

Meeting of Birmingham ADIs (BADIs), Ladywood, Monday 15 September 2014, 19:30-21:15

John Sheridan ACDE (DVSA)

[Oliver Ridgway ADI](#) originally brought [BADIs](#) to my attention. I'd attended their previous meeting.

I did [my own Standards Check](#) in May 2014, one calendar month after that new scheme was introduced, replacing the Check Test. I went with more general questions about test examiners. Only one other person in the room had done the SC (just passing, with 33/51).

John said he was responsible for 184 examiners across 10 sectors of the country. He reminisced fondly of the mid-1980s, when he worked as an SE in Wolverhampton, responsible for 684 ADIs. In that era, "Two arms, two legs, and two grand" was the common view for qualifying as an ADI.

Everything these days "is going the digital route by default, so don't be surprised to see examiners using iPads in the near future." He quoted from [latest figures](#) that there are just under 44000 ADIs active, a drop from 46000 in 2010. ADIs lapsing or resigning have risen to 4000/yr since 2009. New applications for PDI are down from 18000 to 6000, which he couldn't see a reason for.

John practiced the oft-mentioned "client-centred learning" from early in his slide presentation, asking his audience WHY the Check Test (a fault-based scheme) had been superseded by the Standards Check (competence-based). It was "primarily to raise standards", so that ADIs would "take ownership" of their own development. At its end, each SC embodied an opportunity for the test candidate to ask the SE to explain why he/she had marked as they had. (This replaced the feedback letters for unsuccessful candidates, under CT).

He asked, mock-seriously, who kept a copy of the National Driver/Rider Standard document (NDRS) to hand. The NDRS defined for the first time expectations from a safe and responsible driver, including a review and reassessment of their abilities over a lifetime.

Enthusiasm and risk management are critical to current adi training, reflected in the SC marking sheet, which John then talked through (including frequent discussion with the audience).

SEs conducting SCs have undergone a week's training at [Cardington](#), whereat John had observed 142 examiners "getting their arithmetic right on the marking sheet" and passing their assessments. He agreed SEs as well as ADIs had had to find their feet with the new scheme.

An ADI achieving Grade B should expect to have another SC every 2yr; Grade A every 4-5yr (though current resources mean it's likely to be considerably longer). Presently, 24% of SCs have received Grade A, with overall pass-rate of 81% (so 57% getting Grade B). He had only once seen a Grade 1 under the old CT.

He had never seen a candidate's pupil break down such that the "lesson" (test) had had to be concluded early. If incapable of driving further, he recommended discussion about emotions in driving, mind-mapping, and demonstration driving. Explain-Demo-Practice (EDP) was a good way to approach a new topic.

John concluded by commenting that, regrettably, few DVSA officials now seem willing to tour regional associations of ADIs, such as this Birmingham one, which he last visited some 5-6 yr ago.