



**Minutes of the Members' Meeting  
Held on Saturday 6 June 2026  
At the Holiday Inn, Coventry**

Stewart Lochrie opened the meeting at 10.35.

He congratulated Hon Member Bryan Curtis on reaching his 90<sup>th</sup> birthday.

**Attendance**

Stewart Lochrie (Chair), Lynne Barrie (President), Sue Duncan (Secretary), Peter Boxshall (Treasurer), Liam Greaney (Driving Pro), Kevin & Tracey Field (Confident Drivers), Larry Girling (IMTD), David Allen (Birmingham ADIs), Graham Feest (ADINJC Road Safety Advisor), Fiona Clarke, Russell Jones, Garry Thomas, Terry Bassingthwaite, Pennie Alexander, Nigel Slater, Chris Porter, Tina Cassady, Tom Stenson, Daryl Keightley, Charli Hodgson, Andy McMaster, Stefan Sclomena, Hana Stepanova, Peter Robinson, Jane Robinson, Kate Monk, Emma Cottington, Jessica Brannelly, Lee Pollard, John Rogers (Disability Driving Instructors), Alex Orchiston (Midland Instructor Group), Gary Gough-Pugh, Adam Poole, Jeff Davies, Judith Collinson, Geoff Moore, Damian Lee, James Quinn, Terry Cook, Simon Jennings, Mike Yeomans, Mike Bell, Hon members Neil Peek, Bryan Curtis, Nick Ibbott, Parv Walling. Guest speaker Des O'Connor.

**Apologies**

Rachael Lloyd-Phillips, Leigh Brookes, Richard Gillmore, Brian Murray, Gordon Palmer-Taylor, Richard Dallison, Toni Watkins-Burton, Kathy Higgins, Sue Papworth, Andy Lloyd, Dan Hill, Philip Rawles.

**Chair's Report**

Stewart said that his report for the AGM would stand for the Members' Meeting.

**Items for Any Other Business**

- John Rogers asked to talk about the effect of the booking rule changes on candidates with special needs.
- Nick Ibbott asked about verification of figures quoted by Stewart.

**Minutes**

Minutes of the previous meeting were accepted as a true record, with no matters arising.

## Correspondence

Sue reported on the following items of correspondence –

- Member wrote in about a parking ticket from UKPC. The company said that as an instructor he was driving *a commercial vehicle* and they weren't allowed in that car park. We gave him advice on the appeal procedure. His appeal was not allowed so he took it further, writing to POPLA. The operator then reviewed the appeal and chose to cancel the ticket. The member has also written to his MP.

I separately wrote to UK parking asking the definition of commercial vehicle - A commercial vehicle is generally defined as a vehicle for business purposes, such as for transporting goods, carrying equipment, or paying passengers. Types of commercial vehicle include: trucks (from light-duty to heavy-duty), buses, vans, delivery vehicles, taxis, and specialized vehicles like tankers and refrigerated trucks. However, the property management of a site may have a particular definition of a commercial vehicle that they do not want on their site.

- Complaint from a member of the public about behaviour of an ADI. Passed on to the national driving school they were affiliated to.
- Had an enquiry about the use of medical marijuana, which I investigated. We thought the information received was useful not just to that member, so there is a blog on the website which I would encourage members to read.
- Several requests for media interviews.
- Lots of complimentary remarks about the Scotland conference.
- A member group said no DVSA staff could attend their meeting. DVSA said they aim to send specialist staff to local meetings. They are trained to provide detailed briefings, give consistent national guidance and answer complex policy queries. LDTMs may attend local association meetings where appropriate, but attendance should be in support of the ADI HEO (Higher Executive Officer) and focussed on local operational matters. The HEO should be principle DVSA representative at these meetings to ensure consistent national messaging and effective handling of policy-related queries.

- Several websites, facebook pages etc have been passed on to DVSA following the introduction of the new rules.
- On hold bookings – query about PDI booking a test on hold and then wanting to change date to a different test centre. This will be treated as a new booking and they then move to the back of the queue. This is to ensure fairness to other candidates who have already selected that TC, as allowing changes without resetting position could give an unintended advantage over those who have been waiting longer for that location. They recommend candidates specify more than one centre at the point of booking.
- FOI requesting breakdown between male & females on register. As at 31st March :  
ADIs 11,833 female, 32,717 male, total 44,550.  
PDIs 1,371 female, 4,376 male, total 5,747
- We were asked to promote a book, One Life. One Crash. One Second Chance, which Charli has kindly reviewed, this will be on the website as a blog shortly. It's aimed at young drivers, showing the impact of a major road incident on the author and his family and the recovery process. Only £2.99 as an e-book on Amazon, worth a read and passing on to learners.
- Member group System driving has been taking his MP, as well as Heidi Alexander, Secretary of State for Transport, to task on training for ADIs, including delays in the qualification process, standards checks and the future of ORDIT, and suggesting outsourcing the delivery of ADI qualification tests. He made some good points and Stewart has replied.

**Guest speaker:** Des O'Connor has an Ai consultancy, is founder and creator of Ai for Driving Instructors, a training platform built specifically to help ADIs grow their businesses using artificial intelligence. He gave an excellent and interactive presentation, which you can access [here](#). (He requests that you give him a review on Trust Pilot)

**Speaker:** Liam Greaney. Liam is an active member of the Governing Committee and founder of Driving Pro Ltd, a Portsmouth based driving school. His subject was 'The Human Body and Driving' and his slides can be accessed [here](#).

### **Road Safety Strategy:**

NJC's Road Safety Advisor, Graham Feest updated members. He started by saying that if we could stop people crashing we would reduce the number of casualties, which are the result of crashes.

Provisional figures for 2025 show a 3% drop in fatalities (1,556) with a 4% increase in killed & seriously injured (29,911). The total casualties were 127,870 (down from 128,272).

Graham said there is a role for engineering kerbside improvements. Since more miles are being driven per year, overall roads are safer than 20 years ago. 2million people attended Speed Awareness Courses, but there has been an overall reduction in speeds of traffic movement. He asked the question are Speed Awareness Courses effective and working.

### **Expo**

Lynne gave an update on arrangements for the National Conference and Expo, to be held on Sunday 27 September in Solihull. There will be 4 speaker zones, including a PDI zone, and the DVSA will be attending. She said car parking arrangements will be improved, as will registration, aiming to get people through quicker. Sue said a system to allow delegates to print off their own badge at home was being developed, with a small fee for anyone needing a badge printed on the day. There will be a number of VIP passes for sale for priority access. It was suggested that a printable windscreen pass be sent to VIP delegates to make them more visible to parking marshalls. A member said that a PDI had asked whether the event was also for them, and Lynne said more marketing would be aimed at them so PDIs know they are welcome.

### **Any Other Business**

John Rogers of Disability Driving Instructors said that DVSA had not been aware of the needs of deaf and those with learning difficulties, and the problems the new system was presenting for those candidates booking tests, since it is now illegal for others to book on their behalf. Information sent out in emails was often difficult for them to read and understand. John said he is doing his best to get DVSA to take note of the special needs problems, it was discussed at the recent forum meeting which had been useful for getting the message over.

John went on to say that nothing was happening with the Accessibility & Inclusion Forum, which had come to halt after a promising start. He asked for support from NJC to push for its resurrection. BSL signers have been provided for the theory test for 12 months, but nothing for the practical.

Stewart said that we would write to DVSA in support of the Accessibility & Inclusion forum. John asked that if anyone has pupils experiencing problems they should take it up with DVSA, or contact him or Sue. Pete Robinson asked about double slots, which seem to have become harder to access. There were examples of people without disabilities who had been able to book double slots, and were challenged at test centres, but still taken out on test.

Nick Ibbott said if there are 20,000 people looking to become PDIs, with 8,000 waiting for part 2s and 3s, with only 44 ADI examiners, the problems are getting worse. A high number of PDIs are getting a 3<sup>rd</sup> pink licence and still not passing, with their 2 years running out. Stewart said that there are still an average of 1,700 applicants per month, with March seeing the highest at over 2,000. The Registrar can't close the Register. They are delivering 2,200 2s and 3s each month and working at 92-93% efficiency. The system is in crisis. Stewart said NASP were waiting on a report being approved and will share it when it has been cleared. National driving schools at the car forum had expressed concern and been very vocal about the challenges. It is a DVSA priority to train and retain ADI Examiners. Overtime had resulted in additional delivery of 2s and 3s, and DVSA are trying to get this in place again. However, the situation will not get better any time soon. A member suggested that applicants for the Register be made aware of the vacancies for Driving Examiners.

The raffle made £190 in aid of Speed of Sight.

Stewart closed the meeting at 1.25pm.