

*Have a wonderful
Christmas &
New Year*



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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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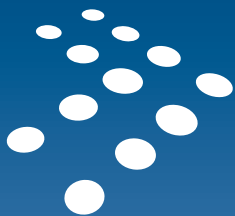
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We are delighted to officially launch the ADINJC & Intelligent Instructor Spring Conference & Expo '23! The free to attend event is a must for any instructor who is keen to learn and improve their teaching and business skills.

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

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

We are delighted to announce that once again we will be joined by the DVSA's Richard Hennessy, Director of Operations (South). Richard will be giving an industry update and answering questions.

Check out some of our confirmed speakers...

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Kempton Park Racecourse | Middlesex
Sunday | 23 April 2023

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ADINJC training team*



*Ray Seagrave - Owner, Ray Seagrave instructor
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Andrew Love - Head of Training, ADINJC



Kev & Tracey Field - Founders, Confident Drivers

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Spring Conference & Expo '23

Kempton Park Racecourse | Middlesex
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What you told us in the 'Book and manage your pupils driving test' survey

In October 2022, we ran a survey to find out more about how you are using our 'book and manage your pupils test' service. We wanted to hear more information about how you use the service now and ways we could improve it.

The main findings

- 73.8% of you told us that on average you book up to 100 driving tests every month
- 52.7% said that you swap one booked test for another up to 100 times a month
- 44.9% of you told us that it would be an effective method to set a test swap limit for each organisation based on their monthly use

We are pleased to share the [*full results of this survey on GOV.UK*](#).

Next steps and updating Online Business Service terms and conditions

The information you have provided in the survey has been extremely helpful for understanding how you are using the 'book and manage your pupils driving test' service.

We are currently in the process of updating our terms and conditions for using our 'book and manage your pupils driving test' service and we will use the information from this survey to inform these decisions.

We plan to share our updated terms and conditions with you in the next few weeks.

What you told us in the 'Working as a driving instructor' survey

In October 2022, we asked you to complete our 'Working as a driving instructor' survey. This was formerly known as the ADI Demand survey.

This was to get feedback on a range of topics which helps us to plan for the future, find more about out how the current economic situation has affected your business and more.

We are pleased to share the full [*results of this survey on GOV.UK*](#).

The main findings

- 6% of you said that high driving tests waiting times are leading to learners taking a break in lessons
- a quarter of you (25.0%) provide lessons in a car with automatic or semi-automatic transmission
- 2% currently use electric vehicles and 37.3% of you plan to change the vehicle type for which you offer lessons in the next 5 years
- Half (50.6%) of you swap between 1 to 5 test bookings every month
- Most (51.2%) of you think it would be effective to set a test swap limit for each organisation based on the monthly average of driving tests they book to stop abuse of the service

In our latest blogpost , Nick Taylor, ADI Registrar, tells you more about the survey and:

- why we asked new questions
- the main findings
- what we plan to do with your feedback

[Read the full blog on Despatch.](#)

Updating the Online Business Service terms and conditions

The information you have provided in the survey has been extremely helpful for understanding how you are using 'book and manage driving tests for your pupils' service.

We are currently in the process of updating our terms and conditions for using OBS and we will use this information to inform these decisions.

We plan to share our updated terms and conditions with you in the next few weeks.

Marking Approved Driving Instructor Part 3 tests digitally

From 30 November Approved Driving Instructor (ADI) Part 3 tests will be marked digitally.

The content of the Part 3 test will not change, just the way our examiners record the test, using tablets and a specially created app.

The test result will still be confirmed by the examiner at the end of the test and a copy of the report will be emailed to the email address used for your registration.

This is the latest step in DVSA's programme of digitising examiner services to provide a better experience for both examiners and candidates.

Slightly different wording for ORDIT registered trainers:

From today (30 November) Approved Driving Instructor (ADI) Part 3 tests will be marked digitally.

The content of the Part 3 test will not change, just the way our examiners will record your pupils test, using tablets and the Driver Examiner Service (DES) app.

The test results will be emailed to your pupils once their test has finished to the email address used for their registration.

This is the latest step in DVSA's programme of digitising examiner services to provide a better experience for both examiners and candidates.



Latest version of the Highway Code now available in Welsh online for first time

The Highway Code in Welsh is now available digitally for the first time. You can read it for free on GOV.UK.

The new printed version of The Highway Code in Welsh is also available to pre-order in shops and online, or from our official supplier on the [Safe Driving for Life website](#).

>>>





Update on transforming the driver testing delivery model

DVSA is committed to creating a modern, flexible and efficient driving test service that is less dependent upon fixed estate and takes advantage of the investment and development of new technology.

We set this out in the 2022/23 business plan that was published in May of this year.

Creating a more flexible driving test centre estate allows us to react where the road and traffic conditions near a centre have evolved and no longer provide the best environment in which to assess a candidate's ability to drive.

Proof of concept

In January 2023 we are running trials at two driving test centres (Doncaster and Birmingham (Kings Heath)). We are exploring extending the trial to other sites and will update you if we do.

During the trials 50% of the tests at the centres taking part will be done from an alternative site close to the existing driving test centre such as community buildings or sports and retail centres.

We will contact your pupils if their tests will be moved to take place from one of the alternative sites. If you made the booking for your pupil and you receive the email you must let them know.

Keeping you updated

At the end of the trial we will evaluate how successful the different approaches have been. To do this we will talk to driving examiners, your pupils and ADIs who were involved in tests from a trial site.

We will keep you up-to-date on progress and on the next steps for the work.

DVSA driver testing services: Update on industrial action

The Public and Commercial Services (PCS) Union has announced that its members will take part in discontinuous strike action during December 2022 and January 2023.

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

Driving test centres

PCS has told DVSA the strike action will affect driving examiners employed at a number of driving test centres. You can find a [list of these driving test centres](#) on GOV.UK.

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

If you pupil has booked a test themselves

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

If you have booked a test for your pupil

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

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

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

Rescheduling some tests in advance

To help us understand the extent of strike action on our testing services, we are rescheduling a small number of tests in advance. These tests are at the start of the first day of strike action in each region.

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

Keep checking for updates

You can find the **latest information about the driving examiner strike** on GOV.UK.



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Important safety information



Thanks to Herts Fire Service who have recently produced some important winter safety information for Christmas.

Lithium Batteries and E-Scooters

You may be thinking about buying an E-Scooter for your child this Christmas, but did you know that private e-scooters are currently illegal for use on public roads and cycleways, even though they are widely available for sale? There is currently a lack of regulation of these vehicles, meaning there are no minimum vehicle standards or battery specification.

Most modern mobile devices such as mobile phones use lithium-ion batteries. Lithium-ion is the most common form of battery because it can store the most energy in the smallest space.

Because of their tendency to catch fire, lithium-ion batteries must be looked after.

- Only buy batteries from a reputable manufacturer.
- Unplug devices when they are fully charged to avoid overheating.
- Store batteries in a cool dry place.
- It is recommended that you do not charge items such as mobile phones or tablets under pillows or on beds.
- Avoid charging devices overnight when anyone is asleep.
- You should not charge anything in a corridor or room that provides your only way out of your home.
- Ensure there is a working smoke alarm in every room where charging takes place and charge in a location where you can close a door to prevent smoke spread.
- In the event of a fire, leave immediately and do not attempt to extinguish the fire yourself.

Christmas Fairy Lights and decorations

We all love a pretty Christmas decoration and fairy lights at this time of year, but did you know unsafe use of such items as fairy lights can cause fire.

Christmas is a magical time of year and with some careful planning it can stay that way!

- Check your Christmas tree lights carry the British Safety Standard sign.
- Never place candles near your Christmas tree or materials that can catch light easily.
- Decorations can burn easily – so don't attach them to lights or heaters.
- Keep candles, lighters, and matches out of children's reach.
- Never leave burning candles unattended.
- Never overload electrical sockets.
- Always switch Christmas lights off and unplug them before you go to bed

Road Safety and Drink Driving

As the party season approaches and we plan our Christmas parties, we ask that you are mindful of the dangers that drink driving pose. Just one drink can impair coordination, slow your reactions, and distort your judgement.

Drink driving is illegal and puts lives at risk. It is not possible to say how much alcohol you can drink and stay below the limit. The way alcohol affects you depends on:

- your weight, age, sex, and metabolism (the rate your body uses energy)
- the type and amount of alcohol you're drinking
- what you've eaten recently
- your stress levels at the time

So, if you're driving, it's better to have none for the road.

Here are a few pointers to ensure you can enjoy your night safely.

- Consider allocating a designated driver for the night. You can rotate amongst groups of friends.
- Do not drink any alcohol if you are the designated driver rather than risk it.
- Book and take taxis if you are going to drink alcohol. Make sure your friends do the same.
- Use public transport where you can and if it is safe for you to do so.
- Do not get into a car with anybody you suspect has drunk too much no matter how much pressure you feel under.
- Tell somebody who has drunk too much not to drive, you could save their life.
- Inform the police if you suspect somebody is driving under the influence.



The meeting was attended by several senior members of DVSA and all the NASP associations.

DVSA updated on driving test waiting times.

- 14.61% of all car test appointment are available for booking,
- The number of test centres with waiting times of 24 weeks now reduced to 5
- Should be back to single figure times in 2023
- Difficult to know how many learners are wanting tests, or wanting to get an ADI so they can start their lessons
- 596,000 additional tests have been created since April 2021 by –
 - 245,000 new examiners
 - 165,000 from overtime
 - 105,000 from those not normally conducting tests
 - 55,000 from converting m/cycle and vocational tests to car tests
 - 20,000 from buying back annual leave
 - 6,500 from bringing back recently retired examiners.

DVSA's policy team provided an update on BOTs and test swapping.

- Advanced Bot Protection (ABP) for all booking services introduced late 2021 and has reduced the traffic to booking sites.
- During summer there was a gradual increase in OBS use.
- DVSA has done a deep dive to collect more data analysis about this and consider what measures can be put in place to prevent abusers
- Number of registered users of OBS has increased and are doing lots of swaps.
- DVSA has received complaints about companies and Individual's offering a premium service. DVSA has sought legal advice about these services. But whilst these services are not illegal, there is an impact on other customers booking tests.
- DVSA has carried out work to look at the profile of swapping and the impact, numbers of tests and the numbers of swaps.
- DVSA explained that it is working on drafting the update terms and conditions for OBS and will share them with NASP and ADIs in the coming weeks ahead of them going live to give ADIs and businesses time to prepare for the changes

NASP will be given an opportunity to review and feedback on terms and conditions before they are shared with ADIs.

DVSA's ADI registrar provided an update on the following:

- ORDIT and what the future will bring to make ORDIT fit for purpose. Comms will be released in the near future regarding these amendments. NASP raised some concerns regarding ORDIT, Concerns were raised on how and what should be recorded in the training records.
- A brief update was given on the TIP and the review of parameters in the near future checking they are still fit for purpose.
- A detailed discussion was held around abusive pupils and what DVSA could do to help in this area.
- The topic of reasonable adjustments regarding PDIs with special circumstances was discussed, although there is no specific policy that covers this, it can be flagged to the team so these adjustments can be made on a case-by-case basis.

DVSA said that they were increasing the number of standards checks they carry out every month, with 1,800 bookings within in the next 12 weeks.

Over 3,400 engagement calls have been carried out in 12 months, with good feedback. 340 ADIs 'on hold' list, for a 12-week window.

DVSA is in the process of recruiting another 13 ADI examiners.

NASP asked whether DVSA is making calls to ADIs who are performing well. DVSA said they do this occasionally but due to resources are focusing on part 2 and 3 tests and standards checks.

Working as driving instructor research

DVSA shared some of findings of the 'working as driving instructor' surveys with NASP.

- 3,286 responses to recent ADI survey
- 68% no availability for new pupils
- 65% have waiting list for new pupils
- 11% plan to leave industry in next 12 months
- 25% teaching automatic or semi-automatic
- 90.5% have increased price in last 2 years
- 49.8% now charge £31 – 35 per hour

DVSA published the results of the surveys on 24 November -

Click this link to read - [*Working as a driving instructor survey, October 2022*](#)

Working with pupil's parents' research

DVSA also talked about the early results of working with pupils' parents survey and agreed that follow up research was needed. NASP offered to lead on this and DVSA agreed to share the full findings with NASP ahead of it being published to help develop the follow up questions.

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Ready to Pass? campaign

DVSA confirmed they are working on building a new multi-page website for the Ready to Pass? Campaign. DVSA will arrange a separate meeting with NASP to show them the new site and review it ahead of it going live.

AOB

DVSA confirmed they are drafting a blog post for ADIs about reasons why DVSA is holding driving test centre open days and how these can benefit ADIs pupils.

DVSA to confirm who at DVSA will be the relationship manager for NASP.

NASP asked if the Registrar had powers to sanction pupils putting in malicious complaints about ADIs or to warn them about false accusations. DVSA replied, anyone behaving badly on test is reported, and the next test would be accompanied by LDTM. Higher level incidents of abuse are reported to the police. NASP stated, they felt there is little protection from DVSA for ADIs and that pupils should be told they have to produce evidence and that it was serious to make malicious complaints. DVSA felt things were running more smoothly now there is a dedicated team with a lot of knowledge and experience. If incidents are isolated there is no action at the lower level and there would need to be cumulative incidents for further action to be taken.



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Research “makes a very strong argument” in favour of LTNs

Low-traffic neighbourhoods (LTNs) reduce traffic and air pollution without displacing the problem to nearby streets, according to a new study..

[Click here to read full story](#)

Breath tests set to double this December

Drivers are being warned their chances of being breathalysed will double heading into the festive period.

In December 2021, police forces across England and Wales stopped 37,067 motorists on suspicion of drink driving – more than twice the average for the other months of the year (16,977).

[Click here to read full story](#)

‘Time for action’ on seat belts – including penalty points

A combination of practical and inexpensive actions by the Government could dramatically reduce the number of people killed in crashes while not wearing a seat belt.

That’s the assessment of PACTS, who have published a new briefing on the subject.

[Click here to read briefing](#)

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



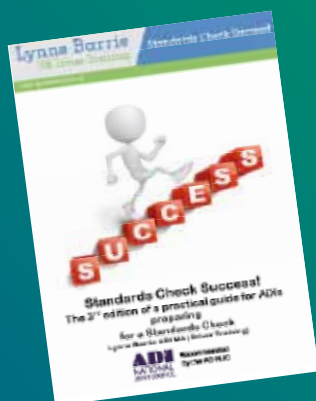
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The Return of ORDIT – Was it worth waiting for?

Tom Stenson - Worcestershire Driver Training



My ORDIT journey started in early 2019. I knew the DVSA had already planned to make changes to the inspection process, and I decided to wait for those changes to be implemented before I applied. That was a decision I later regretted - as we all know, 2020 and most of 2021 were somewhat of a write off and delayed me taking my ORDIT inspection by over two years. So, was it worth the wait?

ORDIT is the official register of driving instructor training. This qualification is voluntary, but is recommended by the DVSA for those who wish to teach other people to be driving instructors.

I managed to get my application for my ORDIT inspection sent off in 2020 while we were in the first of the many lockdowns. The team at ORDIT were very good at keeping me updated as and when they were. Although the question was being asked at many different meetings by many different organisations and associations, the DVSA's default answer to when ORDIT would be back up and running was "we're working on it". In June of this year, I received a call from the ORDIT team to tell me that my application was being passed onto the examiner, and in November I finally received a call from the ADI manager who would be taking my inspection.

My first phone call was to touch base and to talk through the whole process. The examiner was very helpful in explaining what to expect. Instead of examining the paperwork on the day, it is now done prior to the inspection. This means that any amendments that are needed can be sorted beforehand.

My paperwork was sent off to the examiner the following week and a date for my engagement call was set. On the engagement call, we discussed any queries or questions I had, as well as the content of my paperwork and training logs. The examiner was kind enough to run through how an engagement call for a standards check would work and what may be discussed. We also arranged a date for the inspection and a day or so later I received email confirmation of this.

On the day of the inspection, myself and my trainee turned up about 5 minutes before the test. I

explained to the examiner who the trainee was and gave them a brief overview of what the plan for the lesson would be. The examiner then asked the trainee to join us.

Once my trainee joined us back in the car, we started the lesson off by discussing his recent part 3 fail and working out exactly what the plan would be and how we could achieve this in the time frame we had. The inspection is expected to last for around an hour. After around a 15-minute conversation, we had our plan. The session flew by and within no time, we were heading back to the test centre. The examiner listened to debrief and reflection between me and the trainee before going back into the office. Around 15-minutes later, the examiner came back over to the car and asked the trainee to wait in the waiting room once again while I received my result and debrief.

This was a great opportunity to talk to the examiner and ask any further questions I had about my inspection. I am pleased to say I passed!

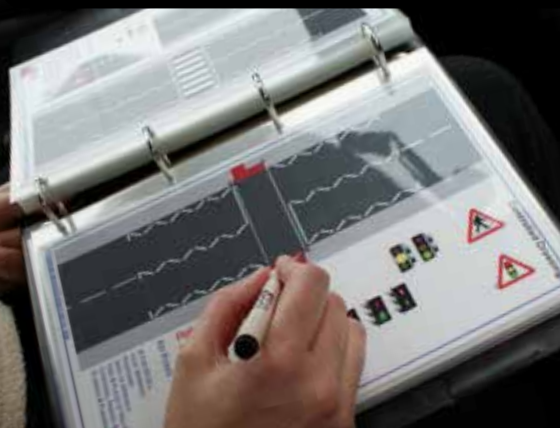
So, is ORDIT worth the hassle and cost?

For me, yes! My inspection was confirmation that my training methods are to the highest standards; it pushed me to develop my training and validated my opinions as to what I feel is a successful training session. With less than 200 people currently on ORDIT, I feel this is a worth while accolade to have as it helps me to stand out as trainer. It is also the only qualification for training driving instructors that is recommended by the DVSA which means I can use ORDIT in the promotional materials for my business. The ORDIT team were helpful, responsive and my examiner gave me detailed positive feedback that I felt could be applied moving forward.

Sometimes as a trainer it can be difficult to hold up a mirror and reflect on how we teach, I think ORDIT is a valuable tool that even experienced trainers can use to develop their practise. Every day is a day to learn, and I don't ever feel that I am ever at the top of the tree – but ORDIT was a worthwhile branch to climb.



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DRIVING INSTRUCTOR INSURANCE EXPLAINED

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

What is the difference to standard car insurance?

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

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

Why is it more expensive?

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

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



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Roundabouts – What are they?

Bill Lavender BA (Hons) Cert Ed



Ask you learner: What are roundabouts?

They are in effect, one-way systems that allow motorists to move more freely with the flow of traffic and tend not to create large backlogs of traffic, as traffic lights can do.

Many roundabouts are converted crossroads, designed specifically to help keep traffic moving.

There are different kinds and sizes of roundabout. Also, at the point of entry, some may have a single broken white line, while in busier locations, roundabouts are more likely to have a double broken white lines road markings. The meaning of these should be understood, beginning by asking simple questions.

When route planning, ensure that your learners have reached a stage of ability where they are ready and able to follow your instruction or coaching, especially if the roundabout is complex.

Keeping to the Highway Code's driving plan, Mirrors – Signal - Manoeuvre (MSM) is a simple and easy way to ensure success when teaching learners to drive.

Our new risk assessment needs to take into account the dangers of emerging onto the main road, from the side road. As always, we must exercise full control of the lesson and the learner's likely actions.

Gain agreement on the learning to be achieved

- Recap on previous practice dealing with junctions, including roundabouts
- How will you link previous knowledge about junctions to roundabouts?
- What are you going to teach first?
 - Turning left
 - Proceeding ahead
 - Turning right
- Will you have to start by teaching a mix of these?
- How will you deal with:
 - Mini Roundabouts
- Anticipation / Hazard Perception

Make links with any previous "Theory" study or hazard perception simulation. Issues include

- determine what other drivers are likely to do (where they are looking / positioning of vehicle etc
- the omission of signals by some approaching drivers

Instructor Notes:

Use illustrations as frequently as you feel necessary. Refer directly to the Highway Code for advice on turning left, going straight on and turning right

- Focus the lesson on the correct:
- Observations. On approach to many roundabouts there should be direction sign that will indicate the shape of the roundabout and how many exits there are in total. Checking the mirrors is important, but also watch the car in front of you. Many collisions at roundabouts occur as drivers rear-end the car in front of them. This is because they are watching the traffic on the roundabout not the traffic waiting to get on it. Make sure the vehicle has actually moved away before your learner starts to move forward.
- Speed and gear. On approach, get these correct and if the way is clear, on many occasions your learner will be able to merge with the moving traffic without stopping
- Response. Check the positioning and steering of other cars. What they are telling you with their indicators might not be what they are actually about to do!
- Cover mini-roundabouts these follow the same Highway Code rules as bigger roundabouts. Also, when it comes to multiple and satellite roundabouts systems, deal with each roundabout separately, treating it as you would treat a normal roundabout.

Mirrors Signal Manoeuvre (MSM)

The need to use a safe system of hazard approach

Mirrors

The importance of

- checking for traffic following closely by using the interior mirror
- use of the outside mirrors when necessary

Signal

The importance of signalling:

- in good time
- for the benefit of traffic, including pedestrians that can or cannot yet be seen

Position

The importance of:

- being in the correct road position for turning left, proceeding ahead or turning right
- the type and size of the roundabout
- the movement of approaching traffic, particularly from the right

Speed

The importance of:

- instructing your learner to use the correct amount of gentle braking to bring the speed down in time to select and engage the gear
- watching for your learner coasting

Look

The importance of zones of vision

Watch for:

- pedestrians crossing or waiting to cross the approach to the roundabout or exit roads
- traffic crossing in front of you - most importantly vehicles that are going to leave at the next exit
- traffic straddling lanes or positioned incorrectly
- motorcyclists
- cyclists and horse riders (who must stay in the left hand lane but signal right if they intend to go around the roundabout)
- long vehicles - they may have to move across several lanes, so be careful and watch for their signals.

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Crossroads – Adding the fourth dimension

Bill Lavender BA (Hons) Cert Ed



Instruction Method:

Below are some examples of questions that you might ask your learner when they have practised sufficiently. With experience you can devise your own bank of possible questions. Questions used must be appropriate to the learner and the circumstances of the lesson. Judge the balance of “telling” and “Q&A” on how the learner responds to your guidance.

Topic Key Point:

Type

Location

Mirrors

Signal

Position

Speed

Gear

Look (Approach)

Look (Position - Turning Right)

Look (Observation)

Look (Emerging)

Sample Question:

What types of roundabouts have you come across?

How do you spot roundabouts?

How do you check for following traffic?

When should you state your intention before a turn?

At what point should you position correctly?

When will you slow by deceleration/braking?

At what point will you change gear?

Where must you always look on your approach?

Where will you need to position when turning right?

What type of road user must you look out for?

What must you avoid when emerging?



Typical faults to anticipate

- Not recognising the roundabout in time
- Not making effective use of the mirrors well before signalling or changing direction
- Checking mirrors and signalling/changing direction simultaneously
- Incorrect position on approach
- Positioning too late
- Approaching too fast/slow
- Not braking sufficiently before gear changing. Coasting
- Inappropriate position for turning right
- Not giving way to pedestrians who are crossing
- Not properly observing "Give Way" lines
- Emerging without due regard for traffic already established on the roundabout
- Not anticipating traffic from the right waiting for traffic from ahead
- Undue hesitancy

Lesson Plan evaluation:

- Simply ask your learner to state in their own words what they have learned.

Here are ten example questions that you might ask yourself at the end of the learning period. They are based on the needs of lesson planning, combined with risk management and teaching / learning strategies.

Your answers should be used to improve your plan for subsequent training sessions.

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



Road Safety Information

Graham Feest ADINJC Road Safety Advisor



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

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



Items this month include:

- Supervise a Learner Driver
- Points for Not Wearing a Seat Belt
- Multi Lane Road Safety – Smart Motorway Department for Transport
- Abuse of Learners
- Delivering the Safe System Approach
- Fake Copies of the Highway Code
- E-Scooter – Further Research
- Red Line Runners
- Lorry Drivers – Phone Use
- Motorcyclist Recognition
- Best Motorway Services in a User Survey
- 20MPH Penalty Trial
- Road Casualties GB 2021
- Driving and Medical Conditions
- IAM RoadSmart Challenge
- New Secretary of State for Transport
- Cost Savings of 20MPH in Wales
- State of Road Maintenance
- TyreSafe Top
- Ten Tips for Driving Instructors
- One in Every Hundred
- Smart Motorway Evaluation
- Don't Make a Mistake
- Road Deaths in Europe
- Automatic Transmission Drivers Only
- PACTS Seeks New Executive Director

And much more!



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What our members say:



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

- Dave Clark ADI



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

- Susan Speight ADI

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The Road

Liam Greaney - Driving-Pro Limited



Before the development of modern communications, roads were what connected us as people. As such, they were driven by economic, political and military forces. People needed to get produce to market. The government wanted to tax and enforce its power on those it controlled. From the government's point of view, the more people it controlled, the more tax was raised and the more powerful the government became. Think Roman roads.

The first roads were tracks and people themselves carried the loads. We then started to domesticate animals, for food, company and to help grow crops. It was inevitable that we would then start to use animals to help carry loads. The development of further transport was limited by the environment. How would an Inca peasant working on his mountainside terrace need and be able to use a cart?

As we discovered mechanical advantage, animals began pulling our carts and we wanted better tracks to get us from A-B. The compacted dirt road pretty soon turned to mud in the rain and dramatically increased its resistance to a turning wheel. The wheel itself, if too narrow would sink down into the road and in the dry, dust became a problem.

The solution to the sinking wheel was to be a harder stone road. Big stones at the bottom becoming smaller at the top. The ride would not be smooth but you and the load were getting to your destination. Rainwater was still a problem but this was solved by John Metcalf. He did this by giving the road a camber and good drainage.

John McAdam was the first 'modern' road builder and gave his name to the Macadam surface in the 1800s. His brilliant innovation was realising that roads did not need massive stone

foundations. By ensuring that the top stone surface was made with stones smaller than the tyre width he innovated a smoother running surface. Think about the difference between walking on pebbles and sand.

But there was still a dust problem. Eventually, someone took the top surface and mixed it with tar and left us with a tarmac road. That's tarmac to you and me.

Thanks to the introduction of tarmac roads we had a road on which our vehicles could perform their different functions. But as we moved into towns and cities we needed something to separate people from the road. For this, we used the raised pavement. Pavements have been around since Roman times but began to play a necessary role as our towns and cities became busier with vehicles. To protect the edge a solid granite kerb was added. In fact, if you look at a kerb you will most likely see black tyre marks upon it, visible proof of the job the kerb does in defending the pavement!

On the road, which is now made up of a carriageway for vehicles and a footway for people, we need to add some street furniture. These are road signs, street lights and boxes of various sorts. Post boxes, phone boxes etc.

Street lights, of course, make things safer as they help us see and there is a trend now to set them back away from the road in order to light the pavement for pedestrians. Where there are lots of people you'll find more street lamps so you can see others and they can see you.

As more and more of us started using vehicles it became apparent that there needed to be rules, so we added road signs and road markings to the mix. Obviously, we needed to see these signs and road markings which is why it was important to understand what the eye sees. First, the eye sees movement, like the flash of your indicators. Then it sees colour, such as red for danger and lastly the eye sees the shape.

With road signs and markings it is important that we all recognise and understand them. For example, in the UK our "L" plate has a standard format and all road signs and markings must conform to The Traffic Signs Regulations and General Directions (commonly abbreviated to TSRGD). Our road signs also look much like the European ones. There is even a Vienna Convention on Road Signs and Signals, what's the point in having to learn a whole new set of rules each time your car crosses a border? The purpose of all this is a common understanding that binds us together for mutual safety.

We also started to write on the road. 'Slow' means a hazard ahead. The sandy coloured road surface meant better grip and the red and green you still see on the road has no legal meaning but it does emphasise the white paint that does.

As the roads improved and vehicles got better things became faster and the need for speed limits became apparent. These limits are based around stopping distances and in the case of hitting a person, their chances of surviving the impact. Interestingly the 70 mph stopping distance is not too dissimilar to the length of most sporting pitches and the 30 mph stopping distance is just over the length between cricket wickets.

A problem with speed is, the faster the speed the greater the likelihood of death if you hit a pedestrian. At 40 mph studies showed that the chance of death is over 80%. At 20 mph it drops down to 5%. The reason it jumps from 5% at 20 mph to over 80% at 40 mph is down to the laws of physics. As the impact speed doubles, the energy imparted to a collision quadruples. Blame Sir Isaac Newton for that one.

This brings us back to 30 mph, and it is all to do with people surviving their mistakes. Children do run out into the road, old people maybe can't cross the road as quickly as others and people who have been drinking are less aware. At some point in our lives, we all make a mistake. Without a speed limit, these mistakes could be a death sentence.

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The greater the difference between the speeds of the different road users, the more likely a collision and the worse the impact. So if a bike is doing 10 mph and is rear-ended by a car doing 30 mph. The difference is just 20 mph. Not nice but hopefully survivable. But if the bike is hit by a car doing 40 mph. The 30 mph difference could well be life or death. So the extra 10 mph for the car has changed the chance of death from 5% to 80%.

As cars began getting faster and the traffic more intense, crossing the road safely became a bigger problem. The initial crossings were a parallel set of studs with two Belisha Beacons. As these were being ignored both by people and car drivers, a number of improvements were made. The Belishas started flashing and coloured stripes were introduced, leaving us with the black and white crossings we know today as Zebra Crossings.

If the number of people wanting to cross is so many that it holds the traffic up for too long. Or the traffic is moving too fast to make stepping onto a crossing safe. We put in a set of lights. At traffic light controlled junctions we can put in a pedestrian crossing phase. With the use of textured paving and buttons to press they become blind friendly.

As the roads became more congested it became necessary to control who had priority. For example, a busy road will always require a minor road off it to give way. This maintains the flow of traffic.

Those of us who are a bit older will remember a policeman wearing white gloves, controlling the traffic. They were a good solution when the traffic only had certain peaks. The downside is, that if they were controlling traffic they were not available for other duties. However, nowadays this fine instrument of law enforcement has totally been replaced by roundabouts and or traffic lights. And just unlike our good friend the Bobby, they will keep going until something breaks or is worn out. But without human costs.

Roundabouts replaced crossroads and required the car entering to give way to the traffic on the roundabout which was fine when the traffic was relatively light. But consider that, nowadays at a normal roundabout you will have four roads feeding traffic into a small space. It's understandable how they can go into gridlock.

Our most effective solution is traffic lights. The meaning of the lights is universally recognised. You can be colour blind and still know which light is which as they each have their own position. The interesting light is the one in the middle, the yellow one. As we approach and the light goes yellow do we stop or go. This is called the dilemma zone and where mirrors pay off.

Lights can be programmed to allow for the peaks and troughs of traffic flow. They can be linked and respond to traffic conditions so the flow cascades down the road. Emergency service vehicles can be given priority by transmitting a signal to the lights allowing them through.

All in all, roads connect us as drivers. We all use them in the same way, which should be governed by The Highway Code. This gives us a shared experience and commonality. They are how we cooperate with each other for the greater good.

Without our smooth roads, speed limits, road signs, markings on the road and traffic lights our roads today would be very different and a lot more dangerous. All these things are not there to slow us down, they're there to keep us safe and to keep things running smoothly.

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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)

ADINJC Standards Check/Part 3 workshop - 15th November 2022

I just wanted to say thank you for coming "up north" to run the course today. I really enjoyed it and will benefit from taking snippets to adjust my lessons and be Standards Check ready, hopefully. I thought your approach to the day with your questioning style and coaching was very clever and informative at the same time.

It is good that you and ADINJC have listened and taken the time to come up north, as most training sessions and conferences from the 3 main associations seem to take place in the midlands or further south. I hope this is the first of many in the future. Thanks again. - Donna Watson.



Results from the survey

What did you enjoy about the session?

Gave a good overview of the SC, held in a friendly and relaxed atmosphere.

The openness of everyone and the style of the trainer.

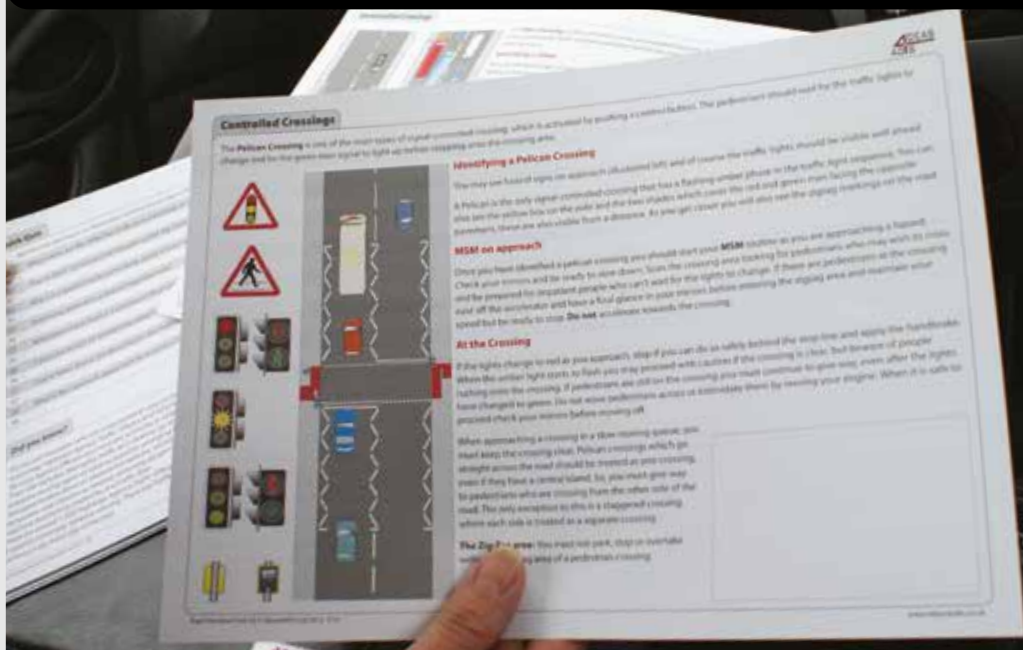
Friendly approach, great involvement and achieved my goals.

What did you learn from the session?

To ask the pupil more detailed questions and be willing to pull up more often!

To ask more about the pupil's choice. To use more probing and funnel questions.

Risk Management and how to achieve goal of higher score.



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RL DVSA ADI

Value

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HT, Salisbury DVSA ADI

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Tuesday 28 February 2023

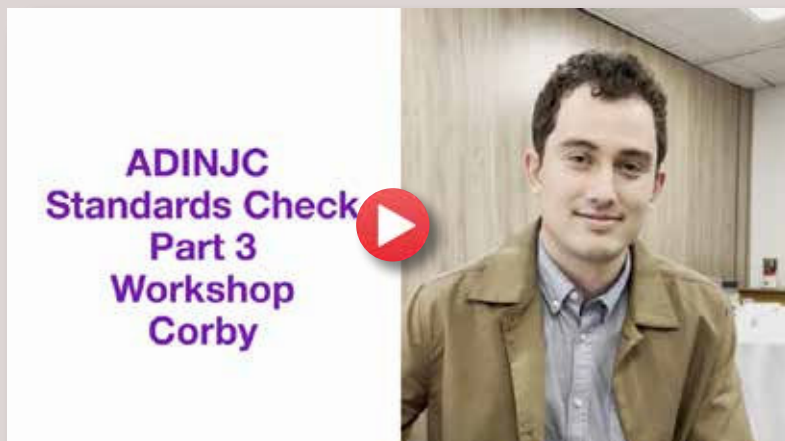
Standards Check Workshop

Holiday Inn Winchester Telegraph Way, Morn Hill, Winchester, SO21 1HZ

The workshop will leave you feeling more confident and prepared and our expert trainers who are themselves ADIs will be there to help guide and support you throughout the day. Your workshop is an opportunity to meet fellow ADIs and take time for yourself to consider and improve your teaching ready for your standards check.

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Tuesday 14 March 2023

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The skills that will be discussed are

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- Feedback Skills
- Listening & Positivity Skills
- Identifying the needs of the Pupil

Lynne Barrie & Andrew Love are the session leaders for this event, both have extensive experience delivering training to ADI & PDI's, particularly with the SC & Part 3. Both are ORDIT trainers and well known in the industry for their knowledge in this area.

They have observed many Part 2, 3, Standards Check & ORDIT assessments carried out by the DVSA, which helps ADIs & PDIs to prepare for their test.

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There was a somewhat alarming story in the Mail on Sunday of November 27th which said that drivers were left almost £250million out of pocket last year after speed cameras snared a record number of motorists. New police figures show £2.8million fixed penalty noticed were sent to drivers caught on camera, an average of more than 7,600 every day – or one every 11 seconds. That's up 20 per cent on the figure for 2020, when lockdown reduced traffic flow, and up 17 per cent on 2019 figures. The news follows separate research which found the most prolific speed camera in the UK – on the A40 in West London – caught 49,050 speeding cars in a year. Of those snared nationwide in 2021, a record 813,000 were given £100 fines, with 1.2million motorists avoiding a fine and penalty points by taking a speed awareness course, also costing about £100 a time. A further 268,000 drivers were sent straight to court because their speed was so high, or they already had a string of previous offences where they were fined an average of £223 each. The remaining 500,000 tickets were cancelled, often because police could not trace the driver, or the legal paperwork was faulty. Howard Cox, founder of campaign group FairFuelUK, said: "Some of the world's highest-taxed drivers are punished from all directions these days, paying out for ultra-low emission zones, congestion zones, low-traffic neighbourhoods, high parking charges and speeding fines, most of which are for drivers who marginally exceed the speed limit. Speed cameras remain cash-grabbing machines. I'd go as far as to say the police have been ordered to chase the easy money – although I believe that serious speeding must be dealt with the full force of the law." Jack Cousens, head of roads policy for the AA, said: "Most drivers accept the use of speed cameras and recognise they are a useful tool in helping keep roads safe. Speeding fines can be avoided by moderating the right foot." A Government spokesman said the decision on where to locate cameras was left to local authorities, adding: "All available research shows a link between excessive speed and the risk of collisions." Well, that's all good, isn't it?

And there was a surprising story in the Mail of December 2nd. It told how a woman who smashed her leg while riding an e-scooter illegally is suing the local council for £30,000 in the first case of its kind. Giovanna Drago, 22, broke her left knee when her new Xiaomi Mi Pro 2 e-scooter hit a pothole in October 2020. It took 20 months for her to recover from her injuries. Mrs Drago told Central London County Court she had no chance to avoid the pothole in Barnet, north London, because it was dusk and hard to see. She is now suing the London Borough of Barnet for failing to maintain the road. She claims she is entitled to damages despite admitting riding her e-scooter on the road illegally. The council however says she should get no compensation because she had caused her own injury by illegally riding on the roads. Currently only scooters rented from an 'authorised hire scheme' – rather than privately owned vehicles – are legitimately allowed on public roads. The court heard Mrs Drago, of New Southgate, north London, had no idea she was breaking the law when she took it on the road and had only ridden it twice before. She was wearing a helmet but no knee pads when she went over the handlebars while travelling at a moderate speed, she told Judge Jan Luba KC during the two-day trial. "Because it was dark, I couldn't see the hole," she said. Geoffrey Mott, for Barnet, pointed out that using privately owned e-scooters on public roads is "currently illegal". He also argued that Mrs Drago bought her £558 scooter from an Amazon supplier that routinely warns customers about legal restrictions barring private scooters on the roads. If the hole was "capable of being seen by anyone travelling at a relatively low speed and ought to have been seen by Mrs Drago if she had been exercising reasonable care and attention", said the barrister. Mrs Drago's barrister, Dr Joanna Kerr, accepted the illegality of riding on the road, and said she should still be compensated if the council is held at fault. I know which way I would vote.

And the Mirror of November 10th had a piece which told how the Ferrari F1 car in which Michael Schumacher won his sixth World Championship title has sold for a world record £13.9million. The 2003 F200-Ga was raced to victory six times by the German driver in 2003, when he smashed the record for the most World championship titles. Described as “one of the most important F1 cars in history”, the red car sparked a fierce bidding war at RM Sotheby’s in Geneva. It achieved a hammer price of £11.5m, and with auction house fees added the total paid by a telephone bidder was £13.9m. It doubled the previous world record price paid for a modern F1 - £6.5m for the Ferrari Schumacher drove in to win the 2001 World Championship. The fully restored 2003 F200-Ga has a V10 engine with 930bhp and a top speed of 186mph. Schumacher, 53, who retired in 2012, has a record seven World Championship titles, tied with Lewis Hamilton. He became paralysed in 2013 after hitting his head in a skiing incident.

And the Mirror of November 16th had a story which said that four out of five motorists said they would fail the driving test if they had to retake it, a survey has revealed. And 90% admit they don’t use some of the techniques they were taught. Nearly 40% steer with one hand the poll by dash cam firm Cobra finds. Cobra says their study shows how many drivers are “picking up bad habits”. Well, there we all are then.

Ray Massey, Motoring Editor of the Mail, had an interesting piece in the November 18th issue. He said that sticking resolutely to the posted 20mph speed limit, as a motorist he had rarely felt so vulnerable. Directed by sat-nav off the A3 arterial road into the capital, he found himself on the A298 Bushey Road heading through the South London borough of Merton. He was in the inside lane of a busy dual carriageway which expands in parts to three lanes. Yet the speed limit, which the last time he used it was 40mph had been halved to just 20mph: a speed that he appeared to be the only person sticking to. Indeed, as streams of other cars overtook, he feared he might be involved in a collision. The ridiculous 20mph dual carriageway caused so much anger and concern among locals in Merton that the Labour council which imposed it in 2020 – as part of a borough wide blanket 20mph policy – have been so stung by the backlash that they’ve been forced into a partial U-turn and plan now to raise the limit to 30mph. Merton’s council’s Labour transport chief, councillor Stephen Alambritis admitted this month: “After careful consideration, we think that 30mph would be a more sensible speed limit, given that it is a dual carriageway which is not lined by homes or shops.” Merton’s Tory opposition leader Cllr Nick McLean said: “It’s overkill. It actually makes the roads less safe. Some do drive at 20mph. Most do not. It is an inappropriate speed limit. It encourages people to break the law.” Indeed.

And the Mail of November 15th had an all too familiar story which said that potholes have caused an additional 225 breakdowns a day this month amid heavy rain and worsening road conditions, the AA has said. The motoring group warned that potholes can cause expensive damage and even death for road users – with recent coroners’ reports identifying two cyclists who were killed after hitting one. And it called on the Government to maintain local roads funding amid fears it could be cut to help plug the £50billion black hole in the nation’s finances. AA figures show that the number of pothole-related breakdowns has soared in the last fortnight compared with the average at this time of year. Its president Edmund King warned the situation will worsen as temperatures plummet, adding: “Well-hidden potholes, deeper than expected, with the ability to cause monumental damage means our crumbling roads are deteriorating at a rapid rate. An additional 225 pothole-related breakdowns a day in November alone is shocking and will only worsen as more rain is predicted and the weather turns cold – causing more damage along the way. On safety grounds alone, we need to see local road investment maintained but the reality is

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our residential streets need a massive cash injection." There are growing fears that a £500million annual fund capable of fixing around ten million potholes could be targeted. Council chiefs have warned that the £2.5 billion Potholes Fund – set up to give town halls an extra £500million a year between 2020-21 and 2024-25 – could be pruned for the next two years. With the cost of fixing potholes soaring, they say the fund's value must rise with inflation. Jack Cousens of the AA previously warned that drivers would be "on a road to hell" if the funding was slashed, adding: "Roads across the country are in an awful state and winter is just around the corner." Councils have faced pressure to improve road conditions in recent months amid a string of failures. A recent survey from the RAC found that three in five drivers think road conditions have worsened in the last year. In a survey of more than 3,000 motorists, 86 per cent said they had to steer to avoid potholes "quite often" rising to 90 per cent in rural areas. As I live in a rural area, I can but agree.

And there was more bad news for electric car drivers in the Mirror of November 20th. They will no longer be exempt from vehicle excise duty from April 2025. Chancellor Jeremy Hunt made the surprise announcement in the budget. Electric vehicles have previously been exempt from road tax, but the government needs new ways to offset a fall in revenue from fuel duties because of the switch away from petrol.

And finally,

What do you call a man with a number plate on his head?

Reg.

An A-road and a B-road were in the pub having a chat about who was the best road. Just then, someone else walked in. The B-road started to shake with fear. "What's the matter?" asked the A-road. "Don't argue with him," replied the B-road. "He's a cycle path!".

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;



An introduction to coaching. The Coach's Goal - Part 8

A coach's goal is to create that light bulb moment (insight) and to bring to that moment a sharper sense of clarity, a positive feeling, a feeling of excitement and an increased confidence, so the coachee will be able to succeed at their chosen goal.

We use many metaphors to describe this moment, and we use these in everyday language: their face lit up like Blackpool illuminations, the fog lifted, the sun broke through, the clouds parted. Essentially it is the moment that you, the coach, enabled the coachee to make sense of their thinking and helped them find the key to be able to take the next steps forward. People are often stuck in a rut for many reasons. For example, fear is one of those blockers, but fears are usually what the mind perceives the outcome to be, not how a positive outcome could be created.

To help create these lightbulb moments the coach needs to create the right conditions in a coaching session. This may well be when a coachee has to investigate those uncomfortable thoughts and feelings, often the start of a journey into the unknown. The coach needs to ensure that the necessary conditions are already in place for these coaching conversations, and should have invested in the relationship to make sure the coachee is comfortable with being taken into the unknown, accepting that a degree of discomfort is a necessary part of the process.

Those 'aha' moments are often a case of the coach nudging the coachee out of their comfort zone; the coachee will have created plenty of options. The coach can use a simple question: 'what else could you do?' Encouraging the coachee to generate many options is more likely to lead to those light bulb moments. As the coach, it is essential to stay true to the coaching principle that the coachee has the answers and all the solutions. This requires the coach to keep faith in the process and believe the coachee will identify their own way forward. We will explore some of the activities that a coach may use a bit later in this series, but an essential tool is pen and paper. It can also be helpful to invite the coachee to try something that does not match their preferred learning

style. The moment of insight may often come in the silences; a coach should get comfortable with silence, as silence often precedes new thoughts.

The moment of insight may come sometime after the coaching session (as in the tale about King Hiero and Archimedes) and possibly in a situation with no apparent relevance to the original coaching conversation. The coachee may have been at an impasse and just like Archimedes they have that Eureka moment, 'aha' - the only thing not necessary in their 'eureka' moment is for your client to run naked through the streets!

Gestalt psychologists argued that insight is a process of restructuring and that the coachee needs to consider the problem in a different way from that which was originally considered. You as the coach facilitate that process, often referred to nowadays as 'thinking outside the box.'

To sum up: The coach will have built a relationship of trust and integrity that provides an environment for those lightbulb moments and the coachee feels safe in that environment to explore their thoughts and feelings, enabling them to find a way forward.

Please feel free to drop a comment or question on any of these short articles.

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

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QUOTE

“When someone tells me ‘no,’ it doesn’t mean I can’t do it, it simply means I can’t do it with them.” - Karen E. Quinones Miller

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