

# The Voice of MSA GB Newslink



Issue 344 • September 2021

Driver & Vehicle Standards Agency

Standards Check Form SCT

INFORMATION

Trainer Name: [ ] Location: [ ] Outcome: [ ]  
 Date: [ ] / [ ] / [ ] Dual Controls: Yes [ ] No [ ]  
 Reg No.: [ ] Accompanied? QA [ ] Trainer [ ] Other [ ]  
 PRN: [ ] Valid Certificate Yes [ ] No [ ]

| Competence | 0     |  |  |  | 1                      |  |  |  | 2                        |  |  |  | 3                            |  |  |  |
|------------|-------|--|--|--|------------------------|--|--|--|--------------------------|--|--|--|------------------------------|--|--|--|
|            | dence |  |  |  | onstrated few elements |  |  |  | monstrated most elements |  |  |  | Demonstrated in all elements |  |  |  |

Pupil: Beginner  Partly Trained

Lesson theme: Junctions

Dual carriageway / faster moving

Independent driving  Rural

Recap a manoeuvre  Co

LESSON PLANNING

Did the trainer identify the

Was the agreed lesson st

Were the practice areas

Was the lesson plan ad

Score for lesson plan

RISK MANAGEMENT

Did the trainer ens

Were directions

Was the trainer

Was any verb

Was suffice

Score for ri

TEACHING

Was the

Was th

Were

Wa

W

V

Category: Car  
 Period: 18/08/2020 to 17/08/2021  
 ADI: [ ]

### ADI Driving Test Data Report

Total Tests Taken 37  
 Total Passed 21  
 Pass Rate 56.76%

Average Faults per Test  
 Driving 4.35  
 Serious 0.62  
 Dangerous 0.03

### Number of Candidates - 25

| Fault Category        | Sub Category | Total | ETA/V - 0 |           |
|-----------------------|--------------|-------|-----------|-----------|
|                       |              |       | Serious   | Dangerous |
| Category 1 total      |              | 0     | 0         | 0         |
| Controlled stop total | Eyesight     | 0     | 0         | 0         |
|                       | Highway Code | 0     | 0         | 0         |
| Reverse / Right total | Control      | 0     | 0         | 0         |
|                       | Observation  | 0     | 0         | 0         |
| Reverse / Park total  | Control      | 1     | 0         | 0         |
|                       | Observation  | 0     | 0         | 0         |
| Vehicle Checks        | Control      | 9     | 1         | 0         |
|                       | Observation  | 7     | 1         | 0         |
| Precautions total     | Control      | 2     | 0         | 0         |
|                       | Observation  | 1     | 0         | 0         |
| Forward Parking total | Control      | 0     | 0         | 0         |
|                       | Observation  | 2     | 0         | 0         |
| Use of Mirrors        | Control      | 2     | 0         | 0         |
|                       | Observation  | 19    | 0         | 0         |
| Change direction      | Control      | 7     | 0         | 0         |
|                       | Observation  | 10    | 0         | 0         |
| Change speed          | Control      | 12    | 1         | 0         |
|                       | Observation  | 3     | 0         | 0         |
| Signalling            | Control      | 7     | 1         | 0         |
|                       | Observation  | 2     | 0         | 0         |

### ETA/P - 6

| Fault Category               | Sub Category        | Total | Accompanied by ADI - 0 |           |
|------------------------------|---------------------|-------|------------------------|-----------|
|                              |                     |       | Serious                | Dangerous |
| Signals total                |                     | 9     | 1                      | 0         |
| Clearance/obstructions total | Where necessary     | 3     | 1                      | 0         |
|                              | Correctly           | 2     | 0                      | 0         |
|                              | Properly timed      | 4     | 0                      | 0         |
| Response to signs & signals  | Traffic signs       | 15    | 2                      | 0         |
|                              | Road markings       | 3     | 2                      | 0         |
|                              | Traffic lights      | 1     | 0                      | 0         |
| Use of speed total           | Traffic controllers | 1     | 1                      | 0         |
|                              | Other road users    | 0     | 1                      | 0         |
|                              | Appropriate speed   | 0     | 0                      | 0         |
| Following distance total     | Use of speed        | 1     | 0                      | 0         |
|                              | Appropriate speed   | 3     | 0                      | 0         |
|                              | Hesitation          | 5     | 0                      | 0         |
| Maintaining progress total   | Appropriate speed   | 25    | 1                      | 0         |
|                              | Hesitation          | 14    | 0                      | 0         |
|                              | Approach speed      | 11    | 1                      | 0         |
| Judgement total              | Approach speed      | 11    | 7                      | 0         |
|                              | Observation         | 4     | 0                      | 1         |
|                              | Turning right       | 4     | 0                      | 0         |
| Positioning total            | Turning left        | 0     | 5                      | 0         |
|                              | Cutting corners     | 2     | 2                      | 1         |
|                              | Clearing            | 1     | 0                      | 0         |
| Pedestrian crossing          | Crossing traffic    | 1     | 0                      | 0         |
|                              | Normal driving      | 13    | 2                      | 0         |
|                              | Lane discipline     | 0     | 0                      | 0         |
| Awareness & Planning         | Normal driving      | 13    | 0                      | 0         |
|                              | Lane discipline     | 12    | 0                      | 0         |
| Ancillary control            |                     | 1     | 0                      | 0         |

**DVSA preparing to check up on ADIs' L-test score cards**

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# We need all the facts to fuel the climate change debate

**Colin Lilly**  
Editor, Newslink



The recent report from the United Nations' Intergovernmental Panel on Climate Change (IPCC) painted a grim picture of our planet in the not-too-distant future if climate change continues at its current pace,

The fact is that if the Earth keeps warming to a point of a 1.5C above pre-industrial levels we will see a rise of half a metre in sea levels. If this increases gets to 2C it could result in a three-metre rise in sea level.

At this point I must express a vested interest as our house is two metres above current sea levels.

The majority of global warming is the result of human actions. Transport is responsible for 24 per cent of the global greenhouse gas emissions. Road transport, private and commercial, accounts for 74 per cent of transport emissions.

When the predictions are released many car drivers feel a sense of responsibility, even paranoia. A large number of drivers have already acted and opted for electric vehicles or made the first step by selecting hybrid. However, there are also the conspiracy theorists who have become global warming deniers. They feel that the UK government is overstepping the mark by banning the sale of new cars with petrol or diesel engines from 2030; some hybrids will be allowed up to 2035. Some are saying they will refuse to change.

Perhaps they are being influenced by the dystopian movies that show



We'd all like very few or zero faults but for us to get some students to test standard, given their doubts and fears, is an achievement in itself.

ADI response to DVSA's Standards Check proposals, pg 11



whatever the horrendous conditions around them, there is still fuel for the gas guzzling vehicles available. To some people, fact and fiction are difficult to separate.

Currently there is some reluctance on the part of drivers to change to wholly electric vehicles, with concern about the low availability of charge points a principal reason.

I accept that my current car will be my last with a manual gearbox. I estimate that around a quarter of the enquiries I receive for lessons at the moment request an automatic car. Whether I will go hybrid or electric in the future is to be decided.

There is no doubt that the future for transport lies with either electricity or hydrogen, or an as yet unannounced technology.

The fact remains that each country can play its part but the atmosphere above its land does not remain there but becomes mixed with all other emissions.

I have problems reconciling with the idea that while we in this country may be making changes, there are others who are not. But we must take some of the global responsibility. Even if we make the changes to low or ultra-low emission vehicles it will probably be built from materials and contain parts manufactured in high emission countries. We are therefore contributing to the emissions by demanding low-cost products.

China has set out a target of reaching net zero emissions by 2060 but has admitted that its emissions will not until 2030, due to a reliance on coal power. The International Energy Agency has warned that global emissions will rise by a record amount largely driven by a resurgence in coal in China. This is despite the falling price of wind and solar power making them cheaper than coal.

We deserve information on how much pollution has been created by the manufacture of or vehicles and other products.

## CONTACT

To comment on this article or any other issue surrounding driver training and testing, contact Colin via [editor@msagb.com](mailto:editor@msagb.com)

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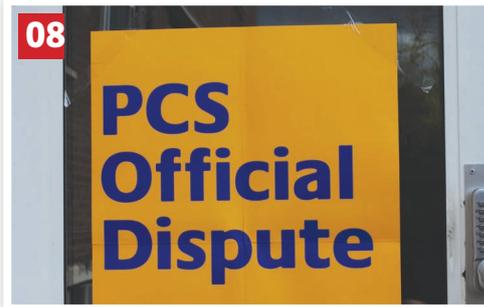
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## COVER STORY

ADIs will have future Standards Checks linked to their pupils' L-test performances, says the DVSA. Full story, see pg 10





| Category :             | Car                      |
|------------------------|--------------------------|
| Period:                | 18/08/2020 to 17/09/2020 |
| Number of Candidates - | 25                       |
| Result Category        | Sub Category             |
| Category 1 total       |                          |
| Controlled stop total  |                          |
| Observation total      |                          |
| Controlled stop total  |                          |
| Observation total      |                          |

**10**

## News

### DVSA sets its autumn agenda

#### LGV training consultation

Time to respond – Pg 6

#### Warning over examiner strike

Eight tests a day causes concern – Pg 8

#### Prioritising Standards Checks

L-test data to lead assessments – pg 10

#### Fee increases on the cards

Small increase – but fair? – pg 14



#### Offending drivers left to kill

Cycling UK says it's time to tighten the rules as more motoring offenders claim 'exceptional hardship' to avoid their appropriate punishment – pg 16

### Road safety news

Round-up of latest news from the road safety world – pg 18

#### Wrong route to solving the biggest challenge

DVSA is trying to solve the crisis of L-test waiting times – but it's going the wrong way about it, says Rod Came – pg 20

#### Parents' woe

L-test waiting times – from the parenting sharp end – pg 22

## Newslink

The Voice of MSA GB

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**ADI Driving Test Data Report**

**Total Tests Taken** 37  
**Total Passed** 21  
**Pass Rate** 56.76%

ETA/V - 0      ETA/P - 6

|  | Total | Serious | Dangerous |
|--|-------|---------|-----------|
|  | 0     | 0       | 0         |
|  | 0     | 0       | 0         |
|  | 0     | 0       | 0         |
|  | 0     | 0       | 0         |
|  | 0     | 0       | 0         |
|  | 1     | 0       | 0         |
|  | 1     | 0       | 0         |
|  | 0     | 0       | 0         |

**Fault Category**

Signals total

Clearance/obstr

Response to sig

## Regional News/Views

### Townies admit, we're scared of rural roads!

Rod Came is delighted to learn his local roads will be urbanite-free in the future – **pg 31**



### North West

Finally, a day out on the road, though monocular vision offers some interesting challenges – **pg 33**

### East Midlands

Call for the Olympics heroes to organise L-tests... – **pg 34**

### Western

A green motoring future is hydrogen-powered – **pg 35**

### Scotland

Testing day for the people of Montrose... – **pg 38**

## Keep in contact with the MSA

MSA GB area contacts are here to answer your queries and offer any assistance you need. Get in touch if you have any opinions on how MSA GB is run, or wish to comment on any issue affecting the driver training and testing regime.

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## Features

### An (un)licence to kill: too many drivers allowed to roam the roads

Newslink's new feature columnist Tom Harrington looks at the problems of unlicensed drivers and asks, why do people do it, and what is their legacy? – **pg 24**

### Warning: being an ADI can be bad for your health

Mike Yeomans examines the common health and wellbeing issues that bedevil ADIs and asks, is there anything that can be done to combat them? – **pg 28**



### AGMs and Training Days

Latest news on the MSA GB autumn series of Annual General Meetings and training seminars – **pg 32**

## Keep in touch 1

If you have updated your address, telephone numbers or changed your email address recently, please let us know at head office by emailing us with your new details and membership number to [info@msagb.com](mailto:info@msagb.com). If you can't find your membership number, give us a ring on **01625 664501**.



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# Have your say as DVSA looks to tackle LGV driver shortage

As reported in August's *Newslink*, the DVSA is proposing sweeping changes to the way LGV drivers acquire a licence, in an attempt to address the current shortage of lorry drivers in the UK.

Among the proposed changes are:

- allowing drivers to take one test to drive both a rigid and articulated lorry, rather than having to pass a test in a rigid lorry first, and then another in an articulated lorry
- allowing drivers who want to use a bus or coach to tow a trailer to take one test with a trailer, rather than having to pass a test without a trailer first
- allowing the off-road manoeuvres part of the test to be assessed by the driver training industry
- allowing car drivers to tow a trailer without having to take another test.

Announcing the proposals the DVSA said: "We need the support of operators to help new drivers get up and running as quickly as possible. This is a matter of national importance, and the driver training and testing industry has a crucial role to play in helping our nation build back better.

"This consultation, which is now open, is one step on this journey."

All ADIs are asked to give their views, whether they work in the LGV training sector or not.

MSA GB national chairman Peter Harvey said confirmation of the proposals, which were leaked in July, was very concerning for those ADIs active in both the LGV and the trailer/towing sector, and that it was right that all ADIs should put forward their views. "This is a major change in the way LGVs and towing is tested and licences acquired, and opens up considerable areas of concern for road safety standards."

**The consultation ends at 11:59pm on September 7. Read the consultation document and have your say on the GOV.UK consultation pages, [HERE](#).**

Click here for consultation



The DVSA is continuing to explore other measures to support increasing the availability of vocational tests such as recruiting additional vocational examiners (see panel).



## Search is on for vocational DEs

The DVSA is looking to recruit additional vocational examiners in England and Wales to help reduce the current lorry driver shortage.

The overall aim is to recruit 40 new vocational examiners, some of which have already been recruited internally, and the agency is now recruiting externally for the remaining posts.

In a statement the DVSA said it had already increased the number of vocational tests from 2,000 a week pre-Covid to 3,000 by overtime and allocating additional staff to testing, but it wants to ensure this increase is maintained by adding new examiners to the ranks.

Demand exists across England and Wales, but the focus is on the following areas:

- East England
- North-west England

- South England
- South-east England
- South-west England
- West Midlands
- North and south Wales

Applicants must have a full category CE driving licence. The roles can be flexible for the right candidate, including part-time roles, flexible working hours, and evening and weekend working opportunities.

Successful applicants will carry out car driving tests for four months after their training and will then move on to vocational tests.

If you are interested in the roles, the deadline for applications is 11.55pm on Thursday, 2 September.

Click here for job details



**Examiners in strike threat**  
– see page 8

**Test data to guide checks**  
– see page 10

**ADIs warned, fees to rise**  
– see page 12

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# Warning over examiner strike threat as PCS rejects plan to add eighth L-test

ADIs already struggling to find available L-tests for their pupils could be in for a challenging autumn and winter after the trade union that represents driving examiners said it would ballot members over industrial action in response to DVSA plans to add an eighth L-test to their working day.

The extra test is part of the DVSA's strategy to reduce test waiting times, and could increase capacity by 15-20,000 tests a month – or around 200,000 a year.

But the PCS union has criticised the plan, saying it is being brought in without the agreement of examiners and that it constitutes a major change to their working terms and conditions.

The PCS told *Newslink*: "We have great concerns over this proposal and we have reiterated these to the DVSA. The eight L-test schedule proposed creates a potential risk to the health, safety, and well-being of our members, candidates, as well as other road users.

"It is something the DVSA has talked about before – the most recent time was in 2017-18 – and the objections we had then remain unchanged."

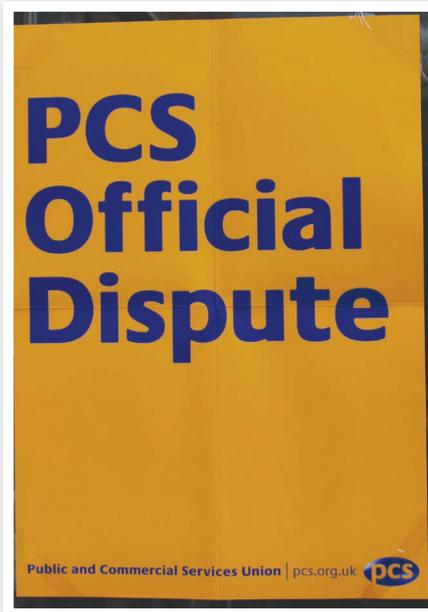
The PCS said that an extra L-test leaves examiners "at risk of taking tests while tired and increases the possibility of them making potentially fatal mistakes with supervising tests." It also questions whether it is practical to add an extra test without formally extending working hours.

The PCS opened talks with the DVSA on the extra test in April, at which point it asked for "a comprehensive timing study to ensure the eight-test plan was workable.

"We also asked for a full psychological study to be conducted to protect examiners' wellbeing."

"Examiners are already under a great deal of pressure to conduct the current seven tests a day, alongside the necessary administrative work that accompanies each test. Adding an extra test will make their working day unmanageable."

The DVSA ran a limited timing study over the summer and based on its own metrics, found it was possible to conduct eight tests a day. However, as PCS pointed out, the study was conducted during the summer holidays when traffic levels are well below those found once the schools return, and during a period



when working from home because of Covid was also reducing the number of cars on the road. As the schools return and more employees go back to the office, as is likely this autumn, many test centres will find their local roads far busier, making conducting eight L-tests a day to tight timings even more challenging, and in some cases impossible, PCS claims. It also pointed out that the study was conducted in near perfect weather – something unlikely to be found every day throughout the winter.

"The circumstances under which the DVSA conducted its eight-test pilot were not consistent with the day-to-day working conditions facing examiners," the PCS said, "so the reliability of its findings has to be questioned."

PCS has been concerned about the DVSA's negotiating stance on the extra test from the start: "Since April we have got the impression that the agency is under intense political pressure to roll

“  
We have asked the DVSA to suspend bringing in the extra test until our requests for more information are met...  
”

## What the PCS has requested:

- A full timing study, independent of DVSA, to encompass our health and safety and well-being concerns.
- The scope, terms of reference and timetable are agreed with PCS and before the eighth test slot is scheduled
- Full, formal negotiations are entered into between DVSA and PCS on the contractual elements of the proposal.

this proposal through, no matter what the opposition. Clearly, the long L-test waiting list is causing concern in government.

"We asked for a psychological report on the impact an extra test could have on examiners' wellbeing in April but it was only at our most recent meeting with the DVSA that this was agreed. It begs the question, why was our request not agreed to earlier?"

The PCS had asked the DVSA to suspend work on the extra test until all reports on its impact had been received and studied, but this now looks off the table with the news of the strike ballot.

The DVSA said it was 'disappointed' by the news that the PCS was balloting members on strike action: "We know that you and your pupils may have concerns on how this will affect driving tests, and we will continue to work hard to resolve their concerns. We will update you if there is going to be an impact on services."

MSA GB believes the eighth test is the DVSA's preferred short-term option to reducing the L-test waiting list, despite examiner opposition. What is surprising is that the DVSA has not suggested formally adding extra time to the examiners' working day, with extra pay, or making conducting an eighth test voluntary for those examiners who are happy to conduct an extra test.

With the DVSA so desperate to keep the L-test operation on the road, it seems strange that it would risk industrial action without considering these options.

Even more alarming for the DVSA and ADIs, a recent survey of PCS members found that adding an extra L-test may push a number of older examiners to retire. "More than 450 respondents to a members' survey said that they would consider leaving the role/employer if the eight-test schedule is introduced," the union said.

# DVSA 'disappointed' by union response

DVSA Chief Executive Loveday Ryder has described PCS reluctance to agree to adding an extra test as "disappointing," saying that "safely reducing the current driving test waiting times is a matter of national importance."

The eight-test day is part of a number of other initiatives to cut test waiting times, including offering examiners overtime and buying back leave, bringing



The safety and wellbeing of our colleagues is paramount... we have implemented an HSE stress indicator tool and completed a pilot study to better understand the impact of these extra tests on working patterns...



in all those qualified to conduct tests, but who do not do so as part of their current day job, and asking recently retired examiners to return to work.

In addition, the agency is in the middle of recruiting an additional 300 examiners.

DVSA rejects PCS claims that it has not considered examiners' health and safety. "The safety and wellbeing of our colleagues is paramount. We have implemented an HSE stress indicator tool to help us monitor and review stress and fatigue, and completed a pilot study where all driving examiners deliver seven tests per day against the eight-slot schedule to better understand the impact of these proposed changes on safety and wellbeing and to

identify working patterns that work well for individuals."

That timing survey proved it was possible to add an eighth test within examiners' existing contracts, the DVSA said.

It has also commissioned independent research from occupational psychologists on the cognitive impact of the proposed eight-test slot approach, and promised to review all the outcomes of this work, along with the input from its occupational health advisors and the two pilots that have taken place.

"Only at that point can we make final decisions and will engage with driving examiners as we make those decisions," said a DVSA spokesman.



Left, DVSA Chief Executive Loveday Ryder



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# L-test data to be used to prioritise future standards checks

DVSA has announced plans to focus future standards checks on those ADIs who it believes are most in need of them. The starting point for this new standards enforcement policy will be those ADIs who most recently had a sub-standard grade on a standards check. However, an addition to the new regime will be data collected from driving tests on candidate performance. An ADI Driving Test report form will record all L-tests linked to an instructor and provide a comprehensive overview of their pupils' ability and skills, as assessed by driving examiners. MSA GB, through its partner alliance NASP, has contacted the DVSA for more information and asked a number of questions on how the new system will work, and what instructors can expect in the future. These questions are published here, and more questions can be found on the MSA GB website (see blue panel below for link)

## When is this going to start and these changes take effect from?

Prioritising Standards Checks began on Monday, 16th August. Over the next few weeks we will be contacting ADIs to offer an engagement call if they have a standards checks booked from 18th October.

## What data is being used and where is the data derived from?

Data is captured from the test reports of pupils presented for test (see form right). The programme looks at pass rates as well as driver faults, serious faults and examiners taking action. *Where the ADI pass rate is below average, or faults above average, in three or four parameters, the ADI will be prioritised for a Standards Check.*

It should also be noted that the tool enables us to compare ADIs within a geographical area, so that when it comes to pass rate, we can compare you against ADIs who are teaching in the same area for an accurate local comparison.

## Can this data be trusted?

The introduction of test reports being marked electronically has greatly reduced data errors, for example, as a result of the scanner misinterpreting examiners' handwriting.

## What is a TIP?

The TIP – Test Information Programme – is a computer programme we have developed that looks at data from Cat. B tests over a 12 month rolling period.

## If an ADI doesn't do many tests, how will it affect them?

If an ADI presents pupils for fewer than five tests in a rolling 12-month period, they can expect to be invited for a standards check at least

**The MSA GB website has details of NASP's key questions on Prioritising Standards Checks. Click HERE for the full question list.**

| ADI Driving Test Data Report     |                  |                      |         |           |                              |              |       |                        |           |
|----------------------------------|------------------|----------------------|---------|-----------|------------------------------|--------------|-------|------------------------|-----------|
| Category : Car                   |                  | Total Tests Taken 37 |         |           | Average Faults per Test      |              |       |                        |           |
| Period: 18/08/2020 to 17/08/2021 |                  | Total Passed 21      |         |           | Driving 4.35                 |              |       |                        |           |
| ADI :                            |                  | Pass Rate 56.76%     |         |           | Serious 0.62                 |              |       |                        |           |
|                                  |                  |                      |         |           | Dangerous 0.03               |              |       |                        |           |
| Number of Candidates - 25        |                  | ETA/V - 0            |         |           | ETA/P - 6                    |              |       | Accompanied by ADI - 0 |           |
| Fault Category                   | Sub Category     | Total                | Serious | Dangerous | Fault Category               | Sub Category | Total | Serious                | Dangerous |
| Category 1 total                 |                  | 0                    | 0       | 0         | Signals total                |              | 9     | 1                      | 0         |
|                                  | Eyesight         | 0                    | 0       | 0         | Where necessary              |              | 3     | 1                      | 0         |
|                                  | Highway Code     | 0                    | 0       | 0         | Correctly                    |              | 2     | 0                      | 0         |
| Controlled stop total            |                  | 0                    | 0       | 0         | Properly timed               |              | 4     | 0                      | 0         |
|                                  | Control          | 0                    | 0       | 0         | Clearance/obstructions total |              | 15    | 2                      | 0         |
|                                  | Observation      | 0                    | 0       | 0         | Response to signs & signals  |              | 3     | 2                      | 0         |
| Reverse / Right total            |                  | 1                    | 0       | 0         | Traffic signs                |              | 1     | 0                      | 0         |
|                                  | Control          | 1                    | 0       | 0         | Road markings                |              | 1     | 1                      | 0         |
|                                  | Observation      | 0                    | 0       | 0         | Traffic lights               |              | 0     | 1                      | 0         |
| Reverse / Park total             |                  | 9                    | 1       | 0         | Traffic controllers          |              | 0     | 0                      | 0         |
|                                  | Control          | 7                    | 1       | 0         | Other road users             |              | 1     | 0                      | 0         |
|                                  | Observation      | 2                    | 0       | 0         | Use of speed total           |              | 3     | 0                      | 0         |
| Vehicle Checks                   |                  | 1                    | 0       | 0         | Following distance total     |              | 5     | 0                      | 0         |
| Precautions total                |                  | 0                    | 0       | 0         | Maintaining progress total   |              | 25    | 1                      | 0         |
| Forward Parking total            |                  | 2                    | 0       | 0         | Appropriate speed            |              | 14    | 0                      | 0         |
|                                  | Control          | 2                    | 0       | 0         | Undue hesitation             |              | 11    | 1                      | 0         |
|                                  | Observation      | 0                    | 0       | 0         | Junctions total              |              | 11    | 7                      | 1         |
| Control total                    |                  | 28                   | 4       | 0         | Approach speed               |              | 4     | 0                      | 0         |
|                                  | Accelerator      | 0                    | 0       | 0         | Observation                  |              | 4     | 5                      | 1         |
|                                  | Clutch           | 1                    | 0       | 0         | Turning right                |              | 0     | 2                      | 0         |
|                                  | Gears            | 6                    | 2       | 0         | Turning left                 |              | 2     | 0                      | 0         |
|                                  | Footbrake        | 2                    | 0       | 0         | Cutting corners              |              | 1     | 0                      | 0         |
|                                  | Handbrake        | 0                    | 0       | 0         | Judgement total              |              | 1     | 4                      | 0         |
|                                  | Steering         | 19                   | 2       | 0         | Overtaking                   |              | 1     | 0                      | 0         |
| Move off total                   |                  | 17                   | 0       | 0         | Meeting Traffic              |              | 0     | 2                      | 0         |
|                                  | Safety           | 7                    | 0       | 0         | Crossing traffic             |              | 0     | 2                      | 0         |
|                                  | Control          | 10                   | 0       | 0         | Positioning total            |              | 13    | 0                      | 0         |
| Use of Mirrors                   |                  | 12                   | 1       | 0         | Normal driving               |              | 12    | 0                      | 0         |
|                                  | Signalling       | 3                    | 0       | 0         | Lane discipline              |              | 1     | 0                      | 0         |
|                                  | Change direction | 7                    | 1       | 0         | Pedestrian crossing          |              | 0     | 0                      | 0         |
|                                  | Change speed     | 2                    | 0       | 0         | Position for normal stops    |              | 3     | 0                      | 0         |
|                                  |                  |                      |         |           | Awareness & Planning         |              | 2     | 0                      | 0         |
|                                  |                  |                      |         |           | Ancillary controls           |              | 1     | 0                      | 0         |
|                                  |                  |                      |         |           | ECO Safe                     | Control      | 2     |                        |           |
|                                  |                  |                      |         |           |                              | Planning     | 2     |                        |           |

once in their four-year registration period, as now.

## Does this apply to all nations?

It is applicable to all areas covered by DVSA, ie, England, Scotland and Wales

## How will an ADI's risk rating/score/PIP be affected by different test centre results for the same ADI?

The data is normally taken over a 12-month rolling period and includes the data for all tests presented by the ADI. It should also be noted that the tool enables us to compare ADIs within a geographical area,

so that when it comes to pass rate, we can compare against ADIs who are teaching in the same area for an accurate local comparison. A candidate should be able to safely drive on any road (urban or rural), night/day and in a range of weather conditions regardless of where they were trained or the location of the Driving Test Centre.

## What if the ADI doesn't put their badge in the window?

We use local knowledge to identify ADIs who consistently or strategically remove their ADI certificate for test. However, to help us support ADIs and identify further support and guidance available to improve their and their pupils performance we would encourage

## L-test analysis: where it's going right, and wrong

*The DVSA has released a specimen ADI driver test analysis report to give all instructors an overview of their pupils' L-test performance. As well as giving your overall pass rate it breaks down average faults and where they occur, as well as totalling up serious and dangerous faults.*

## Crystal report

All ADIs taking a standards check from October 18 will be given a call from an examiner who will confirm, among other things, your current email address and will send you your Crystal Report.

However, if you wish to receive a copy at any time, request a copy by emailing [adi.enforcement.analysis.request@dvs.gov.uk](mailto:adi.enforcement.analysis.request@dvs.gov.uk).

You will also need to include your name, post code, PR number and date of birth.

them to display their ADI badge (certificate) in the window during tests.

**What if I am judged to be a high performing ADI and not needing to be seen as regularly, I would like a regular SC as it gives me great feedback (and I consider this is what am due as part of my fee). What feedback on performance will I expect in future instead?**

We are looking to introduce engagement calls to higher performing ADIs, although I'm sure you appreciate that at present our resources are focused on raising the standards of those who need the most support.

As now, you can request a standards check by emailing [PADI@dvs.gov.uk](mailto:PADI@dvs.gov.uk) and providing a reason why you need one.

**Will you consider trainers who specialise in specific educational needs pupils? Sometimes these trainers do fewer tests as well; will all this affect my rating?**

Pupils with specific educational needs may take longer to learn and this could be reflected in the overall number of candidates presented for test. The TIP is an indicator tool, highlighting where we should prioritise standards checks; specialist ADIs or ones with fewer tests are not highlighted unless the outputs from their tuition results in very low driving test pass rates from the pupils they present.

**If an ADI works predominantly in fleet/older driver/other categories of licence and vehicle but still needs an ADI badge, how will my score be worked out?**

In this scenario the individual will be presenting very few tests. If an ADI presents pupils for fewer than five tests in a rolling 12-month period, they can expect to be invited for standards check at least once in their four-year registration period, as now.

**Will rider trainers SC's be done on this same basis?**

## L-test analysis and prioritising standards checks: What's your view?

**MSA GB Western editor Guy Annan received the following contribution on this issue from local ADI Arthur B, of Taunton. Guy comments: "I can't take credit for the thoughts below, but I wholeheartedly agree with them."**

My view [writes Arthur B] is if this plan is to improve standards and safety, then great, but it must take into account individual needs and abilities, (person-centred or client-based means the same); this, however, really needs to be explained.

ADIs treat individuals as individuals and therefore our approaches change as to how we take our students through the learning and development process. It seems to me that the DVSA has not taken into account that some students have other obstacles to overcome. I refuse to use the term 'disability' but so many of my pupils describe themselves as having dyslexia and dyspraxia.

Add to that the pressure that the test creates for them, plus the stigma that goes with their challenges and the attitude of some, not all, examiners, is it any wonder that the number of

minors increase?

We all would like very few or even zero faults but for us to get some of our students to test standard given their doubts and fears is an achievement in itself.

What I personally would like to see on my analysis report is the name of the examiner who took the individual test or just show the fails and highlight the reasons. I am sure that there would be a pattern emerge; after all, it is my report.

I wonder if this was requested, what the response from the DVSA would be? My guess is no, that's not possible, along the lines of "it's a confidentiality issue".

Having said all that, the Standards Check is probably a good thing but any analysis should include the examiners and the examiner's examiner, and so on, because who monitors whom is important. They are judging us on our ability; what about their ability?

I'm willing to bet that some of our judges have no formal certificate of their ability to teach, train or develop others as some of us have.

No, rider standards checks will not be carried out on the same basis. The standards checks rider trainers undergo focus on CBT, these will continue to be used to assess the trainer's competence to provide instruction. Approved Training Bodies already undergo risk-based compliance checks which look at a broad range of data and information. The pass rate on motorcycle tests is over 70%, this much higher than on car tests.

**Aren't there many factors that cause a candidate to fail a test? It seems unfair to totally link the candidate's result to us as an ADI if we are only a part of what happens?**

There are many factors that may affect individual candidate performance, including nerves. The programme looks at data for all of the tests presented by an ADI in a 12-month rolling period, generating a broad and averaged score. Prioritisation is based on four factors, so one single incident is highly unlikely to have an impact on the overall picture.

**What exactly is an engagement call? Do**

**we have to do one and will we be penalised if we don't?**

An ADI examiner will call the ADI about eight weeks prior to their standard check appointment. They will explain the details in the ADI's driver test analysis report, which they will receive before the call. The call is voluntary and can be included as CPD; it is an opportunity to have a reflective conversation and includes links to useful information.

The engagement call was developed with the support of NASP and a group of ORDIT trainers.

**Will current arrangements of 45-minute standards checks continue, or will they return to one hour?**

At the moment, we will continue with 45-minute slots. There has been no discernible change in the pass rate and it allows the examiner flexibility in the timing of tests.

**MSA GB View: See page 12**

**• What's Your View? Tell us your views on the DVSA's plans. Write to Newslink via the [editor@msagb.com](mailto:editor@msagb.com)**

MSA GB RESPONSE

# L-test data capture can only be fine if rules are changed to make it compulsory

**Peter Harvey MBE**  
National Chairman  
MSA GB



As soon as I first heard about the DVSA's latest plans to link post L-test data to ADI's standards checks, I thought 'Here we go again.'

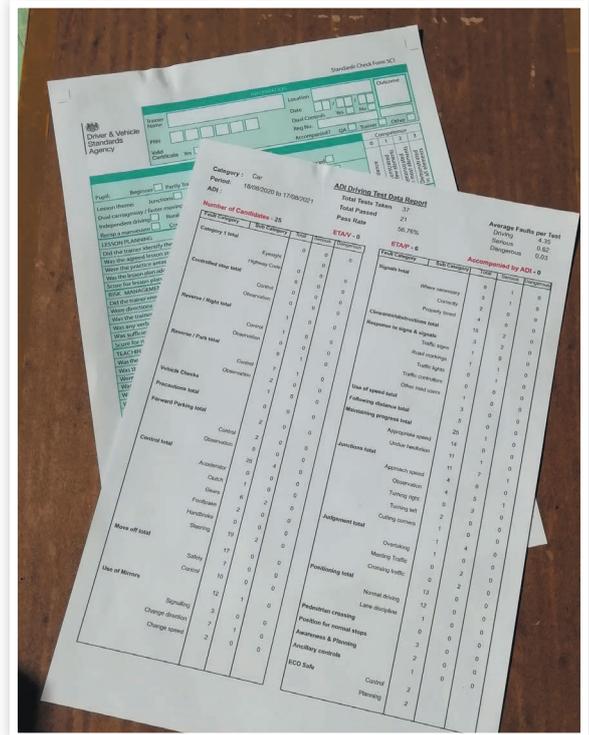
Some of you will remember that in 2015, the DVSA suggested a traffic light system to seek out the poorer ADIs who continually presented below-standard pupils. At the time NASP ran a survey with members on the issue. Question 3 of that survey read: *'Would you consider it acceptable that DVSA uses data derived from driving test performance (ie, pass and failure rates) as part of the overall performance and quality assessment of an ADI?'*

70% of those who responded said 'No.'

As you will imagine, since we heard about the more recent plans to use test data via the ADI Enforcement Analysis Report, I have been inundated with comments from members. To be fair, the response has been about a 50/50 split for and against. However, a number have expressed concerns about how the figures have been arrived at, eg, if pupils are allowed 15 driver errors, how did DVSA come to the decision that five would be a trigger to review an ADI's performance. How did DVSA come up with the figure that 0.5% per cent serious faults would be a trigger? A candidate can't have only half a serious fault. ADIs now need to be achieving a 55 per cent pass rate at test centres, yet the national average pass rate is lower than this figure and at some centres, very much lower. In addition, members have pointed out that there are a host of reasons that can account for that, and ADIs are not the only contributing factor in test pass rates.

The other most common question I receive is, can I take my badge/certificate

**The proposed L-test data report that each ADI will receive. MSA GB has some issues with the levels set by DVSA to trigger enforcement checks**



out of the window before a test? Yes, you can; there is no regulation that forces you to leave your certification in the window. In fact if, in these extremely busy times, you had another test just after the one that is out with an examiner, you would need to have your certificate with you in the other vehicle.

The other concern around certificates is, can DVSA identify me by my car registration? The examiners' guidance for driving tests – the DT1 – currently states: *'If an ADI certificate is displayed in the windscreen or the ADI identifies themselves to the examiner and indicates that they wish the candidate to be linked to their name, then the ADI number and serial number from the ADI certificate should both be entered on the DL 25. Note: Data Protection Act: If the ADI certificate is not displayed then the ADI number must not be entered on the DL25 and neither the candidate nor*

*accompanying driver should be questioned about the identity of the instructor.'*

That suggests a change in the guidance is required first. I feel DVSA needs to explain its data decisions regarding the triggers suggested and consider increasing them to more realistic values.

Overall, however, despite a few queries and grumbles, most instructors I have spoken to, would be more inclined to accept some of the changes but we need a level playing field, in which all have to, by law, display their certificate/licence when their pupil was on test.

For this to happen, however, the ADI regulations would first need to be altered, to allow the Registrar to issue duplicate certificates, to get around the potential problem of an ADI having more than one pupil out on tests at the same time or to carry out other paid work.

A NASP meeting has been arranged to discuss these and various other matters around data protection as there are a whole host of things that don't make sense to instructors. At present we are not even allowed to sit in the back of the car during a test, and in most cases, we don't receive a copy of the test report when a pupil passes, so we have no way of telling how many driver errors are recorded.

“  
Despite a few queries most instructors would be inclined to accept some of the changes but we need a level playing field in which all have to display their certificate...  
”

[Click here for full details of DVSA's L-test data capture](#)



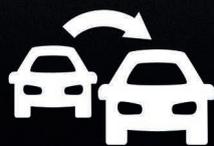
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# Quick response required over DVSA fee increases

Driving instructors have been caught by surprise after a major DVSA consultation on increasing a host of fees in the driver training and testing sector was launched early in August – but gave the profession only four weeks to respond.

The consultation was announced on August 5 but all responses must be filed by September 2 – a short period for any DVSA consultation, but particularly so when it runs over the summer holiday period.

However, the proposed increases are not major, at 1.5 per cent. If the fee increases go through, as appears highly likely, no matter what responses are presented to the DVSA, it will be the first such increases since 2010.

The DVSA says the extra cash will be used to improve services and add to recent innovations such as updated theory test hazard perception clips,

examiners marking tests on iPads and improvements to the MOT service.

It will also be used to target non-compliant operations in the DVSA's area of operations, including vehicle operators and, hopefully, non-ADIs offering paid-for lessons, and improvements to the driving test booking service.

A full list of the proposed fees can be found on the table below.



## DVSA focuses on single Twitter account

DVSA closed one of its customer service Twitter accounts at the start of September. The account @DVSA\_helpme was deactivated on September 1, with all customer queries now channelled through @DVSAgovuk.

The DVSA said it had taken this decision after it found that customer queries were often sent to both addresses.

A spokesperson said “Closing the separate Twitter customer service account means we’ll be able to answer questions more effectively on our main Twitter account.”

The customer service team will still be contactable through Facebook, phone or email.

### Social media

The DVSA posts regular updates on services via Facebook and Twitter and members are advised to follow both, in addition to the Facebook page for the Highway Code.

## Motorcycle examiner recruitment campaign

The DVSA is looking to recruit an extra nine motorcycle examiners in England and Wales to help meet increased demand at specific locations.

The examiners will be deployed in the following areas:

- East England
- South-West England
- West Midlands
- North and South Wales

A full Category A driving licence is essential for consideration for the roles.

DVSA is looking at making the new positions as flexible as possible, with part-time working hours available and evening and weekend working opportunities.

You can find out more about the motorcycle examiner roles and apply at this link [HERE](#).

Note the deadline for applications is 11.55pm on Thursday, September 2.



### FEE INCREASE PROPOSALS

| Type of test   | Current fee  | Proposed fee for 2021 to 2022 |
|--|--------------|-------------------------------|
| <b>Tests</b>   |              |                               |
| Theory test (car and motorcycle)                                       | £23          | £23.40                        |
| Car driving test (normal hours)  | £62          | £62.90                        |
| ADI part 1 (theory) test   | £81          | £82.20                        |
| ADI part 2 (driving ability) test                                      | £111         | £112.70                       |
| ADI part 3 (instructional ability) test                                | £111         | £112.70                       |
| <b>ADI registration and licence fees</b>                               |              |                               |
| First ADI certificate (or 'badge')                                     | £300         | £304.50                       |
| Trainee driving instructor licence                                     | £140         | £142.10                       |
| Renewal  | £300         | £304.50                       |
| Re-registration  | £300         | £304.50                       |
| <b>Moped and motorcycle CBT</b>  |              |                               |
| Book of 25 CBT (DL196) certificates                                    | £200         | £203                          |
| <b>Running drink-drive rehabilitation courses</b>                      |              |                               |
| Application for course approval  | £1,000       | £1,015                        |
| Application for extension or alteration of an existing course approval | Up to £1,000 | Up to £1,015                  |
| Continuing approval fee (for each offender who completes a course)     | £7           | £7.11                         |
| <b>Vehicle tests</b>   |              |                               |
| MOT slot fee   | £2.05        | £2.08                         |
| HGV - 2 axles  | £91          | £92.40                        |
| HGV - 3 axles  | £113         | £114.70                       |

What's your view? Let MSA GB know by contacting the Newslink Editor at [editor@msagb.com](mailto:editor@msagb.com)

## Driving test centre update

# Opening of new theory test centre delayed

The DVSA has revealed that the new theory test centre in Ilford, at Pioneer Point, 3-5 Winston Way, will not be opening for tests in September.

Reed in Partnership, which will be carrying out tests on behalf of DVSA under the new theory test contract delivery, has informed the agency that the new site will not be available as initially planned and will now not open until mid-to-late October.

DVSA is notifying candidates who have booked directly through the theory test booking service that their test will be

rescheduled. They will be offered the first available dates at the new Ilford theory test centre. Pupils should have received a confirmation by the start of September.

If your pupil needs a theory test sooner, they can choose a new date, time and location that suits them online. They will need their booking confirmation reference and driving licence number to be able to do this.

Trainer bookers will need to cancel and re-book their candidates through the trainer booker service and will be emailed directly about this requirement.

## Bridge closure hits Whitby testing

The DVSA has been forced to close its driving test centre in Whitby after a local bridge closure left test routes inaccessible.

The centre shut on August 16 and will re-open on October 31.

The DVSA says it will contact and rebook all affected candidates with an appointment at the Scarborough test

centre on the same date and time where possible.

ADIs do not need to do anything as the DVSA will contact affected candidates directly. Please be mindful of changes when candidates go to sit their L-test.

Testing will resume at Whitby from November when the bridge re-opens.

## Call for vocational trainers' views

DVSA is recruiting business managers to work with vocational trainers, to better understand the sector's current and future business needs. The new roles will also be a local contact so the DVSA can improve its support services and help you build your business. Recruiting these new posts is underway. However, to help DVSA understand what will be required by these roles, it has launched a new survey on how vocational trainers' relationship with DVSA works and any areas in which it can be improved.

The survey seeks your views on:

- DVSA communications
- the online business service
- test allocation and availability

The vocational trainer survey can be found by clicking on the panels below, to be completed by Tuesday, 14 September.

Click here for the full story 

Click here to complete survey 

# Help your pupils find a great car insurance deal and earn yourself £50!\*

Adrian Flux Insurance Services have introduced a driving instructor referral scheme, whereby driving instructors can earn up to £50\* for each policy taken out by their pupils.

### How does it work?

- 1 You will be allocated a unique reference number, ("I" Number)
- 2 You will be sent a batch of personalised cards to hand out to your pupils
- 3 When your pupils call 0800 587 5291 for a quote we'll ask for your i Number
- 4 We'll pay you up to £50 for each new policy sold by your referral

Start earning today!

[Click here to email your enquiry](#)

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\*Referral rates may vary. The £50 fee is based on the pupil taking out a 12 month comprehensive policy.



  
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[adrianflux.co.uk/di](http://adrianflux.co.uk/di)

# THINK! relaunches 'Pint Block' young driver campaign

The Department for Transport's THINK! road safety campaign has relaunched its 'Pint Block' campaign to help spread the message among young male drivers that 'a mate doesn't let a mate drink drive'.

First launched in December 2019, Pint Block encourages young men to step up and intervene to stop mates drinking before driving.

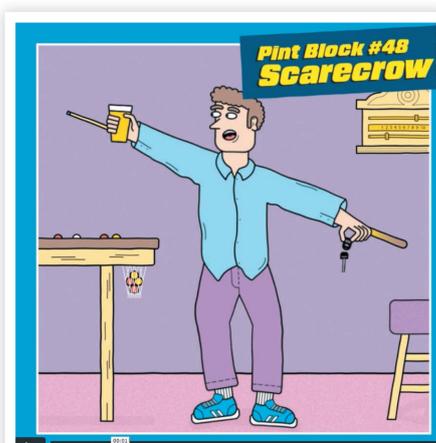
The current campaign launched in time for the Bank Holiday weekend and will run until October 3. This campaign will then be followed by a further burst of activity from November 2021 in the run-up to Christmas.

THINK! will promote the campaign with paid spend across social media, online video, and digital out of home, as well as posting on its organic channels.

THINK! is asking road safety professionals to support the campaign by sharing its posts and/or downloading assets from the THINK! campaigns' page and sharing them on their own channels.

- Click the link below to read more and download the campaign assets and toolkit.

<https://www.think.gov.uk/campaign/pintblock2021/>



## Drivers back lower motorway speed limits during wet weather

Nearly three-quarters of drivers would like to see the standard 70mph speed limit on motorways reduced in wet weather, according to a survey of 2,100 drivers, carried out by the RAC.

In total, 72% of respondents say they would like to see the speed reduction made to improve road safety and encourage better driving habits. A third said the limit should be reduced to 60mph in the wet, while 7% think it should be cut to 65mph.

An additional 17% would like an even lower limit of 55mph or 50mph.

France is currently the only country in Europe to have speed limits that are reduced during inclement weather, with the 130km/h (80mph) limit reduced to 110km/h (68mph).

While there are significantly more motorway fatalities in France, 806 people were killed or seriously injured on motorways in Great Britain in 2019, with

around 30% of these casualties occurring when the road surface was damp, wet or flooded. That's a higher figure than four years earlier. Official figures also show that wet roads and drivers travelling too fast for the conditions were respectively the cause of some 259 and 242 motorway collisions in 2018.

Drivers said they felt lower limits would encourage some drivers to slow down, while 72% believe it might save lives.

Two-thirds said slower speeds might improve visibility with less spray from moving vehicles, and half felt it would reduce overall vehicle speeds, even if some people ignored the lower limit.

Among those against the idea of a lower motorway speed limit in bad weather, a majority said it was because most drivers already adjust their speed to the conditions (54%), or because there would be difficulty in defining when the new limit should apply (60%).

## New report helps councils understand road skid risk

Research into the relationship between skid resistance and collision risk for a typical local authority road network will provide 'improved outcomes' for road users and taxpayers, a report says.

Many highway authorities routinely measure skid resistance on their key routes and carry out targeted improvements to reduce the risk of collisions.

For local authorities, whose roads have different geometries, junction types, traffic speeds and traffic flow, the lack of evidence to support a risk-based approach poses a challenge for the effective management of their networks.

The research project, carried out by Derby City Council, Enodamus Ltd and XAIS Asset Management Ltd with funding from the Road Safety Trust, set out to understand the link between skid resistance and collision risk on local roads.

Researchers analysed data from 11 authorities, including road attributes, skid resistance, collision history (injury collisions from STATS19) and traffic flow. As a result, they have developed a new approach to the issue, with new thresholds and decision-making frameworks to support prioritisation of maintenance funding.

If proven through trials, it is hoped the LASR approach will facilitate improved outcomes for road users and tax payers by targeting the locations that deliver the greatest safety benefits from skid resistance treatments.

The research can be read [HERE](#).

# Introducing the new Safe Driving for Life website

The Stationery Office (TSO) and the Driver and Vehicle Standards Agency (DVSA) are proud and delighted to announce the launch of the new Safe Driving for Life (SDFL) website. To visit, go to [www.safedrivingforlife.info](http://www.safedrivingforlife.info).

## Be prepared

The new SDFL website will support learners through their theory and driving tests and in becoming a life-long safe driver. With a completely fresh and clean look, the easy-to-navigate site provides everything learners will need to know during their driving life.

SDFL offers all this information for free:

- Practice theory tests for all the driving/riding categories

- Hazard Perception tests

- Road signs tests

- Visual media clip tests

It will also give learner drivers or riders a free taster of the theory test revision material available through a paid-for subscription.

## All the advice

The popular blogs and advice content from the old site are included in the new SDFL site. They provide guidance for all road users, wherever they are in their driving life. And this content will be easier to find and navigate.

## New Features

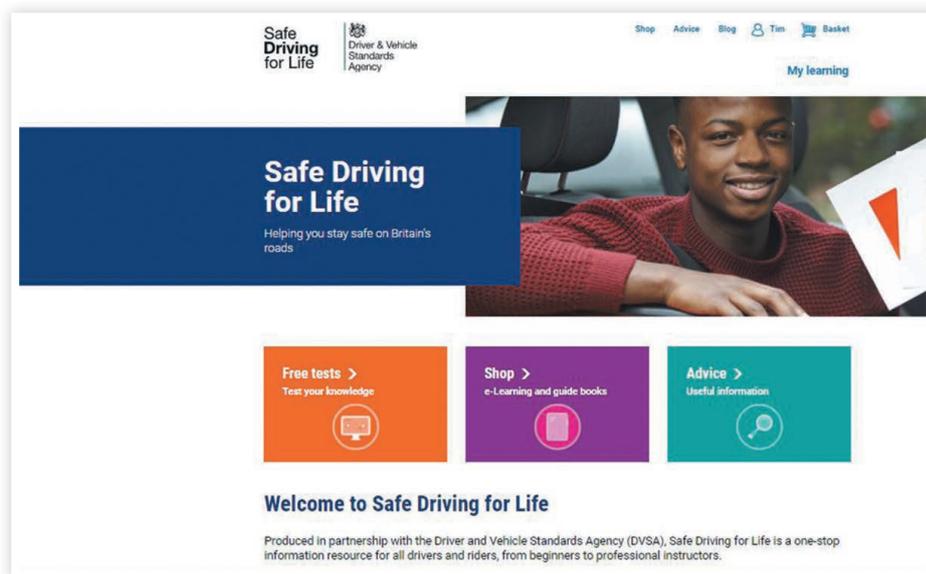
One of the most significant changes to the site is in the development of updated eLearning modules (formerly on the Official DVSA Learning Zone).

As with the Learning Zone, the eLearning modules will be available through a paid-for subscription. They cover all driving categories, including new modules for anyone wanting to train as an ADI. The eLearning includes all the information an ADI needs to help prepare learners for their theory test.

And the eLearning modules include some exciting new benefits, based on the most up-to-date learning science. For example:

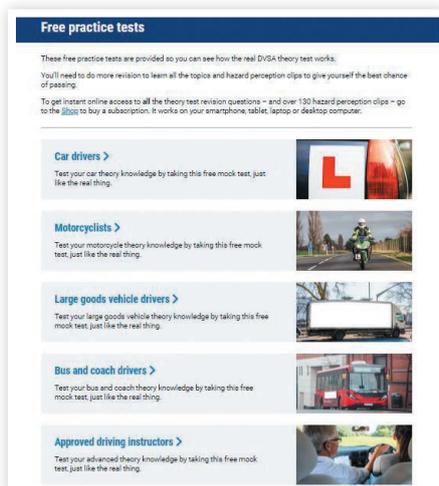
- **Active learning** – exercises and activities designed to engage learners and promote learning

- **The Forgetting Curve** – this shows how the brain does not retain information over time if we do not actively try to keep it. Typically, humans tend to halve their memory of newly



learned knowledge in a matter of days or weeks, unless they consciously review the learned material. SDFL takes this into account and actively encourages learners to keep practising as their test date approaches, to give them the best chance of passing

- **Test Readiness Gauge** – the learner will see a gauge on SDFL's main eLearning dashboard, giving them an indication of when they're ready to take their test. The gauge is based on different factors, including the amount of practice questions the learner has answered correctly and how long they've spent studying.



## ADI benefits

Another added benefit for the new website is a huge increase in functionality for ADIs:

- Learners will be able to share their progress through the eLearning modules with their ADI and parents. This allows them to work through the theory element together.

It also helps the learner through any elements of the theory test they may be struggling with.

- Any ADI can use the platform free of charge. And, the more of their learners they get to sign up to a subscription, the more reward points they can earn.

The ADI can then redeem these reward points in the form of Amazon vouchers.

## Use it, enjoy it, tell us what you think!

We hope you're as excited as we are about SDFL and all its new features. There'll be an ongoing programme of development and enhancement and we'll introduce more modules and functionality over time.

During SDFL's development, we welcome your feedback. So please visit [www.safedrivingforlife.info](http://www.safedrivingforlife.info): use it, enjoy it and let us know what you think.

# Cyclists hit out as offenders use loopholes to avoid motoring endorsements

Cycling UK has slammed “failings in the UK’s road justice system” which have allowed dangerous drivers to escape disqualification and cause death and injury on the roads.

A new report by the pressure group shows that more than 83,000 people escaped an automatic driving ban due to “mitigating circumstances” between 2011 and 2020.

The report focuses on two motorists whose penalty points from driving offences would normally have resulted in a “totting up” ban, but who were allowed to keep their licences after pleading “exceptional hardship”.

In each case, however, the offenders were later imprisoned for causing death by dangerous driving, “leaving the victims’ families facing real hardship and heartbreak”, says Cycling UK.

Christopher Gard accumulated eight convictions for using a mobile phone while driving but escaped a ban in June 2015 by arguing that it would cause him to lose his job.

But just six weeks later, while again texting behind the wheel, he crashed into the back of cyclist Lee Martin, killing him. Gard tried to cover up his actions by deleting his texts. He was later jailed for nine years for causing death by dangerous driving.

In 2004, Kurt Sammon ran over 13-year-old Michael Weaver, who died from serious injuries including a severed spinal cord. Sammon, who had taken methadone, failed to stop and abandoned his car two miles away.

According to Cycling UK, Sammon served just three months in prison after admitting failing to stop and report an accident, and having no insurance or MOT.

Then, in October 2018, following a series of mobile phone offences, Sammon escaped a ban by pleading exceptional hardship, saying it would affect his job and his ability to care for his mother.

But again, the message was not getting through: just three months later Sammon fielded a call on his hands-free mobile when he jumped a red light in his van and hit 30-year-old motorcyclist Louis McGovern, who died from his injuries the following day.

For this last offence Sammon was convicted of causing death by dangerous



driving and jailed for seven years.

The report also highlights several other cases of drivers, including celebrities such as actor Steve Coogan, former



**The exceptional hardship law isn’t delivering justice and doesn’t reduce danger on our roads... when road traffic laws don’t do that, MPs should be asking ministers why they’re not being changed**



model Katie Price and singer Ian Brown, who all escaped a ban using the ‘exceptional hardship’ argument.

As a result of cases such as these, Cycling UK is calling for laws to be

overhauled. Duncan Dollimore, its head of campaigns, said: “If you end up with 12 or more points on your licence the court has to disqualify you from driving, unless this would cause exceptional hardship.

“But as these cases show, that loophole is exploited every day, with inconvenience caused by a driving ban often being enough to pass the ‘exceptional’ test.

“It’s families such as Louis McGovern’s and Lee Martin’s who really suffer exceptional hardship when the courts put the retention of someone’s licence to drive above road safety, allowing irresponsible people to carry on driving until they cause further harm or death on the roads.

“The exceptional hardship law isn’t delivering justice and doesn’t reduce danger on our roads, and when road traffic laws don’t do that, MPs should be asking ministers why they’re not being changed.”

# Affordable Medical Cover

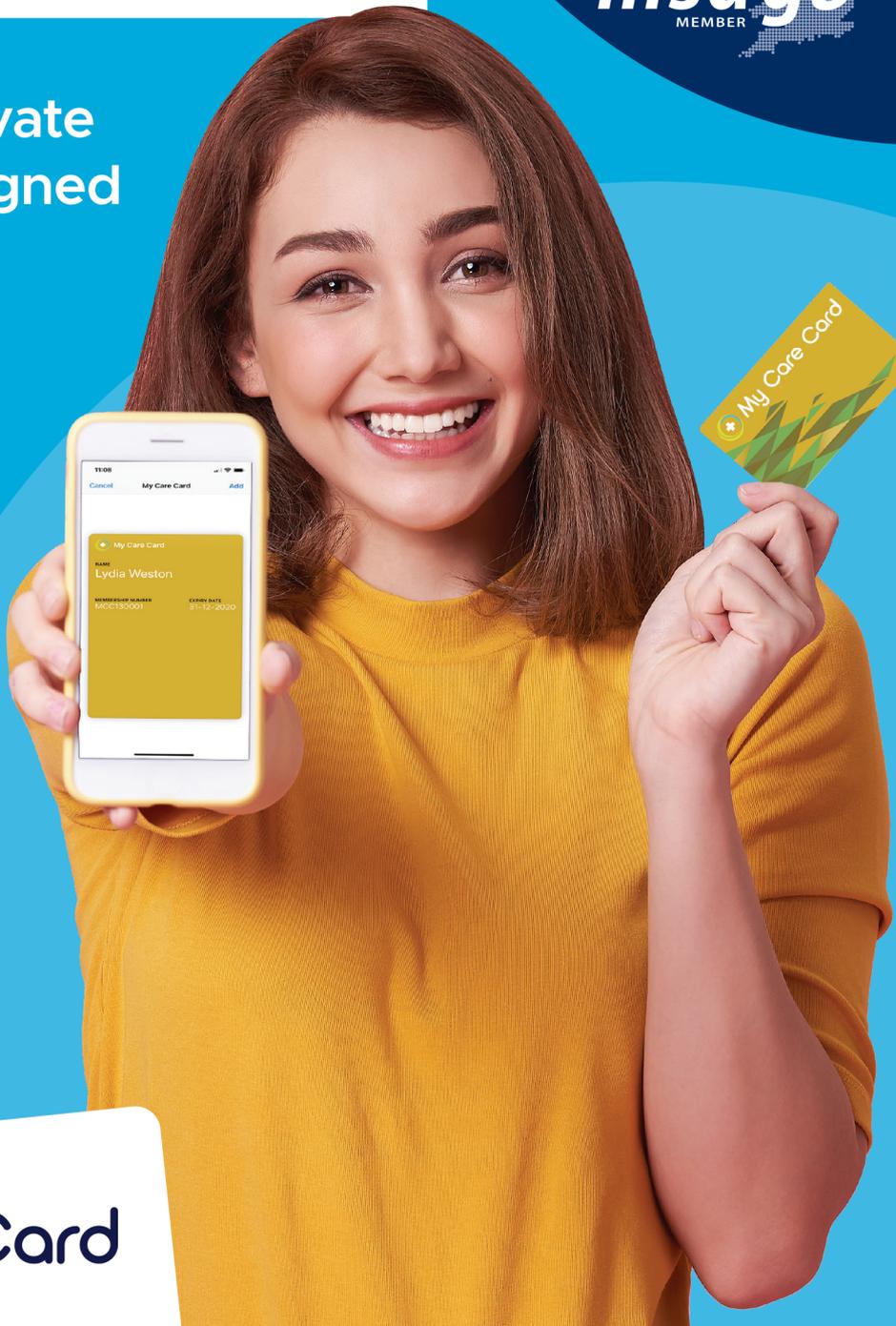
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# DVSA is offering wrong solutions to the L-test waiting time crisis

**Rod Came**  
MSA GB South East



The DVSA says it needs learner and driver training industry support to help us build the nation back better.

The wheel goes round and round, the top becomes the bottom and the bottom becomes the top on a regular basis. DVSA, the agency that deals with transport in all its various forms, is well versed in the revolution of the wheel, be it revolving or reincarnation.

In order to try to make some impact on the enormous waiting list for driving tests brought about by a lack of resources, a partial plan been announced. I say a plan but it is more like a plea. More details can be found in Newslink on page 6.

Let's look at some of the DVSA's forward-thinking ideas to solve the problem.

DVSA says research findings reveal that 8 out of 10 driving instructors who responded to the survey currently have a waiting list – and almost half of those have 11 or more people waiting to start driving lessons.

DVSA will use these findings to help them understand more about the demand for driving lessons, and the future demand for driving tests.

I say it is a well-known fact that a building constructed on a bed of sand is likely to collapse, it not having stable foundations, so research showing that 80 per cent of a sample of ADIs have a waiting list and nearly 50 per cent of those have more than 11 prospective customers waiting, is just about as reliable.

Those of us who can clearly remember the days when a waiting list was the norm will be well aware that such a thing is a figment of the imagination. For sure, there are people who have rung up for lessons and have been told that there are no vacancies, so elect to go on the 'waiting list'. Then they contact another



ADI and do exactly the same with them.

I recently spoke to a father whose daughter is on the waiting list of three ADIs. Her only 'waiting' is to see which one comes up first with a vacancy. This proves the point that the information the DVSA is using has no basis in fact.

DVSA says the research reveals that many of the instructors who responded to the survey said they'd find local test centre engagement events useful. As a result of this, it is planning to trial a series of these in a number of locations over the autumn.

I say, yes, such events are useful in a networking sort of way, but I thought DVSA was short of examiners? Doing a bit of PR to a few ADIs will not reduce the waiting times.

The DVSA wants to help those driving instructors who find it difficult to meet the standards. This will allow it to prioritise those instructors who need the most support. The agency says that high-quality instruction leads to high-quality learner drivers who'll be better

prepared to pass their test first time.

Reducing the number of candidates who need to retake their driving test will really help to tackle the waiting list.

I say this is an odd one, linking instructors who do not make the grade with high quality instruction. There is no way in this world or the next, that any action taken by DVSA is going to turn sub-standard instructors, be they PDIs or ADIs, into excellent instructors.

This smacks of lowering the already low standard to qualify as an ADI even further, so that there are more people with an ADI badge pushing unready candidates to take tests. As a consequence, when the waiting times do not reduce, DVSA will be able to point out that the standard of the candidates being put forward by ADIs is to blame – as is always the reasoning.

DVSA says the latest phase of the new driving examiner testing framework trial has now concluded (eight tests), and it is now planning to extend this to more locations ahead of agreeing a final

roll-out date. When this is rolled out across Great Britain, it will increase the number of available test appointments by an average of 15,000 - 20,000 each month.

I say what a good idea: more appointments to be made available – who'd have thought it.

DVSA says it wants to increase the number of days a candidate must wait before applying for a further test if they have failed.

I say many will remember Maureen Rees from Cardiff who became the unexpected star of the TV documentary series *'Driving School'* broadcast in 1997. One morning she was recorded taking her sixth driving test which she failed with a serious fault. At that time the waiting period between tests had been done away with, so Maureen took her seventh test in the afternoon of the same day and passed, showing what a farce driving tests really are.

DVSA says we should increase the number of days' notice a candidate must give to cancel or reschedule their test without losing their fee.

I say we've been here before, it just means that another hopeful from the back of the queue who thinks they'll 'give it a go' will step in instead. This will lengthen waiting times rather than make a reduction.

DVSA says it wants to change the way the eyesight element of the test is conducted.

I say give us a clue, you can either ask a candidate to read a registration plate at a distance or not. What is the choice? Why change it?

DVSA says that over the summer we will also be surveying the friends and family of learner drivers to gather feedback to help develop messaging to manage their expectations and encourage them not to take their test before they are ready.

I say with waiting times stretching well into next year, candidates will take any date that they can get and try to work toward it. It is not like they have a choice of taking a test too soon. Good ADIs will advise when a test should be taken, both for the benefit of the pupil and the ADIs reputation.

So what would I do?

Sadly, a problem that was absolutely foreseeable has been allowed to develop into a crisis. The lack of heavy goods drivers, which this urgent activity is all about, has been known for a long time. It

has been exacerbated by the pandemic and the exodus of foreign drivers which, although not being able to be forecast could have been mitigated.

Pre-pandemic, foreign LGV drivers were already returning to their home countries but this warning sign of impending problems was not acted upon. Had there been an increase in promoting truck driving as a career, accompanied by an increase of vocational examiners, some of the current problems might have been reduced.

But then Covid arrived. We were all encouraged to wear face masks and stay two metres apart. In the cabin of a truck slightly less distance can be achieved, but with the windows open, as per driving tests, a good circulation of fresh air can be made, thus reducing any risk. For those trainers, trainees and



**DVSA says we should increase the number of days notice a candidate must give to cancel or reschedule a test... but this will only mean that another hopeful from the back of the queue who thinks they'll 'give it a go' will step in instead**



examiners who were prepared to do so, training and testing could have continued in a limited form, as it did for essential workers. But I am not aware of that provision being put into practice.

So what can be done now?

I have previously suggested many times that as a temporary measure ADIs should be able to certify that their pupils have reached a standard equivalent to a driving test pass and be awarded a full driving licence. DVSA will never agree to this because they have allowed too many sub-standard ADIs to be on the Register. Even a measure such as allowing ADIs to sign off the manoeuvres would reduce the length of a driving test, perhaps increasing throughput by one more test per examiner per day – every little helps.

DVSA knows from its test pass statistics which ADIs present well-trained candidates for a driving test; as a start they could try allowing those ADIs to

certify their pupils as being of test standard, thereby qualifying for a full driving licence.

Over recent years DVSA has encouraged ADIs to improve their standards, and there is no doubt that training provided by the majority of instructors is far better than it was 40 years ago, but the test pass rate for learner car drivers remains stubbornly low, always below 50 per cent (except when fewer tests were provided only for essential drivers). Why is this so?

Could it be, though always denied, that there is a mean pass rate for each test centre and an examiner who fails to conform with this is 'advised'? If not, how can it be that one test centre has a pass rate nearly twice that of another?

On Friday, 13th August, a national TV channel ran a news item relating to encouraging more women to train to be truck drivers. On balance there are far more men in that occupation than women, but it does not matter how many people undergo training if there are not enough examiners to test them.

It comes to something when companies like M & S, John Lewis, Currys and Tesco are having to offer money up front for LGV drivers to work for them due to a critical shortage which is strangling the delivery of food and other necessities of life.

When this whole critical situation is considered, something radical has to be done. Already shops are short of some food supplies; that is not acceptable in a first world country such as ours. It is the responsibility of the Government via its agencies to resolve the situation, and quickly.

The fact is the DVSA has fallen into the trap of having too few resources to cope with providing driving tests for too many candidates. The number of candidates is not going to fall in the short term and DVSA is unable to increase its staff numbers to make much of a difference. It is an insoluble problem unless some radical action is taken.

The suggestions currently made by DVSA are only a re-hash of old ideas: the wheel has almost turned full circle. Those ideas did not work in the past when the waiting list stretched into months rather than weeks, and they won't work now that it has gone into previously unseen territory.

**Driving tests chaos:  
A parent's view: see page 22**

# Looks like you'll just have to take a swing, chuck

After a frustrating search for a driving test, Newslink production manager Rob Beswick offers a parent's view of the increasing crisis surrounding waiting times.

I'm sure all MSA GB members have been inundated with complaints from pupils and parents over the paucity of available L-test slots in recent months. It's an appalling problem, particularly as it is one ADIs have little control over. All you can do is offer sympathy and, perhaps, point out the positives: if their precious offspring can't rush to an L-test now, at least parents can be reassured by the knowledge that by the time they do find an available slot, their son or daughter will have banked more valuable driving experience for their future life on the open road – and will be more likely to be test ready, too.

But apart from the sympathy, have you put yourselves in the shoes of those frustrated pupils – and their parents? If you don't book L-tests for your pupils, do you have a real grasp of just how bad the situation is in your area?

I'll be honest, this problem is a big one for me at the moment because I have a dog in the fight, as the old saying goes. A little background as to why. My eldest turned 17 three years ago with no interest in learning to drive, and as she was deep in to challenging A levels, we let the idea slide. That's a mistake we won't be making with her siblings, by the way.

Move on two years, now at university, and the driving bug finally bit. Sadly, it bit at just about the same time as Boris Johnson announced the first lockdown, so her learning journey has been fairly reminiscent of a first lesson: stuttering, occasional stall, progress pretty slow. An initial batch of lessons were quickly followed by a swathe of cancelled ones, before picking up the cudgels again over summer... before pausing again. You can



picture the diary chaos, I'm sure.

However, she has made progress, and by Easter of this year, with a stop-start 20 lessons under her belt, she felt ready for her theory test. It took a while to get a slot but one was finally secured in July, and she passed first time, while adding more lessons to the account and increasing her experience by driving round with mum and dad in between.

So what of the L-test itself? Her learning to drive journey has been made a tad more challenging by being based in two places – her home town of Stockport and her university city, Leicester – but we've found accommodating instructors in both. By the time of her return to university around 30 lessons will be in the bank, with more to add.

With test waiting times at 17 weeks according to the DVSA, we were under no illusion that it would be a struggle to secure a test, but we decided it was better to get one in the book now and carry on learning. There seemed little point getting her test-ready and then finding out that the test date itself was

17 weeks – four months – in the future.

So we log on to the DVSA test booking site, fully aware that tests would be hard to come by. But blimey, we didn't know just how difficult. On August 1, looking at slots *anywhere* in Greater Manchester for December, a date picked to coincide with university holidays, there were no tests available. At all. Stretch the test date out to include early January and still nothing.

Widen the search. Leave Greater Manchester behind and head for the whole of the southern North West, from Preston south. Hurray! Warrington, Cheshire, 40 miles away, mid-January, and finally a slot is available.

Wow. In the whole of Greater Manchester – that's an area with a population of close to three million – there were no tests at all until mid-January. That's around 27 weeks – or more than half a year. So what does that make of the DVSA's hopeful suggestion that L-test waiting times are around 17 weeks? Dare I ask, where can you find a test in *only* 17 weeks?

*Newslink* articles in recent issues from various sources, including myself, have suggested that the official line on waiting times may be a little 'economical with the truth', to quote the delightful Civil Service phrase, and that the idea that the waiting times are *as low as 17 weeks* is a bit of a pipe dream, but it requires your own experience to ascertain the truth.

And the truth is, as far as I'm concerned, that if you are living in an area where tests are available in only 17 weeks, trust me, you are living the dream. Anyone beat 26 weeks?

Which begs the question, how should an ADI respond if a hopelessly un-test ready pupil with a dozen lessons under their belt chances on a test slot in three weeks' time, possibly through one of the numerous test scanning apps available? Should you sit there all prim and proper and say no, you can't take that test as even if you somehow had the drive of your life and fluked a pass, you would be nowhere near ready to drive unaccompanied, as you have simply not

“  
It appears that the official line on test waiting times being an average of 17 weeks may be, to quote that Civil Service favourite phrase, one that is 'economical with the truth...'  
”

banked the experience you need?

Or should you shrug and say go for it, knowing full well that by the time your experience tells you that they are test-ready, they may be looking at not getting a test in six months?

Both options are flawed, either from the road safety or the moral side. A classic case of 'Damned if you do, damned if you don't.'

For us, we're clinging on to the test date in January and waiting to see how the learning-to-drive journey develops in the coming months. But it makes a mockery of planning: I know better than

most of the non-ADI public how the driving training and testing works, and my hope all along was to sit down with an ADI and plan precisely when an L-test should be taken with full confidence that the timing was right.

But with an anticipated wait of half a year for a test, that plan has gone out of the window. We've gone for a test in the distant future, hoping that the learning continues and that time and date – if not location – will fall neatly into place and my daughter will be ready for her test. But I appreciate fully why some people will simply grab any test as it comes available, no matter how ready they are, and take a swing at passing.

I'm a big sports fan. In boxing, it's called a 'puncher's chance', where you put a boxing bum in the ring knowing he shouldn't beat the champ, but with one big haymaker he may just get lucky and put his opponent on the canvas.

While that's okay for the fight game, I can't help but think that 'taking a swing' isn't the best strategy on which to build a successful driver testing programme.



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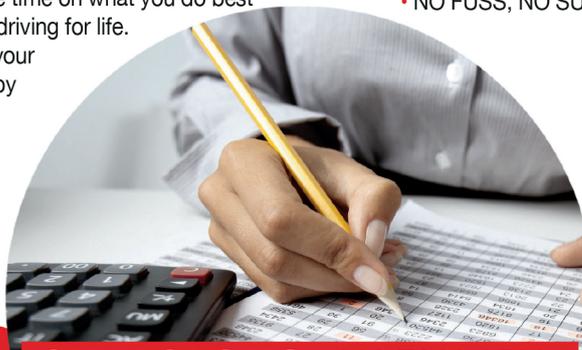
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# An (un)licence to kill

Tom Harrington LLB F Inst.MTD, Driver Training Services, takes a look at the growing problem of unlicensed drivers

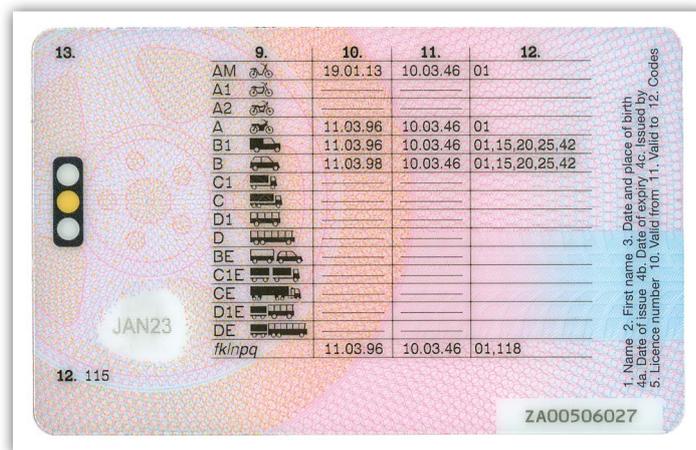
Driving without a licence is a serious offence that can carry significant penalties. Under the Road Traffic Act 1998, it is an offence to drive a vehicle without a licence that is appropriate to a vehicle of that particular class.

Yet there are thousands of drivers in Great Britain and Ireland who are driving without a licence or are disqualified. In order to understand the factors contributing to unlicensed driving, it is essential to obtain an insight into the motivations, attitudes and perceptions of the different types of offenders. This article looks at the whole area of unlicensed drivers, including behaviour, crash involvement, the role of public education, factors contributing to unlicensed driving and the abuse of process by those who endeavour to avoid doing their driving test.

Finally, a conclusion is given.

Usually a variety of terms are used to describe people who drive or ride a motor cycle without a valid licence. Among the more common are 'unlicensed driver' or 'unauthorised driver', but we also use phrases such as disqualified, suspended, revoked or cancelled. We also say 'never licensed'.

Terms like 'disqualified', 'suspended', or 'revoked' are generally used to describe those drivers who have had their licence removed by a judicial or administrative process. In contrast, 'never licensed' describes those who remain outside the licensing system because they have never officially obtained a licence, including under-age drivers. Unlicensed driving remains a serious problem in many countries, despite ongoing improvements in traffic law enforcement practices and technology. In the United States, over 11 per cent of drivers involved in fatal crashes are unlicensed, and over 16 per cent of fatal crashes involve at least one unlicensed driver. In Australia, unlicensed drivers represent over 5 per cent of those involved in fatal crashes, and 10 per



cent of the national road toll.

In Ireland, new figures reveal that there were 53,194 offences for driving without a licence or when disqualified. Similarly, in Great Britain, as many as 800,000 unlicensed drivers were on the road; that's one in 40 drivers.

While it does not play a direct causative role in road crashes, unlike alcohol impairment or speeding, unlicensed driving represents a major problem for road safety in two respects.

First, it serves to undermine the system used to monitor and manage driver behaviour. Because they operate outside the licensing system, unlicensed drivers dramatically reduce the ability of authorities to monitor and manage their behaviour through sanctions such as demerit points. In particular, it serves to undermine the effectiveness of licence disqualification which has otherwise been demonstrated to be a very effective deterrent to illegal behaviour.

Second, there is a growing body of evidence linking unlicensed driving to other high-risk behaviours including drink driving, speeding, and motorcycle use.

Consistent with this, the crashes involving unlicensed drivers tend to be more severe and likely to involve a fatality or serious injury than those involving licensed drivers. Accordingly, there is a need to better understand the factors contributing to unlicensed driving in order to develop and implement more effective countermeasures to the behaviour.

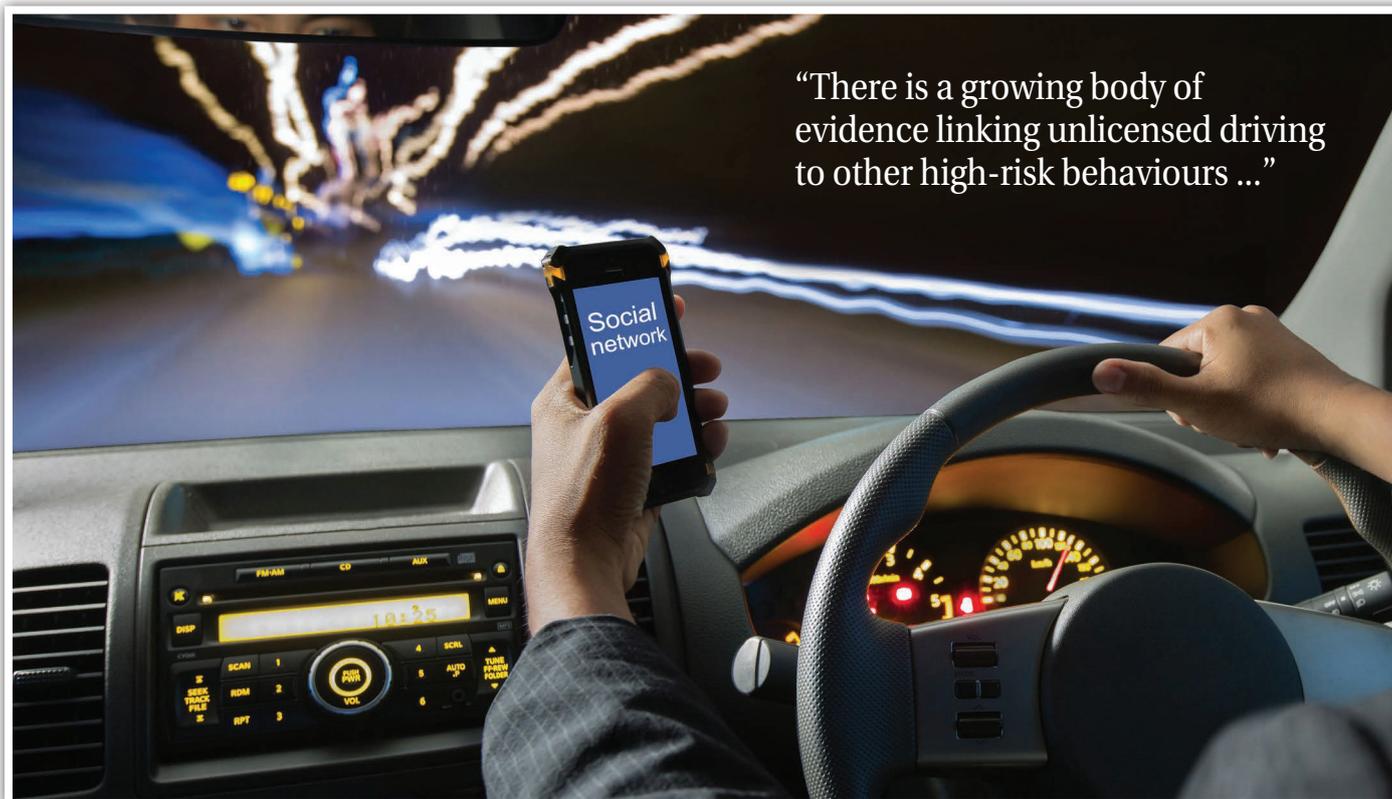
## The prevalence of unlicensed driving

It has proved difficult for road safety authorities to reliably estimate the

community-wide prevalence of unlicensed driving. Given that it is an illegal behaviour, it is likely that some unlicensed drivers will attempt to conceal their actions from the authorities and be reticent to discuss their behaviour with researchers. As a consequence, there is a lack of definitive evidence available relating to the extent and nature of unlicensed driving. In Australia, a survey of 309 unlicensed driving offenders interviewed at Brisbane Central Magistrates Court indicated that unlicensed drivers should not be viewed as a homogenous group, with significant differences existing between offender types in terms of their socio-demographic characteristics, whether they were aware of being unlicensed or not, their behaviour while unlicensed, and the factors contributing to their behaviour. Among some offenders, unlicensed driving appears to be indicative of a more general pattern of non-conformity and illegal behaviour.

While many offenders limited their driving while unlicensed, others continued to drive frequently. Moreover, almost one-third of the sample continued to drive unlicensed after being detected by the police.

One of the strongest predictors of both the frequency of unlicensed driving and continued driving after detection was whether the offenders needed to drive for work purposes when unlicensed. While there was some evidence that offenders attempted to drive more cautiously while unlicensed, this was not always reflected in their reported drink-driving or speeding behaviour. The results highlight the need to enhance current policies and



“There is a growing body of evidence linking unlicensed driving to other high-risk behaviours ...”

procedures to counter unlicensed driving. In particular, there is a need to examine current enforcement practices since over one-third of the participants reported being pulled over by the police while driving unlicensed but not having their licence checked.

#### UK – Five million rogue drivers

One in five foreign motorists stopped at random in a police crackdown on nearly five million ‘rogue’ drivers were in breach of UK motoring law, a Government report has revealed.

The level of offending among foreign drivers is nearly double that for UK drivers. Police said a hard-core of ‘rogue drivers’ were still causing carnage on Britain’s roads and had to be tackled. The scale of the scandal emerged in a 71-page report published in 2008 after the Department for Transport (DfT) and 52 police forces across the UK took part in an exercise to tackle unlicensed drivers and uninsured, untaxed, and unroadworthy cars. The exercise, in which 6,689 drivers were stopped randomly on March 18, 2008, revealed that more than 1 in 10 (11.1 per cent) were committing an offence – equivalent to about 4.77million of the UK’s 43million drivers. And 3.4 per cent – about 1.5million – were committing a serious offence such as having no insurance or driving while disqualified. The problem was most acute among

young, male and foreign drivers in older cars. One in five foreign drivers stopped fell foul of UK motoring law in at least one respect.

If extrapolated, these figures would mean that half a million drivers are uninsured and 0.8 per cent – 344,000 – do not have a valid licence.

If anything, this figure may be low: other estimates suggest around 470,000 drivers in the UK do not possess a valid driving licence. In addition, “unlicensed drivers commit 9.3 per cent of all motoring offences. It can also be seen that unlicensed drivers committed nearly a quarter of all insurance offences and almost half of all theft or unauthorised taking offences.”

#### Driving behaviour of unlicensed drivers

There is a common assumption that



These figures mean that half a million driver are uninsured and 344,000 do not have a valid licence... and if anything this figure may be low...



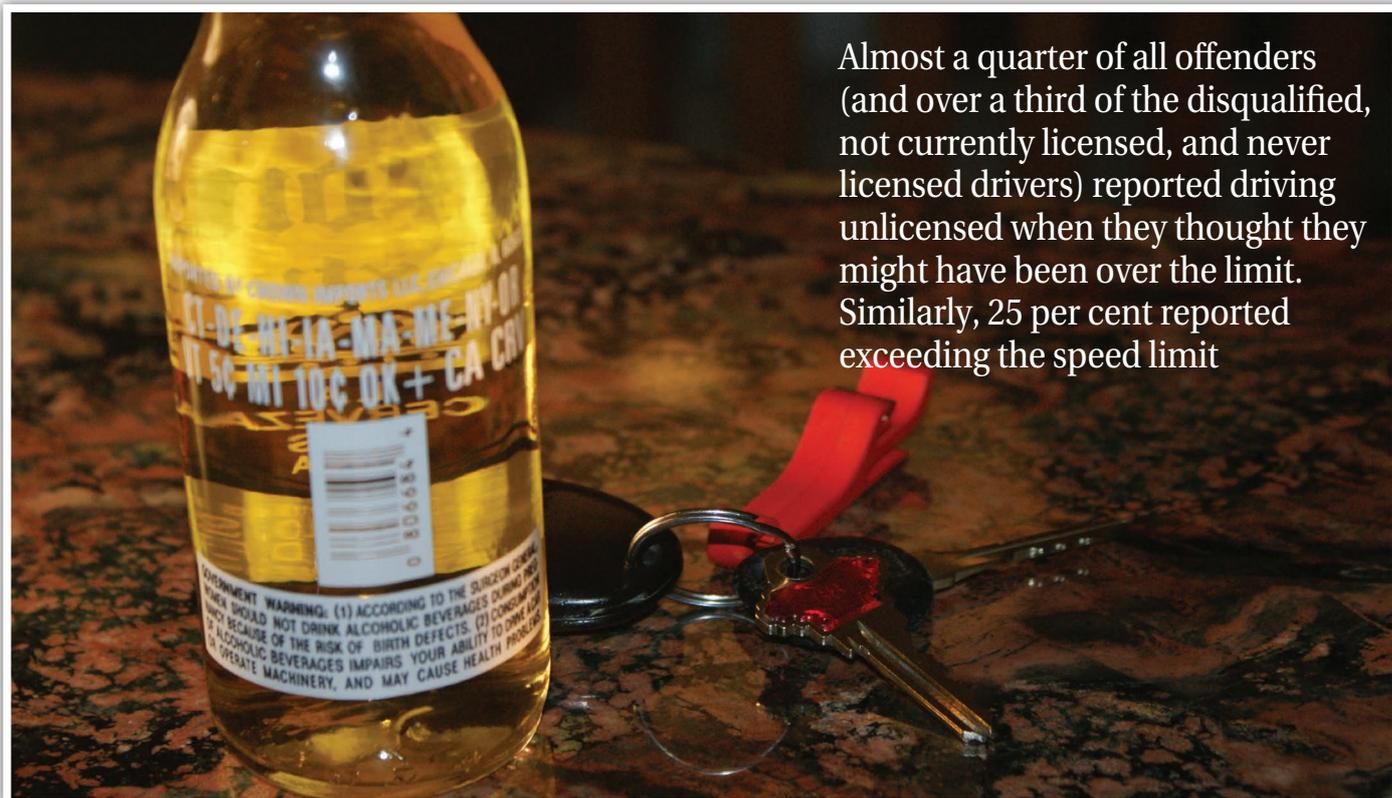
unlicensed drivers drive in a more cautious manner to avoid detection. This assumption is based on various self-report surveys which suggest that 55-65 per cent of disqualified drivers (who continue to drive) adopt strategies to reduce their risk of detection including driving less frequently and driving more cautiously. A report by Mirrlees-Black in 1993 found that *“although disqualification has failed to keep all these offenders off the roads it was, nevertheless, still effective as a method of restraint as the frequency of driving, and the amount of dangerous driving, and were probably reduced for the majority of those that continued to drive.”*

In their survey of unlicensed drivers, Job et al (1994) found that between 40-50 per cent of respondents reported driving more carefully in terms of complying with the speed limit, traffic lights, stop signs, and seat belt and drink-driving laws; driving safely and inconspicuously reduced the threat of discovery and they may even “learn” defensive driving skills by driving in this manner.

However, Warren (1982, cited in Silcock, 2000) argued that the behaviour learned while driving unlicensed may not actually be safer but oriented instead to avoiding detection.

Continued on page 26

## Special feature: Unlicensed driving



Almost a quarter of all offenders (and over a third of the disqualified, not currently licensed, and never licensed drivers) reported driving unlicensed when they thought they might have been over the limit. Similarly, 25 per cent reported exceeding the speed limit

### Continued from page 25

While evidence from some studies tends to confirm that many offenders reduce their overall driving exposure in order to avoid detection, it is unclear whether this results in more cautious driving. All the offender types reported relatively high levels of care in obeying the road rules.

However, more specific responses relating to drink-driving, speeding, and seat belt compliance suggest that many participants were not always cautious in their driving behaviour. For example, almost a quarter of all offenders (and over a third of the disqualified, not currently licensed, and never licensed drivers) reported driving unlicensed when they thought they might have been over the limit. Similarly, 25 per cent reported exceeding the speed limit by 10 km/h or more on (at least) most occasions, while 15 per cent admitted that they didn't always wear their seatbelt.

Moreover, while it is problematic to compare responses across surveys using different methodologies, the self-reported drink driving, speeding, and seat belt behaviour of the participants appeared less safe than that reported by licensed drivers. Consequently, the evidence supports a number of different explanations. First, it is possible that among some (possibly many) unlicensed drivers the desire to avoid detection

tends to result in more cautious driving. Second, it is possible that even among those unlicensed drivers who admit regularly breaking road rules, their driving is more cautious than it would otherwise be (even though they are not as cautious as general drivers). Finally, as suggested by Hurst (1982, cited in Silcock, 2000) it is possible that the behaviour learned while driving unlicensed may not actually be safer, but more oriented to avoiding detection instead.

### Crash involvement of unlicensed drivers

Due to the difficulties involved in surveying unlicensed drivers, road safety authorities have tended to rely on the use of crash data as a surrogate measure of unlicensed driving. In one of the first studies of this kind, Coppin and Van Oldenbeek (1965) examined the crash and offence records of over 1,300 negligent drivers who had their licences suspended or revoked as a result of offences committed in late 1955/early 1956. The records indicated that at least 33% of those suspended and 68% of those revoked drove during the sanction period. A more recent study in the United States examined the involvement of unlicensed drivers in fatal crashes from 1993-97; this found that 11.1 per cent of drivers involved in fatal crashes were

unlicensed. In addition, 16.3 per cent of fatal crashes involved at least one unlicensed driver.

### Factors contributing to unlicensed driving

In order to understand the factors contributing to unlicensed driving, it is essential to obtain an insight into the motivations, attitudes and perceptions of the different types of offenders. The reasons most frequently cited by respondents are related to business or employment commitments, family, or social reasons and lack of public transport. A study in Victoria, Australia of over 1,550 disqualified drivers found that among those who continued to drive, many reported doing so only in exceptional circumstances. Nevertheless, their responses suggested that "a considerable number of exceptional circumstances presented themselves."

While employment reasons were most frequently cited, family and social reasons were given equal weight in others. Driving while disqualified was more prevalent among those who were employed and worked far from home, those who lived in households without another licence holder, and those who had access to a vehicle.

A more recent, smaller-scale survey of 50 unlicensed drivers in the UK found



The most frequently cited reasons for unlicensed driving was employment commitments... family or social reasons, all underpinned by a lack of public transport



some evidence that difficulties involved in passing the driving theory test and the costs involved with learning to drive could discourage participation in the licensing system. In addition, the study highlighted the link between unlicensed and uninsured driving. “The fact that with unlicensed driving the insurance would be invalid did not seem to occur to most young people. Others were concerned about this aspect and it was one of the major motives for eventually taking a driving test.”

#### **The need to target work-related unlicensed driving**

The need to drive for work appears to act as a major motivation for unlicensed driving. In this regard, *Job et al* (1994) have suggested that consideration be given to the use of restricted licences as an alternative to full disqualification, to allow offenders to drive to and from work. Evidence suggests that the benefits of restricted licences may be minimal despite their intuitive appeal. Compliance with such licences is difficult to enforce and they do not tend to reduce overall offences and crashes as much as full disqualification. It is also possible that the use of restricted licences may actually undermine the general deterrent effect of licence disqualification, by creating the impression that licence loss is neither certain or inevitable. Consequently, there is a need to develop other strategies to reduce work-related unlicensed driving. As previously mentioned, one way to achieve this may be to encourage relevant offenders to participate in alcohol ignition interlock programs. In addition, theoretical findings suggest that we need to reduce the benefits of unlicensed driving, not just focus on increasing the costs



associated with detection and punishment. One way to do this would be to encourage employers to more actively monitor the licence status of their drivers. If drivers believed that their employers were likely to check their licences, the perceived benefits of unlicensed driving may be diminished. While this practice would have limited impact in the case of self-employed people, many government and non-government organisations are adopting comprehensive fleet safety policies and programmes that could include this practice.

#### **The role of public education**

*Job et al* (1994, p.59) warned against the use of mass media campaigns to target unlicensed driving, due to a concern that it “may promote a perception that many unauthorised drivers go undetected or it may simply raise awareness of the possibility”.

While mass media publicity does not appear capable of changing entrenched behaviours, it can contribute to improved road user behaviour by creating a climate of opinion supportive of other measures and by ‘signposting’ the need for behaviour change. This suggests that mass media publicity relating to unlicensed driving should only be considered if ‘real’ improvements are made in the probability of detection or the severity, certainty or swiftness of punishment. Rather than focus on the level of unlicensed driving, this publicity should focus on the changed practices or policies and how they impact on drivers. This would be particularly relevant if there was a change in policy relating to

the compulsory carriage of licence or police licence checking processes. In the interim, public education should focus on issues such as the need for drivers to notify licensing authorities of changes of address.

#### **Conclusion**

If you want to drive a motor vehicle then you are required by law to hold a full, valid driving licence. The only exception to this is if you are a learner driver holding a provisional licence GB, (or learner permit in Ireland), accompanied by a full licence holder (who has had their licence for at least three years), and the car is insured and displaying L plates.

Many people are unaware that the police have technology which can assess whether your car is insured, has passed the MOT GB or NCT IRL, and whether you hold a valid licence. Therefore, it is never worth driving without a licence thinking that the police will only find out by chance if they happen to stop you. Driving without a licence or insurance may seem like minor offences compared with other motoring ones, however, the effects can be far-reaching. Punishments include hefty fines, insurance premiums are likely to increase and you could even be disqualified from driving. Therefore, if apprehended it’s absolutely essential that you seek the services of an expert motoring offences solicitor to guide you through the criminal justice process.

Finally, depending on your familiarity with British Royal Family trivia, you may know that the Queen is the only person in the UK who is allowed to drive without a licence.

# Your health as a driving instructor: a warning!



Mike Yeomans  
MSA GB North East

I'll start by saying that this article is not meant to discourage you from continuing as a driving instructor, but rather to alert you to the everyday health dangers if we neglect our wellbeing. After the past 18 months we've all endured, I'd have thought we'd all appreciate how important our health is. Here you'll find some general guidance on the key medical conditions and issues that can befall ADIs, some useful warning signs to watch out for and some options to help you keep healthy.

One of the biggest single health issues facing ADIs is stress. Teaching driving can be quite stressful, and stress can cause a multitude of illnesses such as high blood pressure, anxiety, digestive problems and insomnia. Insomnia in turn can lead to chronic tiredness and fatigue which makes it difficult to work and slows reaction times – thus increasing stress!

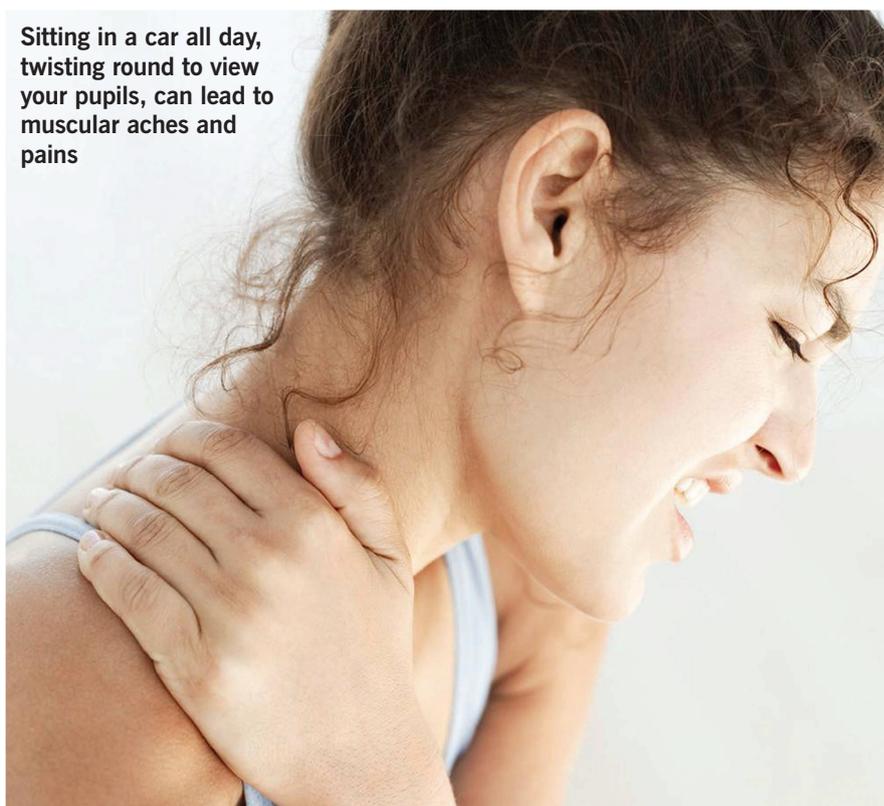
From a presentation through IAM RoadSmart with Darren Cottingham I present his findings and many of his comments for you to consider. Darren is an expert on driving and transport, as a member of the IAM.

He has highlighted the following risks, which are even more poignant as we take on board the extra work the pandemic has given us – work we are all anxious to handle in case it should disappear later in the year.

## The health risks of being a driving instructor

Your job as a driving instructor could be slowly causing you illness and injury

Sitting in a car all day, twisting round to view your pupils, can lead to muscular aches and pains



which may restrict your ability to earn money. The risks that taxi, bus and truck drivers are exposed to are well-known, but they are not published in a manner that relates specifically to driving instructors, yet many of the factors are the same.

Driving instructors may have to deal with long sedentary hours sat in the same seat under stressful situations with insufficient nutrition or hydration, and this takes its toll on the body.

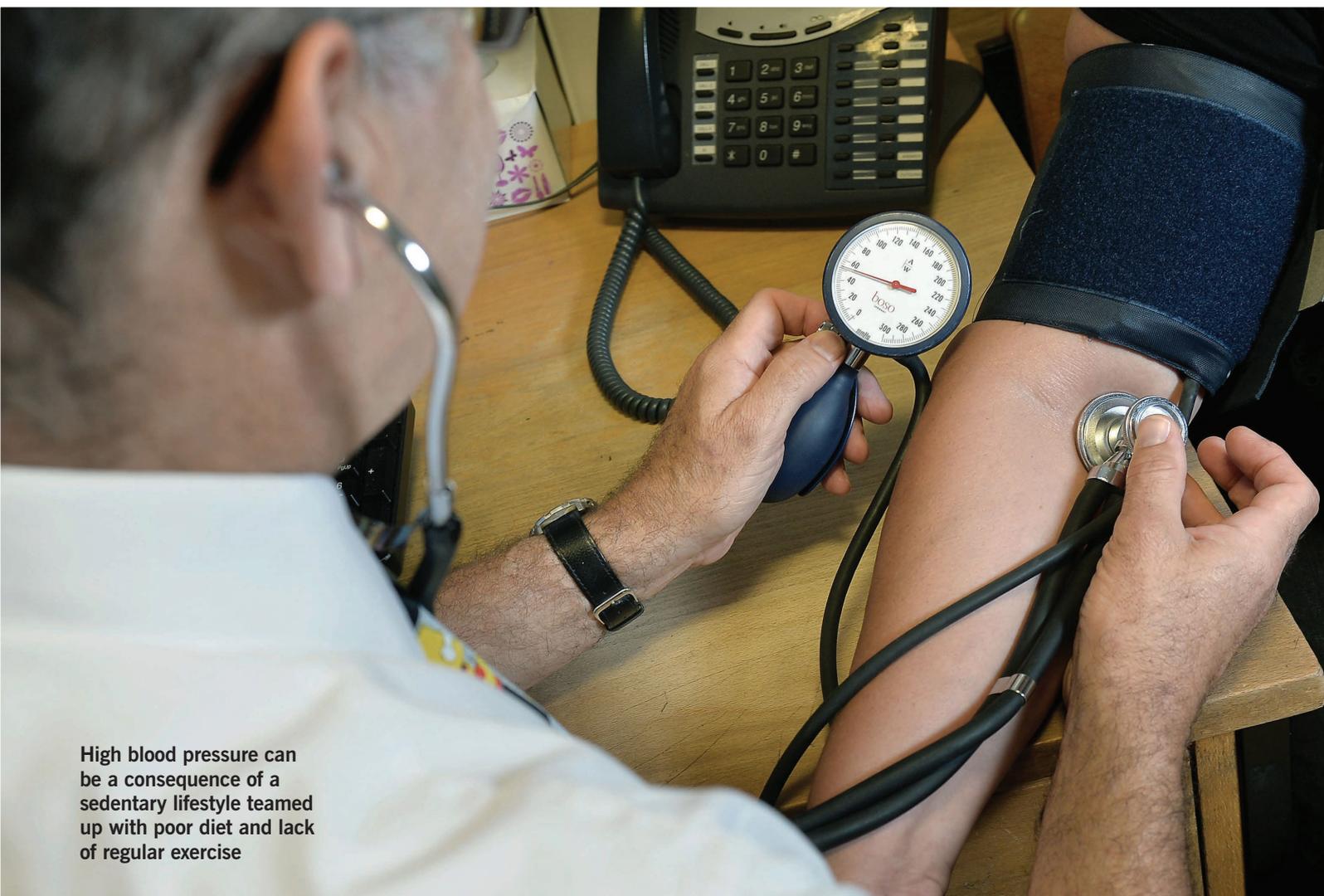
Before we get to the symptoms and problems, it helps to understand the issue by knowing what our bodies are designed to do. Humans evolved to walk long distances, sprint short distances, carry or drag things in collaboration with others, eat predominantly vegetables and seeds with the odd flank of antelope or kangaroo, and so on. We struggle with lack of water, and our brains function best when we have had between 7-9 hours sleep. Given this description, you can see that much of a driving

instructor's (or any professional driver) day challenges these evolved traits. That's why we need to look at taking deliberate, preventative action to minimise the risks to our future health.

Additionally, when we get ill our tendency is to go to the doctor who will often provide rest for a sore back (often not the best solution), and drugs to mask pain (which just allows our pain to become worse before it's intolerable again). Let's look at how we're damaging our bodies and what we can do about it.

## Noxious fumes and atmospheric pollutants

If you're an instructor in the centre of Manchester, for example, it is going to be much more difficult for you to escape pollution than if you are in a rural area, especially if you are on a motorbike or driving with your windows open. You can switch the air flow in the vehicle so that it recirculates, and you can use the air conditioning. Some cars come with



**High blood pressure can be a consequence of a sedentary lifestyle teamed up with poor diet and lack of regular exercise**

better filters than others (look for cars with pollen filters), but mostly, if you are breathing air from the outside, then you are sitting in a cloud of diesel particulates and other pollutants that are not good for you. It's interesting to wonder if the current practice of wearing masks on lessons will see these ill effects reduced; no study has been produced yet to check on this.

To minimise the problems, Darren says, you need to drive in a rural area or look for better air filters. If only we all could spend the day cruising the countryside!

### Noise

Noise is a particular problem for motorcyclists and if, as an instructor, you are using an intercom, then the volume will need to be sufficient to be heard over the engine. Many motorbikes are very loud – loud enough that you can get your entire days' worth of noise energy in only a few hours. A typical motorbike will be 85dBA (A-weighted Decibels) and this is loud enough to cause hearing loss over

time. The recommended exposure at 85dBA is only eight hours per day. Increase this by 3dB (which is the threshold of hearing a change in the volume for most people) and it halves the exposure time. Riding that Harley or sports bike could be damaging your hearing sooner than you expect. (see *Editor's note below*)

Earplugs while riding will reduce your noise exposure by 20-30dBA, but they also reduce your perception of things around you as they will dull the sound of other vehicles, sirens, horns and so on.

Would you consider using earplugs

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*[Editor's note on noise: the A-weighting scale is used when measuring sound in the range 20Hz to 20kHz. The human ear is sensitive between 500Hz and 6kHz. The dBA measurements are used for damage risk measurements. The sound measurement scale is not linear but logarithmic. An increase of 3dBA on 85dBA may not seem much but it is, in fact, a doubling of sound.]*

with your students? It's interesting to note that during high-speed pursuit training the police do wear ear defenders, but not once trained.

### Dehydration

It is often difficult to find a public toilet in the city and as a result some driving instructors deliberately dehydrate themselves so that can last through the day without stopping. Other instructors aren't aware of their body's requirements for water. If you are thirsty, you are already dehydrated. Once you get past of the point of thirst, those feelings can change to hunger as your body looks for any way to introduce liquid into its system. Eat that fat and protein-laden pie for lunch and you'll need even more water to digest it. It'll also make you feel lethargic in the afternoon.

Dehydration can cause or contribute to several physiological symptoms such as stomach ulcers, low blood sugar, headaches and bad breath.

**Continued on page 30**

# Warning: Your health is at risk if you're an ADI

Continued from page 27

## Weight

If dehydration causes hunger issues, then it is possible to over-eat. The sedentary lifestyle reduces your metabolism unless you are being active outside of work, therefore you are likely to put on weight.

Sitting all day can cause fluid retention in your ankles, too, and that can lead to skin disorders, blisters, ulcers and more.

If you put on enough weight, then you'll predispose yourself to diabetes and other complications.

Then, if you need medication for diabetes that medication can have side effects such as elevated risk of bladder damage.

## Bladder infections and other problems

Lack of water makes you more likely to get bladder infections and kidney stones. This, plus the sedentary life, reduced circulation and weight gain can contribute to impotence. Holding a full bladder for too long can eventually affect the sphincters that hold it in, resulting in bladder weakness or incontinence.

## Digestive issues

As well as the previously mentioned issues of stomach ulcers, making the wrong meal choices can cause hiatus hernia, stomach cramps, wind and halitosis (bad breath). Those are not pleasant for you, or for your student.

In extreme cases it may cause irritable bowel syndrome, or worse.

## Body weakness

Sitting all day weakens some muscles and fatigues others. Driving instructors often complain of neck strain through turning to the right repeatedly while observing students. Core muscles can weaken – these are the muscles that help your posture. This is because your back muscles are not being used to hold you upright if your car seat is taking the weight. This can lead to trapped nerves, herniated disks and other pain. It can make it more likely that you will pull a muscle in your everyday life.

One positive of being a driving instructor is that it is good for your eyes as you are repeatedly changing the focal

## Top tip... on fitness

Most physicians believe the best form of exercise that is readily accessible is a brisk walk... but how far to go, how often and can you be motivated to always add steps to your day? One option is to buy a Fitbit – a watch-like device that sits on your wrist and monitors physical activity. Download the Fitbit app to your phone and team the device to it via Bluetooth, and it will give you a day-to-day guide to how far you walk and how often. Set a daily goal of 10,000 steps... and it's surprising how this meeting this daily target can become an obsession, delivering daily fitness benefits. ADIs can knock some of their daily goal off during the day by planning short breaks between lessons and getting a few hundred steps in with a brisk walk around the block. It all counts towards better health.

distance as opposed to sitting in front of a screen at a fixed distance all day.

## What can you do?

Talk to specialists rather than generalists. Your doctor is a good place to start to ask who you should talk to, not necessarily what you should do. You may want to see a nutritionist, a physio, an expert in relaxation or meditation, and so on. The onus is on you to take

“  
Sitting all day weakens muscles, particularly core muscles that help your posture, and ADIs often complain of neck strain through turning to the right repeatedly while observing students  
”

preventative action because if you get any one of these symptoms bad enough it could stop you from being able to earn money.

If you decide to look for research online, beware of websites that are trying to get you to buy medication or solutions that are either not tested or seem too good to be true. These would include miracle diets and devices that claim to improve your health with little or no effort.

In general, if you are active, eating and drinking well, relaxed and avoid pollutants, you will minimise or virtually eliminate your risks of most of the above ailments.

Many driving instructors are doing the right thing and looking to do some exercise when they can. It is appreciated that sometimes, when you get home after a long day, the last thing you want to do is strenuous exercise. You don't have to: try simple yoga or meditation, and gentle but frequent exercise is as good as taking a long jog down the street and back.

# Beware the tractor! Townies admit their fears over rural roads

**Rod Came**  
MSA GB South East



A survey of 2,000 drivers by the RAC and insurer Ageas on full licence holders' thoughts on driving along country lanes has come up with some odd-ball conclusions. It appears that urban drivers are prepared to add 23 miles or 30 minutes to their journey to avoid using rural roads. Moreover, 27 per cent of urban drivers say they will never use country lanes, while 58 per cent of rural drivers thoroughly enjoy them, saving time and fuel as well.

To a degree this must reflect the old 'horses for courses' adage; steeplechasers will return a poor performance in a flat race and *vice versa*. As drivers we are familiar with our regular surroundings, perhaps especially so for ADIs who know every sunken drain and pothole on the routes they usually use, but are less confident in different circumstances.

The reasons why urban drivers are deterred from using rural roads tends to show a lack of driving skills. According to the survey, the number one reason is the difficulty of squeezing past other vehicles in tight spaces. This begs the question, what do these people do in streets where

there are cars parked on both sides with limited passing places?

No. 2 is the fear of a vehicle coming around the corner and crashing into them. Of course, it could happen, but rarely does because even the most foolhardy driver is aware of the risk associated with going fast on country lanes.

The fears get odder. No. 3 is 'having to try to reverse back to find a passing place.' So you can't reverse, why not? Did you pass a driving test? No. 4, the fear of meeting a tractor and not being able to pass – well reverse then, oh I forgot, you can't. No.5: The default 60mph limit seems too fast. In that case slow down!

And so it goes on. Some want signs to indicate a reduced speed limit on country lanes. Would they prefer to be dictated to by a jobsworth sitting at a desk, rather than using their own judgement given the circumstances prevailing at the time?

To me this indicates that too many drivers on the roads today do not use observation and anticipation; they would much rather have a plethora of traffic signs informing them of what to do next, or what not to do. It is easier just to follow the car in front.

Many drivers have lost the ability to drive a vehicle. They want everything done for them, so that with the least effort they can arrive at their destination sooner or later... though it appears it

could be much later in some instances.

There are many narrow country lanes around where I live, some only one vehicle width, but we all manage to use them without crashing into each other or driving at 60 mph. Yes, occasionally one or other has to reverse, but it's not a problem. Squeezing past a tractor towing a trailer laden with straw bales does not happen because there is simply not enough room. When such a situation develops it sorts the caravan-towing men out from the boys. If the sign says 6' 6" except for access, that is a clue that a Range Rover towing a twin-axle bungalow might not be the most suitable vehicle to enter that road in the first place, but still, it gives the locals a laugh.

Driving a motor vehicle is a dying art. Cars now have so many electronic aids that the driver does not have to engage brain as well as gears – and in a few years even engaging gears will be eliminated, and then a short time after that drivers won't be necessary, either.

When that happens our peaceful, safe rural rides will become highways to hell as sat nav-guided vehicles will take the shortest, most economical route from A to B. The rural idyll will no longer be ideal. Until then let the urban drivers go the long way round and leave the quiet country lanes for the locals to walk their dogs or herd their cows, in peace.

Unusual obstacles in the road are one of the main reasons why urbanites don't like driving in the countryside... tractors and sheep lurk around every corner!



# MSA GB Training events and AGMs 2021

Details for MSA GB's annual series of autumn training events, seminars and AGMs are rapidly being finalised, with key information set out here. Some will be face-to-face events while others will be held via Zoom. Each event will involve a mixture of CPD training advice to improve you as an instructor and business professional, detailed information on the latest developments within the training and testing sector, as well as suggestions for what to look out for in the future. More speakers and details will be announced in the coming weeks.

In addition each event will feature the area's Annual General Meeting, to elect representatives to run the committee for the next 12 months. Anyone who is a full member of MSA GB can put their name forward for election; simply advise your local chair of your wish to be considered for a role.

We hope you can find time to join us at one of these events; we're sure you will come away thinking your time has been well spent.



## AGM details

### Western

Date: **Monday, November 8**

Time: **9.30-4pm**

Venue: **Oake Manor Golf Club,  
nr.Taunton, Somerset, TA4 1BA**

The MSA GB Western Area Conference will be held at Oake Manor Golf Club, nr. Taunton, Somerset, TA4 1BA on Monday, November 8.

Arrive from 9.30am, with tea/coffee available, for a 10am start. Our first speaker will be Darren Russel, ADI Enforcement Manager - West Midlands, South West & South Wales, who will be giving a presentation on his work with the DVSA, followed by questions from the floor.

After a tea/coffee break we will hear from Mike Newman from Speed of Sight along with a colleague. This should be a great presentation; I had the pleasure of seeing Mike at an MSA GB National Conference a few years



ago and was enthralled.

The Western Area AGM will be held at 12.30, to be conducted by MSA GB National Chairman Peter Harvey MBE. If Peter is unable to attend in person, he will be appearing via Zoom.

After this we will break for a two-course buffet lunch. There is a meat and vegetarian option; please let the staff know on arrival your preference, along with any allergies.

Following lunch Alan Hiscox of The British Horse Society will deliver a presentation entitled 'Dead Slow.'

After a further refreshment break we will hear an industry update by Peter Harvey who will give us some clues as to the future changes we can expect as

The Western event will hear a presentation on horse/rider safety from the British Horse Society

well as answer any questions you may have. A packed day, and we'll look to wrap up around 4pm.

This will be an opportunity to meet, mix and converse with other ADIs, something we haven't been able to do for 20 months, see some excellent speakers, and learn more about the future of our industry. You will also be issued with a CPD Certificate ... and all for just £30!

Put the date in your diary now so you don't book any lessons or tests for that day, and I look forward to seeing you there. Any queries, please don't hesitate to get in touch.



**Arthur Mynott, Chairman,  
MSA GB Western Area,  
chair.ow@msagb.com**

### Scotland

Date: **Sunday, November 21**

Time: **9-4pm**

Venue: **Castlecary House Hotel, Glasgow**

MSA Scotland's Training Seminar/AGM will be held on Sunday, November 21 at Castlecary House Hotel, Castlecary Road, Castlecary, Glasgow G68 0HD. For people travelling to Glasgow, it is very close to the M80. The doors open at 9am, with the STS commencing at

9.30am. Speakers to include the DVSA's CEO, Loveday Ryder, and John Sheridan, Driver Training Policy Manager, as well as Chief Inspector Mark Patterson, Police Scotland. Peter Harvey MBE, National Chairman will offer his thoughts on the latest news and development from within our society, and will conduct the AGM.

Cost is £40; to include lunch, refreshments and CPD certificate. Book through the MSA GB head office. Alex Buist, Chair Scotland, chair.os@msagb.com

## CPD Training events and AGMs

### NORTH EAST

October 28

Contact: Mike Yeomans

To be held by Zoom, starting at 6.45pm to 9.00pm.

Key speaker: Peter Harvey MBE

All members are welcome.

Contact North East Area chairman to book your link.

[chair.ne@msagb.com](mailto:chair.ne@msagb.com)

### EAST MIDLANDS

November 3

Contact: Kate Fennelly

[chair.em@msagb.com](mailto:chair.em@msagb.com)

### GREATER LONDON

November 7

Contact: Tom Kwok

[chair.gl@msagb.com](mailto:chair.gl@msagb.com)

### WESTERN

November 8

Contact: Arthur Mynott

[chair.ow@msagb.com](mailto:chair.ow@msagb.com)

(see left for details)

### WEST MIDLANDS

November 10

Contact: Geoff Little:

[deptnatchair@msagb.com](mailto:deptnatchair@msagb.com)

### SOUTH EAST

November 15

Contact: Fenella Wheeler

[chair.se@msagb.com](mailto:chair.se@msagb.com)

### SCOTLAND

November 21

Contact: Alex Buist

[chair.os@msagb.com](mailto:chair.os@msagb.com)

(see facing page for details)

### NORTH WEST

November 22

Contact: Graham Clayton

[chair.nw@msagb.com](mailto:chair.nw@msagb.com)

To be held as a Zoom event.

To obtain a link, contact the chairman

Eastern

Date to be arranged

Contact: Paul Harmes

[chair.oe@msagb.com](mailto:chair.oe@msagb.com)

# First drive highlights challenges facing those with monocular vision

## John Lomas

Editor, MSA GB North West



Well, the bullet has now been bitten and I have ventured out on to the highway for the first time since my eye problems.

At the end of July, I dragged myself out of bed early, around 6am, and went for a pre rush-hour drive of about two miles up on to the moor between Darwen and Bolton, turned by using a triangle group of roads (the Belmont turn) and returned.

No immediately obvious problem so about a week later I decided to visit relatives in Yorkshire, near Keighley.

This is a trip I have usually done of an evening, but this time I went at lunchtime and came back before dark.

It does seem that the most stressful part is judging left-hand clearances (remember, it is my left eye that is not working properly) and I seem to be more aware of what I believe are called 'floaters' drifting through my vision on occasion.

Last night, after the heaviest traffic had left the Bolton Road, I decided to repeat the out and back triangle run from a couple of weeks ago.

This time it was noticeable how, compared with pre-problem night driving, I experienced much more distraction by oncoming headlights, particularly when they were coming over brows, and it was harder picking up the near-side kerb on an unlit bend when oncoming headlights have required changing to dip beam.

Once back into the street lit areas it was much easier.

I was also able to parallel park back into the space I had left, which was tight enough to require a shunt to leave it.

I have to note here that it is positioned so that reflections of the cars front and rear are also visible in the terrace house windows.

Bouyed by that initial success I decided to try a longer run involving a night driving return.

I decided to visit Spotland (or as it is now known, the Crown Oil Arena), home of Rochdale FC, for a match against my 'home' team, Gloucestershire-based Forest Green Rovers. I was able to return from there largely on street-lit roads, with the exception of the stretch over the moors mentioned on my first night drive.

Again, it was noticeable how oncoming vehicles can adversely affect one's perception.

I will still probably get someone else to accompany me for an independent assessment, but am quite happy with my progress so far. I am also aware that what I have done up until now is all on roads I know.

Maybe what I have written here might help you if you ever find yourself teaching a new driver with monocular vision, a qualified driver affected like me, or if you ever have to face the problem yourself.

However, while these drives have gone well, I have come to the conclusion that I will reluctantly have to tell my employer, Vehicle Concepts, that I won't be able to return to work with them as I don't feel it is fair to either them or their clients for me to be driving unfamiliar vehicles on unfamiliar roads for longer distances/times.

This is particularly so when you bear in mind that my journey times will also be longer due to having more lengthy breaks when it is necessary to use my eyedrops, as it can take up to half an hour before my vision clears properly afterwards.

It will be a great shame as they have been a good firm to work with. To learn more about them, see

<http://www.vehicle-concepts.co.uk/>

## CONTACT

To comment on this article, or provide updates, contact John at [johnstardriving@hotmail.com](mailto:johnstardriving@hotmail.com)

# DVSA, send out a call to the Olympic heroes – they are your only hope!

**Russell Jones**  
MSA GB East Midlands



Following the truly outstanding success of the Tokyo Olympic Games, held despite the difficulties of Covid-19, it is reported that a Downing Street functionary telephoned the organisers with a desperate plea to send a team of experts over to the UK to rescue the disaster unfolding with the DVSA's inability to organise driving tests for hundreds of thousands of learner drivers and LGV drivers.

Sadly, the reply was that such 'basket cases' were beyond rescue.

A similar request was made to the experienced head of the committee for the Dutch Beer Party but he was so overcome with the sheer impossibility of the task that he became drunk within an hour.

How many ADIs have not, repeat *not*, written to their MPs complaining about the appalling debacle taking place with the lack of available driving tests for those desperately in need of full driving licences?

Anyone who has not, why not? My view is that you should look in the mirror and ask how you sleep at night.

Should NASP not be organising a march on Downing Street demanding firm action now?

### What are we worth?

Every ADI with a full diary? Waiting lists into 2022? Yet many instructors still reluctant to charge £35 per hour or more. Why? What are they afraid of? Their own shadows? Of course, that must be the reason!

The opening ceremony for the Tokyo Olympics set the scene for a stunning fortnight of sport in challenging circumstances



As for the future, how long before £50 per hour for every hour in a standard 37-hour working week becomes the norm? Perhaps all the associations' hierarchies should grasp the nettle and start that hot potato rolling? Leadership from the front is usually best practice.

### Nice to be remembered

My phone rang a short while ago and a voice asked if I remembered who she was, as I had taught her to drive in 1999. I did remember, and she asked if I could now teach her 17-year-old daughter, Zoe, to drive.

More recently I drove to a house to collect a learner for his weekly lesson. After I parked outside the house where he had recently moved into, and alighted from the car, I noticed someone nearby cleaning their car, and she smiled and said, 'Hello, do you remember me?'. I confessed that her face was familiar but

could not remember her name. She reminded me that it was Kerry, and added, "I'm 36 now and you gave me lessons occasionally at 7am when I was still a 6th form student, and living at the other end of town. My 16-year-old son will be 17 at Christmas and we'll be ringing you for lessons."

Her 26-year-old neighbour passed his test at the first attempt just two weeks later, which makes me think, I must still be doing something right after all these years. I guess that despite an avalanche of protests building up about 'some standards checking or whatever it is being called', involving poor test results by some ADIs, I personally don't expect a DVSA 'enforcer' to ring me up anytime soon for a discussion.

Such a great life is this driving instruction game, is it not? I certainly won't be swopping it for anything else in the foreseeable future.

## Romanian instructor arrested after road rage death

Romanian police arrested a motorcyclist accused of causing the death of a man riding an e-scooter in the Romanian capital in a case of apparent road rage.

A Bucharest court remanded the man in custody after he allegedly punched the e-scooter rider and knocked him under a car. The man, 52, is a driving

instructor in Bucharest and a member of a bikers' club.

Bucharest prosecutors said that they were pursuing murder charges against the instructor. Reports say the two had an on-road argument after the e-scooter clipped the instructor's motorbike. The instructor rode off, but then allegedly

waited for the e-scooter to catch him up at a junction, "at which point, the suspect went towards him with the intention of hitting him..." judges were told. "He removed his helmet and hit him. The e-scooter rider stumbled and fell, and was then hit by a car that was going in the opposite direction."

# If motoring's future is green, it could be hydrogen

**Guy Annan**  
MSA GB Western



Hydrogen is the most abundant chemical substance in the universe, constituting roughly 75 per cent of all baryonic mass. Non-remnant stars are mainly composed of hydrogen in the plasma state. The most common isotope of hydrogen, termed protium, has one proton and no neutrons.

Chemistry lesson over. Why do I tell you this? Because Jaguar Land Rover said it was working on the prototype of a hydrogen fuel cell electric vehicle, with testing of the concept stated to start later in 2021.

The vehicle will be based on the new version of the company's Land Rover Defender, and is part of JLR's broader attempt to meet a target of zero tailpipe emissions by the year 2036.

Testing of the vehicle will focus on areas such as fuel consumption and off-road capabilities.

In an announcement, the company – which is owned by Tata Motors – described fuel cell electric vehicles as being “complimentary to battery electric vehicles ... on the journey to net zero vehicle emissions.”

The company adds: “Hydrogen-

**A hydrogen-powered Land Rover Defender is being developed**



powered FCEVs provide high energy density and rapid refuelling, and minimal loss of range in low temperatures, making the technology ideal for larger, longer-range vehicles, or those operated in hot or cold environments.

As governments attempt to reduce emissions and boost urban air quality, the vehicles people use look set to change. The UK, for instance, plans to stop the sale of new diesel and gasoline vehicles from 2030. From 2035, all new cars and vans will need to have zero tailpipe emissions. Companies such as JLR are,

slowly but surely, attempting to adapt to this new reality.

Earlier this year, the firm announced its Jaguar brand would go all-electric from 2025. The business also said its Land Rover segment would roll out six “pure electric variants” over the next five years.

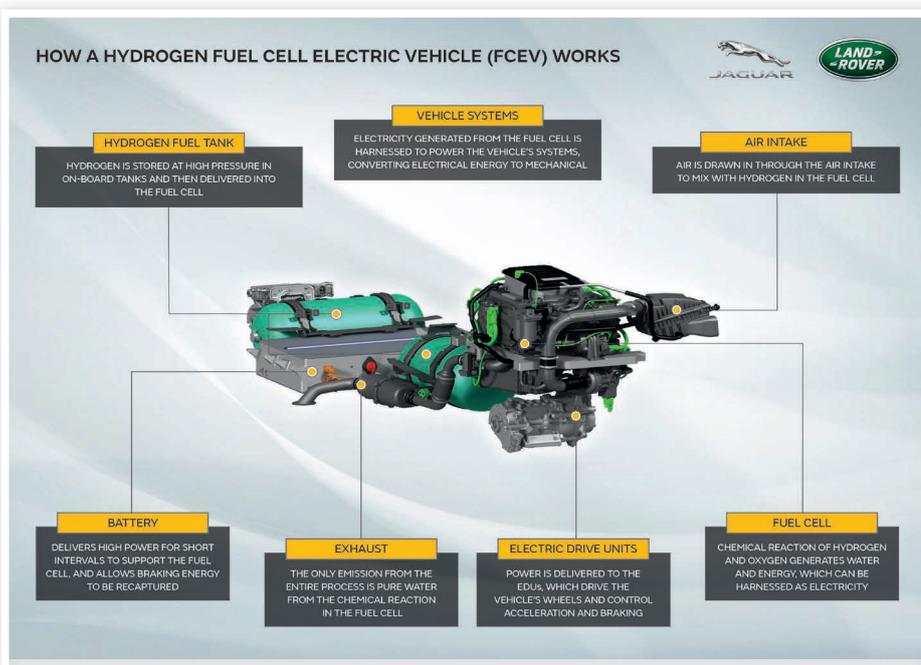
But can hydrogen fuel future vehicles after that? Described by the International Energy Agency as a “versatile energy carrier,” hydrogen has a diverse range of applications and can be deployed in sectors such as industry and transport.

Examples of its use in the transportation sector include hydrogen buses in cities such as London and Aberdeen, while hydrogen fuel cell airplanes have also taken flight in recent years.

Jaguar Land Rover is not the only automotive company to look at hydrogen-powered vehicles.

Other manufacturers that have dipped into the hydrogen fuel cell market include Toyota and Honda, while smaller firms such as Riversimple are also working on hydrogen powered cars.

So while the immediate future may be electric, what are the chances of hydrogen being the long-term fuel for our cars?



## CONTACT

To comment on this article, or provide updates, contact Guy at [g.annan@alphadrivingtaunton.com](mailto:g.annan@alphadrivingtaunton.com)

# A classic muddle



**Rod Came**  
MSA GB South East



I like classic cars. 1950/1960 motors had personality and charm and I have owned and sold quite a few over the years. As a lad I could identify the make and model from a distance away, they had distinctive shapes when seen from the front, side or rear. There was no need to wait until they were within spitting distance to have to identify them from the logo on the front, as is now the case.

I will agree with you that they were lacking in creature comforts. Power steering, air con, ABS, electric windows, climate control, road holding and reliability were as imaginative as the adventures of Dan Dare in *The Eagle*.

Having to adjust the brakes, change the engine oil and spark plugs ever few thousand miles, climbing underneath with a grease gun to lubricate the joints every 500 miles, oh, how I miss those little tasks – not!

Even after several decades from the date of manufacture, parts for the most

popular classics are still readily available and there is a thriving pattern parts market for most cars built in the last 50/60 years, including those newer ones which are just out of warranty.

But as with all systems that are working well, officialdom has to poke its unwelcome nose in; that is a response, as regular as night following day. Those who would govern us just cannot stop themselves meddling in areas of our lives that are none of their business.

Those people our Prime Minister insists on calling our 'friends' in the EU are consulting (and we all know what that means) to make a change to their rules which currently allows independent garages and do-it-yourself mechanics to use pattern parts to maintain vehicles.

Instead the EU wants only parts produced/supplied by the manufacturer of the vehicle to be available.

The first and obvious disadvantage is that there would be a dramatic increase of price for every single item, from oil filters to windscreens.

This is apparent when having to renew headlamp units and complete door mirrors today. These have to be replaced

when damaged, are vehicle specific and cost a fortune for what they actually are. Do you remember the sealed beam headlamp units which were used instead of bulbs? They were available from most motor factors at a reasonable cost. 'A wing mirror, round or rectangular, there we are, £2 please.'

Recently I was out in a minibus when the offside door mirror was removed by a passing Transit – the replacement was £800 inc fitting and VAT! You can buy a Nissan Micra 2009 (59 reg) with 49,000 miles for that money. The EU want all parts to come from the vehicle manufacturer; who is ripping off whom round here?

If this 'consultation' becomes enacted not only would the vehicle owner be fleeced but it would have a knock-on effect on the pattern part makers in this country, the multitude of motor factors who supply such parts, small garages, self-employed mechanics and many others employed in the motor trade.

Currently, vehicle manufacturers supply spare parts for 15 years from the end of production of a particular model, but classic cars are generally much older



## Warranty row proves worth of keeping on pushing

### Rod Came

An update. You may remember that in January of this year I wrote in *Newslink* about my daughter's tale of woe involving her newly acquired used BMW. The crankshaft broke, effectively writing off the engine. But not to worry, she had a three-year GOLD warranty from an independent warranty provider.

The warranty covered 'catastrophic engine failure' and it does not come worse than a broken crankshaft. A new engine, fitted, is about £16,000, the warranty covered a replacement engine, not necessarily a new one.

However, the warranty company did not want to know and used every delaying tactic in the book to avoid their responsibility.

To cut a very long story of evasion and prevarication short, the use of a specialist solicitor (£400 per hour + VAT) took up the case, culminating in a final email that unless the warranty company agreed to cover the cost of the repair by 4pm on Friday fortnight then the case would go to the county

court. The costs of doing so are eye-watering, with no guarantee of success, but it was not an idle threat.

At 3.50pm on that Friday the warranty company finally agreed that the car would be repaired at no cost to my daughter.

It only took a year to get that far.

The car stood in the BMW dealer's yard for a year while we were sorting out the row and it became in a bit of a state both inside and out, and needed a serious valeting. However, it now looks good as new and drives as it should.

My daughter was fortunate that I was able to let her have a car to use during this time. If not, would she have been able to pursue this claim to the bitter end? In all likelihood she would have had to give in and, like many others who have offered their opinion on the Trustpilot review site, finance the repair herself.

There are good warranty companies out there, but there are also some thieving rogues. Be careful which you might choose.

than that. Manufacturers often supply the tooling for parts to smaller specialised businesses to honour this requirement. Would the situation continue after that time period?

There may even be a road safety consideration where owners might put off replacing worn items, brake pads come to mind, until they are worn to the nth degree with a subsequent loss of efficiency.

Although having left the EU we are still bound by some of their rules and if this comes about it will be another one, which is a bit odd seeing as we are supposed to be reducing the EU malignant influence over us, but there is a way out of this debacle. The current rules which allow pattern parts to be used expires in 2023 and the Competition and Markets Authority is talking with the Government to consider an opt-out of any new regulation. This would then allow the continued use of pattern parts.

Such a move would allow classic car owners to sleep at night knowing that their beloved vehicle would continue to be road going.

## Llanelli plans 20mph limit

A new 20mph speed limit is being introduced in Llanelli, as part of the Welsh Government's move to lower its national default speed limit.

Llanelli North is the first of eight communities in Wales to trial a reduced limit of 20mph (down from 30mph) in residential areas and busy pedestrian streets.

Carmarthenshire County Council says evidence shows that lower speeds result in fewer collisions and reduces the severity of injuries.

It adds that lower speed limits also encourage people to be more active within the neighbourhood, leading to healthier lifestyles, creating a better environment and quality of life.

New 20mph signs are being put up throughout the area to inform drivers of the reduced speed limit.

## Drug focus from Police Scotland

Police Scotland held a large-scale public awareness campaign on the perils of drug driving in August.

The aim of the campaign is to raise awareness of drug limits – and highlight the dangers that drug driving brings. Supt Simon Bradshaw said: "We have sadly seen time and again that people are willing to risk driving under the influence, or over the limit of drugs and it is simply unacceptable.

"Roadside drug testing has been in place for almost two years and officers are detecting drug driving offences far too regularly. This campaign will raise awareness of the drug limits in place and to highlight the dangers that drug driving brings.

"Drug, or drink, driving can and does have fatal consequences."

# Testing day for Montrose – but great fun for us

**Brian Thomson**  
MSA GB Scotland



Like most other driving instructors, since getting back to work in April those of us in Montrose have been trying to get our waiting lists down (never going to happen) and being careful not to try and do too much as our health is really important to the teaching of the students.

However, everyone needs a break every now and then, so six of us decided to have a Saturday off and do something different. So we all got up early as normal, made sure our cars were clean and tidy (also as normal) and met up in our local Lidl car park where we held another of our 'Sit Your Driving Test for Charity' days.

We've held these before and they always go down well. It may sound like a bit of a 'Busman's holiday' and like most other days for us, but it's very different because, as you might have guessed, all the *victims*, sorry, *participants* are FULL licence holders.

So the day starts off with setting up, get a Costa and discuss where we will put the gazebo. With that done it's time to get another Costa, discuss which parking bays we will use for our parking, set out the cones to reserve our spaces, help organise the table for our administrator (one of the team's daughters), get the raffle ready and after another Costa, we were ready for the first *victims*, sorry, *participants*.

The full licence holders were normally pre-booked. They had to show their licence, pay the requested donation and with our super-efficient administrator handing us the paperwork with designated routes, off we set to the car.

Just like on the real thing, first, we had the 'tell me question'. We made it generic so no opening the bonnet or having to work out how to operate rear

fog lights on a car they've never seen before. Rather, we went for the condition of the tyres. Some had obviously been asking their 'training offspring' because answers ranged from 'ensure they feel soft and spongy' to ensuring 'there's a minimum of 22mm' tread.

Questions fully explored, it's time to move off when ready. We left the car park with our candidates following the directions given by the instructor to the letter (if only). The first 10 minutes of driving sees the conversation going down the road of "this clutch is so different," "oh your brakes are so much better than mine" (quite worrying) until it's time for us to ask the questions. "What does that sign mean"? prompts either silence or some random blurb of information which bears no relation to what the question was in the first place.

We then came to our first manoeuvre, front bay parking. We had chosen a car park where we had a good chance of getting a space rather than using parallel park and searching for a conveniently parked car or using right side stopping

and having to perform CPR to those drivers who would never have considered such a place to park (me being one of them). The manoeuvre didn't prove too challenging for some but the looking about as you reverse did seem slightly alien to most.

The country roads we used were longer than those used in the driving tests, allowing for the extra speed and confidence expected from 'experienced' drivers rather than learners, although some comments on the return were they would never be on that road again in their lives. We were also sneaky and had them reverse bay parking at the end.

First back was Louise, the mum of one of Lynn's students, who passed with three minor driving errors. That set the standard for the others – well out of sight for some – but was to be surpassed by Chris and Mark who both came back with just two minor driving errors.

So like any other competition, we had a 'tie-break' question to find our winning candidate. A call was made to Chris to get his answer to the question, how many countries out of 240 drove on the left, like the UK, and how many on the right like the USA?

Slightly stumped, Chris did what all technically adapted people do and guessed. "Left 30, Right 210" was his punt.

Next a call was made to Mark (who incidentally has had an association with motoring for a number of years) and when asked the same question answered... "Left 30 Right 210"!

I know, you can't write this stuff, (I know I am, but !!!).

So another call was made to



Brian, Claire, Bryony and Lynn



Bryony and Claire tackle the gazebo



Lynn and Louise, very proud of her three minor faults

Chris. What year was the battery invented? A pause and another structured decision by Chris, who said 1942.

Mark was then called and this time I did hear assistance in the background but accepted his first answer of 1850. That made him the clear winner as the correct answer was 1799.

Incidentally the answer to the left/right question can't be divulged as it may be used as a tie-break at a later date... but it's not 30 and 210!

In all we got through 21 test participants on the day and collating all the data we had our highest pass rate so far, with 14 passing and seven failing. For the number crunchers there were 149 minor driving errors recorded, with use of mirrors accumulating 63 on its own. With the fixed donations and one of our participants being sponsored to 'Pass with fewer than four minors' (she got seven and had to wear L-plates for the next week at work, but did raise a whopping £205.15p), we had a total charity pot of £625.15p. This will be split between charities selected by the participating instructors: Maggie's, the Assisted Conception Unit and the Thrombosis Unit.

At the same time the raffle raised £115 for the Montrose Driving Instructors Association which gives us funds for training (six members renewed their First Aid at Work certificates this year) or to allow us to send a further donation to some local charities at a later date.

All that remained was to undo all the early morning's work, dismantle the tables, chairs and take the gazebo down, pack up and go home because we were meeting up for a meal in the evening, a welcome reward after what had been a really good, rewarding day.



Brian and Mark doing man's work with a gazebo frame

## It's great to be back – in more ways than one

**Karen MacLeod**  
MSA GB Scotland



Hi all, I hope you are well and enjoying being back to some semblance of order in your driver training. I've been very busy, getting pupils who had driving tests cancelled several times back ready for tests, as I'm sure you are too.

I have to admit that I am feeling a bit disillusioned with the industry at the moment. Why? I spend my time teaching road safety but I think I'm the only one following it! We have a bridge in Scotland that links Glasgow to the Highlands called the Erskine Bridge. This bridge is a 50mph speed limit but I'm being overtaken by everyone – including fellow instructors in liveried vehicles! I also do fleet training and am frequently appalled at the stand of driving. Did you know that once you pass your driving test you don't need to stop at a Stop sign anymore?

### Meetings resume

This autumn will see lots of MSA GB local areas host training seminars face to face and I'm really looking forward to that.

The MSA GB Scotland committee has organised a meeting on Sunday 21st November at the Castlecary House Hotel in Cumbernauld G68 0DH, starting at 9am for 9.30am, to run until 4pm.

We have invited the DVSA chief executive, Loveday Ryder, and John Sheridan, Driver Training Policy Manager, and other guest speakers have been invited.

Other topics up for debate include electric vehicles and we also have Chief Inspector Mark Patterson from Police Scotland. All this is combined with the opportunity to network with other driver trainers.

The MSA GB Scotland committee and I really look forward to seeing you again and look forward to catching up.



I would love to hear some of your stories. I would like you to have a look at this picture (*above*) and tell me how would you interpret it?

### CONTACT

To comment on this article, or provide updates from your area, contact Karen at [karenreiver63@btinternet.com](mailto:karenreiver63@btinternet.com)

## Membership

# Members' discounts and benefits

MSA GB has organised a number of exclusive discounts and offers for members. More details can be found on our website at [www.msagb.com](http://www.msagb.com) and click on the Member Discounts logo. To access these benefits, simply log in and click on the Member discount logo, then click the link at the bottom of the page to allow you to obtain your special discounts. Please note, non-members will be required to join the association first. Terms and conditions apply

## Ford launches special offer for MSA GB members

**Some exciting news for members:** Ford has partnered with MSA GB to offer exclusive discounts on all car and commercial Ford vehicles.

Take a look at the Ford website [www.ford.co.uk](http://www.ford.co.uk) for vehicle and specification information.

For further information, to view frequently asked questions, to request a quote and to access the member discount codes, please go to the Members' Benefits page on the MSA GB website and follow the Ford link.

Please note these discounts are only available to MSA GB members and their immediate family if they are members who pay annually.



### ACCOUNTANCY

MSA GB's Recommended Accountancy Service, **FBTC** offers a specialist service for driving instructors. It has been established over 20 years ago and covers the whole of the UK. The team takes pride in providing unlimited advice and support to ensure the completion of your tax return is hassle free, giving you peace of mind.

**MSA GB OFFER:** FBTC will prepare you for Making Tax Digital and will be providing HMRC compliant software to all clients very soon. Join now to receive three months free.



liability are automatically calculated.

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**MSA GB OFFER:** Special discount of 20% on all car air fresheners and refills.



20% discount across the board on all our training products and courses, exclusively to MSA GB Members.

**MSA GB OFFER:** 20% off all Tri-Coaching courses.

### DISABILITY AIDS

Driving shouldn't just be a privilege for people without disabilities; it should be accessible for all and there's never been an easier time to make this the case! MSA GB members can take advantage of **BAS's** Driving Instructor Packages which include a range of adaptations at a discounted price, suitable for teaching disabled learner drivers.

**MSA GB OFFER:** Special Driving Instructor Packages for MSA members.



### ADVANCE DRIVING AND RIDING

**IAM RoadSmart**, the UK's largest road safety charity, is proud to partner with the Motor Schools Association GB in order to work together to make our roads safer through driver skills and knowledge development.

**MSA GB OFFER:** Enjoy a 20% saving on our Advanced Driver Course for members.



### CARD PAYMENTS

MSA GB and **SumUp** believe in supporting motor vehicle trainers of all shapes and sizes. Together we are on a mission to ease the operational workload of our members by providing them with the ability to take card payments on-the-go or in their respective training centres. SumUp readers are durable and user-friendly. Their paperless onboarding is quick and efficient. Moreover, their offer comes with no monthly subscription, no contractual agreement, no support fees, no hidden fees – just the one-off cost for the reader coupled with lowest on the market transaction fee.

**MSA GB OFFER:** We are offering MSA GB members discounted 3G reader.



### HEALTH / FINANCE COVER

The Motor Schools Association of Great Britain has agreed with **HMCA** to offer discounted rates for medical plans, dental plan, hospital cash plans, personal accident plan, travel plan, income protection and vehicle breakdown products.

**MSA GB OFFER:** HMCA only offer medical plans to membership groups and can offer up to a 40% discount off the underwriter's standard rates. This is a comprehensive plan which provides generous cash benefits for surgery and other charges.



### BOOKKEEPING



Easy-to-use bookkeeping & tax spreadsheets designed specifically for driving instructors. It will reduce the time you need to spend on record-keeping. Simply enter details of your fee income and expenses throughout the year and your trading profit, tax & national insurance

### CPD & TRAINING COURSES

As part of its new relationship with MSA GB, **Tri-Coaching** is delighted to offer a massive



To get the full story of the discounts available, see [www.msagb.com](http://www.msagb.com)



## Membership offer

# Welcome new ADIs

We've a special introductory offer for you!

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Help your pupils private practice by signing them up to Collingwood's instructor affiliate programme.

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Confident Drivers has the only website created especially for drivers offering eight different psychological techniques commonly used to reduce stress and nerves.

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Go Roadie provides students when they need them, with all the details you need before you accept. Control your own pricing, discounts and set your availability to suit you. Full diary? No cost!

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### TYRES

VRedestain's impressive range of tyres includes the award-winning Quatrac 5 and the new Quatrac Pro – offering year-round safety and performance.

**MSA GB OFFER:** 10% discount on purchases across our tyre ranges.



### Congratulations on passing your Part 3 and becoming an ADI.

There's an exciting career open to you from today. It's one that is alive with possibilities as you build your skills, your client base and your income.

But for all the excitement, it can also be a challenging profession. Who can you turn to if you're struggling to get over key driver training issues to a pupil? Where can you go to soak up advice from more experienced ADIs? Who will help you if you are caught up in a dispute with the DVSA? If the worst happens, who can you turn to for help, advice and to fight your corner?

### The answer is the Motor Schools Association of Great Britain – MSA GB for short.

We are the most senior association representing driving instructors in Great Britain. Established in 1935 when the first driving test was introduced, MSA GB has been working tirelessly ever since on behalf of ordinary rank and file ADIs. We represent your interests and your views in the corridors of power, holding regular meetings with senior officials from the DVSA and the Department for Transport to make sure the ADIs' voice is heard.

### We'd like you to join us

We're there to support you every step of the way. Our office-based staff are there, five days a week, from 9am-5.30pm, ready to answer your call and help you in any way.

In addition our network of experienced office holders and regional officers can offer advice over the phone or by email.



But membership of the MSA GB doesn't just mean we're there for you if you're in trouble. We also offer a nationwide network of regular meetings, seminars and training events, an Annual Conference, and a chance to participate in MSA GB affairs through our democratic structure

In addition, you'll get a free link to our membership magazine *Newslink* every month, with all the latest news, views, comment and advice you'll need to become a successful driving instructor. You'll also automatically receive **professional indemnity insurance** worth up to £5m and £10m **public liability insurance** free of charge.

This is **essential legal protection** covering you against legal claims arising from your tuition.

**So join us today: No joining fee, saving you £15 – all for just £70!**

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Fiesta ST-Line X Edition 3 Door 1.0 Ford EcoBoost Hybrid (mHEV) 125PS Manual Petrol. Fuel economy mpg (l/100km), (Combined): 53.3 (5.3). CO<sub>2</sub> emissions: 121g/km.  
Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted, variations in weather, driving styles and vehicle load.

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