to the Welsh economy could be as high as £9billion. And penalty fines will hit drivers who already face larger petrol bills for running their engines at lower – and less efficient – speeds. Labour leader Sir Keir Starmer said last year that the Welsh government had provided 'a blueprint for what Labour can do across the UK'. David TC Davies, Conservative leader in Wales, warned that this suggested Labour might lower speed limits in England if it wins back power. He stressed that he was not against 20mph restrictions outside schools and in other high-risk areas but added: "Labour is conducting a war against motorists – and if you want to come and see what life is like under a Labour government come to Wales, but make sure you put aside a lot of time because it will take you a lot of time to travel around. We now have a government here in Wales that won't be happy unless we're all travelling around on a horse and cart. It's beyond insane." And the general election isn't until next year!

And the Mirror of Sept 14th had a piece which told how a 98-year-old has had his dream of driving once again come true. Don Mitchell, who turns 100 next year, was delighted when the Young Driver scheme took him on as their oldest pupil. The programme is designed for kids as young as four to learn at private venues across the UK. But Don, who had to surrender his licence four years ago, went for a spin at the Defence School of Transport at Leconfield, East Yorks, near his care home in Beverley. He said: "I was heart-broken to give up my licence. Like riding a bike, it all comes back to you. It was nice to see the youngsters just starting to learn as well. And my advice to them is always stay inside the speed limit!" Well, I was a trainer on the Young Driver scheme many years ago and what the piece in the paper didn't mention was that it costs in excess of £1 a minute at the wheel!

And the Mail of September 15th had an interesting story which said that driving tests will have to be adapted to ensure motorists know how to control a self-driving car, a report by MPs has

warned. The report, by the Commons transport committee, urged the Government to introduce laws putting in place a robust framework for self-driving vehicles. It said the driving test would need to be changed to take into account that drivers 'acquire and maintain the necessary skills for taking control of a vehicle in all circumstances'. But it cautioned that self-driving cars may mean worse road safety from human drivers who get less practice, saying: "Over time drivers may become less practised and therefore less skilled. The introduction of self-driving vehicles to the UK's roads will affect all road users. We believe this should not impose new responsibilities on other road users, limit their access to public infrastructure or make them less safe". Committee chairman Iain Stewart said: "If the Government is going to meet its ambitions for self-driving cars, these issues need to be addressed." Well, there we all are then.

And the Mirror of September 13th carried a piece which said that work to resurface and treat local roads is at a four-year low. Just 1,123 miles were surfaced in 2021/22 in England, RAC analysis of Government data found. That was down 29% on the 1,588 treated four years earlier. Surface dressing, a cheaper technique, was done on 3,551 roads in 2021/22 down 34% on 2017/18. Of the 153 roads authorities included in the latest data, 31% did no resurfacing while 51% had failed to carry out any surface dressing. The RAC said it shows the need for Government to change how it funds maintenance. And Local Government Association chair Shuan Davies said "decades of reductions" in repair budgets have been compounded by "recent extreme weather and inflation". The Department for Transport said: "It's for local authorities to maintain their highways. To help we're investing £5billion from 2020 to 2025 with an extra £200million announced in March to resurface roads." Well that's all good, isn't it?

And the Mirror of September 25th had a story that told how, despite crashing with another car then hitting a traffic island, Marcus Rashford walked away unscathed, thanks to modern safety protection. England and Manchester United forward Rashford, 25, was driving home after a match when he had the accident in his £700,000 two-and-a-half-ton Rolls-Royce. A source told the paper: "Modern vehicles are incredibly robust, and that helped to protect Marcus. He got out the car unassisted and his first thought was for the other driver to make sure that she was not hurt." Both drivers were breathalysed as a matter of routine after the accident and left without any further action being taken. The Black Badge Wraith model is one of Rashford's £2million collection of top-of-the-range cars. How the other half eh?

And the Sunday Times of September 10th had a piece which said that motorists should be penalised for even the slightest breach of the speed limit, according to a parliamentary group that says allowing drivers leeway has led to a culture of impunity. Tolerances should be removed to make more people safe to go walking, cycling and scootering, according to the all-party parliamentary group for cycling and walking. In its road justice report, it sets out ten recommendations to tackle bad drivers and convince them they will not get away with driving "impatiently, discourteously, or, worse, maliciously". The group is supported by 38 MPs and 20 peers. It said that perceived danger on the roads consistently topped the list of reasons why people do not cycle and added: "If the working assumption is that one can speed (to an extent) with impunity, this fosters a belief that traffic law does not need to be taken seriously. We hold the view that speed limits and their enforcement represent the foundation of road justice because speeding accounts for the lion's share of offences committed on the roads." Edmund King, president of the AA, said: "Speed limits are there for a reason and people should respect them... but if people are too paranoid about going 1mph or 2mph above the speed limit, that's not conducive to road safety. It is better to be able to see a cyclist on the left-hand side of the road, or a pedestrian stepping out from the right, rather than just to stare at the speedometer." As ever, I totally agree with Mr King.

>>>





And talking of speeding, the Mirror of September 9th had a story which told how Ashley Cole had been banned from driving for speeding offences. The former England international, who worked as a first team coach at Everton, pleaded guilty to three driving offences in Liverpool between March last year and this January. Neither Cole nor his legal representatives attended the city's magistrates' court for trial and his guilty pleas were entered via email. The first offence took place on March 11th last year, when Cole drove his Mercedes at 40mph in a 30mph zone. He was later caught driving a Mercedes at 41mph in a 30mph zone on January 11th this year. Cole also pleaded guilty to failing to give information relating to the identification of the driver of a vehicle when required. The 42-year-old was disqualified from driving for six months and handed a £3,340 fine. Quite right too.

And the Western Morning News of September 6th carried a piece which said that the price of petrol on UK forecourts has risen to its highest level so far this year, according to new official figures. The average pump price of a litre of unleaded petrol stood at 151.7 pence as of September 4th, up from 150.7p the previous week. It is the seventh weekly jump in a row. The rise is being driven by an increase in the cost of oil, which has gone up by nearly \$12 (United States dollars) a barrel since the start of July to more than \$88, due to producing group Opec+ reducing its supply. This has caused the wholesale cost of fuel – what retailers pay – to go up, which in turn has been passed on to drivers. The average price of a litre of unleaded petrol is now at its highest level since the end of December 2022, but is still some way below the peak of 191.6p reached in July 2022. The average price of diesel has also been rising in recent weeks, climbing from 144.6p a litre in mid-July to 154.7p as of last week. All quoted figures have been published by the Department for Energy Security and Net Zero. Well, there we all are then.

And finally,

I saw a fella going up a hill with a wheelbarrow full of horseshoes, four-leaf clovers and rabbits' feet. I thought, he's pushing his luck.

I went for a hearing test, and they fixed me up with an invisible hearing aid. I took it out when I went to bed and I haven't seen it since.

Til next time,

Adrian

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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:



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**
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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;



Tackling the driving test waiting times with more test appointments

To help tackle the high driving test waiting times, DVSA is making around 150,000 additional test appointments available over the next 6 months. We are doing this by deploying more trained staff to carry out driving tests full time up to 31 March 2024.

Most people who are trained to do a driving test are driving examiners. However some staff who are trained have moved on to other roles in the agency, including as local driving test managers, operational managers and policy experts. Until now some of these individuals have been testing in addition to their usual job.

We are now asking them to do driving tests full-time, which will mean they are unable to do their usual roles. We will do all we can to limit the effect this has on the other services we offer.

How ADI testing and standards checks will be affected

During this time we will significantly reduce the number of standards checks and will continue to offer ADI part 2 and 3 tests. If we need to cancel or rearrange your standards check we will contact you.

We will continue to monitor driving test performance whilst prioritising car driving tests.

Putting the additional tests on the booking service

On Monday 2 October we will start to add these extra appointments to the booking service. This will cover test appointments for 6 October to 3 November.

It will take a few days for all the appointments to be added.

Then on 16 October, we will start to add appointments for 4 November to 18 November.

Again, it will take a few days for all the appointments to be added.

We'll repeat this every 2 weeks. For example, we'll add more appointments on 30 October, 13 November and so on.

We'll continue to do this until additional appointments are available up to 31 March 2024.

Making the most of the additional tests

It's really important that we make every additional test count to work together to reduce the current high driving test waiting times.

We know that many of your pupils have been using the Ready to Pass? campaign resources to help prepare for their test – and found them really useful.

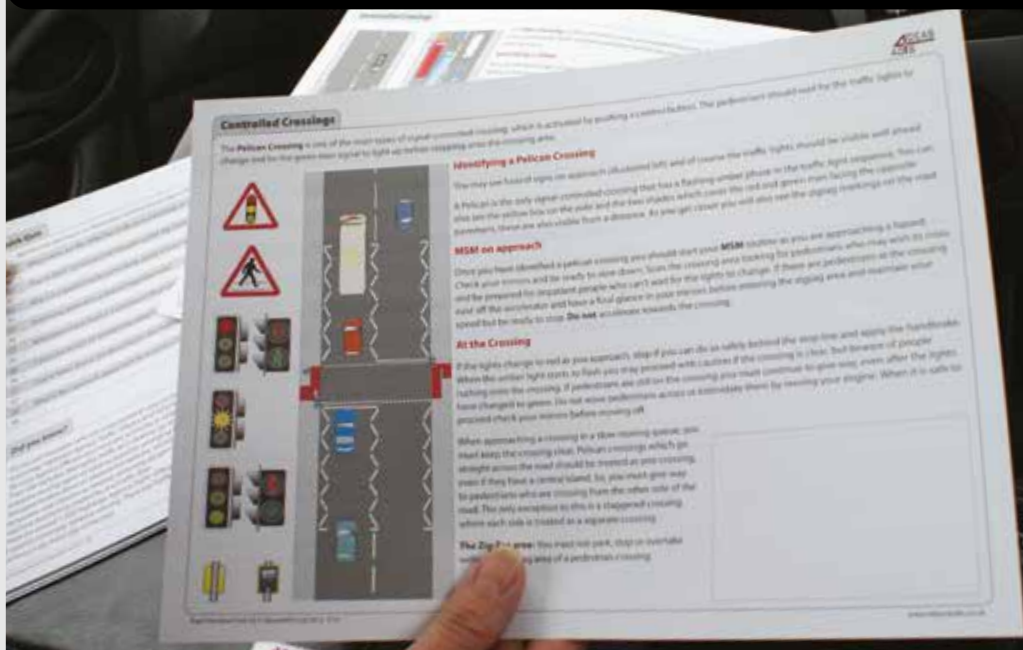
We also know that many of you have used the resources on the site to work with your pupils to make sure they only go for their test when they are ready to do so.

The campaign has been designed to support you and reinforce the messages you already give your pupils. You can [visit the campaign website](#) for 10 ways that you can help us spread the word.



Driver & Vehicle
Standards
Agency





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!**

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

PC DVSA ADI

Professional

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

RL DVSA ADI

Value

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

HT, Salisbury DVSA ADI

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

www.ideas4adis.co.uk

Clive Snook Governing Committee Member

The ADINJC was sorry to learn about the death of our friend and colleague Clive Snook on Saturday 7 October 2023.

Clive was an active member of our Governing Committee, fulfilling the roles of Liaison Officer and Treasurer. Many of our longer standing members will remember him from our conferences, where with Muriel his wife, he did the administration on the day.

He had been plagued by ill health for a number of years, though carried on as long as he could before having to retire from the Governing Committee in 2020. He made a significant contribution to the work of the ADINJC and the industry.

Our thoughts are with Muriel and family.

The funeral will be held on **Monday 6 November at 11am** at the **Salisbury Crematorium, Barrington Rd, Salisbury SP1 3JB**, followed by a wake at the **Milford Hall Hotel and Spa, 206 Castle Street, SP1 3TE**. Anyone is welcome to attend, but please confirm with Muriel on **01747 855091**.



DIPOD - The Driving Instructors' Podcast -

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Show 216 - Tackling Waiting Times - In which we take a look at how the DVSA are looking to get on top of the waiting times for driving tests, as well as some of the prime reasons pupils fail their test.

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- Tackling Wait Times
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- Emergency Controlled Stop
- 20 MPH

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

Catch up now on all **73 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!

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“

QUOTE

“Success is a state of mind. If you want success, start thinking of yourself as a success.” - Joyce Brothers

”



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