

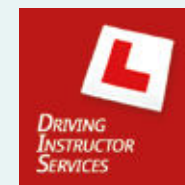


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THEORY
TEST **PRO**



Intelligent
Instructor



SPECIALIST
VEHICLE RENTAL

LET'S INSTRUCT
DRIVING INSTRUCTOR
ACADEMY



B+E testing consultation

Contents:

- 3** *From the Chair... a monthly report -*
the latest from Lynne and ADINJC
- 6** *Latest from NASP -*
concerns over B+E consultation
- 6** *Road Safety Information -*
Traffic Safety Roads latest edition
- 7** *FAQs on changes to our membership -*
answers to your queries
- 9** *Latest .GOV -*
all the latest COVID19 information
- 12** *Latest news from DVSA -*
all the latest updates
- 20** *Latest from DfT -*
Highway Code consultation Outcome
- 22** *Expo '21 - just 2 short months to go! -*
The UK's must-attend instructors show
- 24** *ADI Adrian -*
Adrian's views on various motoring issues
- 28** *Coaches' Corner -*
Intelligent Instructor Masterclasses
- 30** *B+E Consultation -*
reaction to the recent announcement
- 34** *Members' Corner -*
A chance to have your say!

Members News:

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Views expressed in this newsletter are those of the individual authors and do not necessarily reflect those of ADINJC. Although we do not endorse any of the products or services promoted in the monthly newsletter, we do take care to ensure that products in the field of health and/or safety, have independent validation of the company's claims for its product(s) to ensure representation of sound and honest propositions to our members.

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Follow us...





Updates this month:

This month has, as ever, been really busy. There has been the issues with DVSA announcing the possible removal for the need for B+E training and testing and with many members writing to us with your concerns we wrote as NJC to the 3 ministers whose open letter led to all the concerns. Whilst having talked to members we appreciate that there is a need to increase the testing capacity for LGV it is difficult to understand that the Government are even considering removing the need for an additional test for B+E entitlement for drivers in order to drive car/van and trailer combinations. In my opinion the government needs and should be working to improve towing safety and working to promote towing training. There are also concerns with insurance and driving abroad and that's before we mention the livelihoods of many ADIs who run a business in this sector. So we await the reply and also a reply from Baroness Vere to the letter that NASP wrote on the same topic. We will keep you updated through our newsflashes but you can see the letters further on in this newsletter. This is currently a consultation but from past experience we know how those can change into new legislation.

It was no surprise to see that DVSA are consulting on new prices stating they need to develop and invest in their services and covering their costs, these were planned 18 months ago pre-Covid. The amounts proposed are small at 1.5% and there has been no real increase since 2010. Examples would be a theory test rising to £23.40 from £23 and a driving test from £62 to £62.90. I was expecting it to be a lot more to be honest. Part 2 rises from £81 to £82.20 and Part 3 rises from £111 to £112.70. ADI Registration which includes the price of a standards check rises from £300 to £304.50. It has been suggested at meetings with DVSA I've attended that the registration and SC prices are split and paid separately. However there will need to be another consultation before that will be considered again as it wasn't included in the original consultation.

We know many of you are still experiencing problems booking tests and finding any slots at all in some areas. We reported some time ago that there was a campaign to recruit an additional 300 examiners by DVSA. From a Freedom Of Information request we sent off it's interesting to note that 42 new driving examiners have completed training and started in test centres since 1st April 2021. In addition, there are currently 46 new entrants attending training & 57 people confirmed to future training courses. A further 64 potential new entrants have received an offer and are undergoing pre-employment checks. Clearly nowhere near 300 new examiners as yet then! Extra questions we asked in early August are below:

- With regard to the number of full-time equivalent driving examiners, how many people were in post and actively working at the end of February 2020? 1719, *though this did not include any examiners who are currently on a long-term absence for reasons such as sickness or maternity leave.*
- How many FTE driving examiners are currently in post and working? 1664, *though this does not include any examiners who are currently on a long-term absence for reasons such as sickness or maternity leave.*
- How many driving examiners have retired since March 2020? 72
- How many driving examiners have left their posts since March 2020 as a direct or indirect result of Covid 19? *There is nothing on our system that allows us to report on Driving Examiners who have left their posts due to Covid 19.*

Issues at DVLA:

Many of you will have seen the issues that DVLA are experiencing. Some members are saying that provisional licences are very slow to come back and it's holding up driving lessons from starting for some learners. DVLA say they are currently operating with reduced staffing levels due to ongoing industrial action by members of the Public and Commercial Services Union (PCS). Industrial action has been taking place since April and PCS is targeting a variety of areas within DVLA designed to have maximum negative impact on members of the public. This means that there are continuing delays with paper applications and in reaching the contact centre. There are no delays for those applying online. DVLA say they receive around 60,000 items of mail every day. It's worth noting an online application will usually mean a licence or documents will be processed within 5 days of applying online. Clearly from this report from a parent of an ADI's pupil everything is not running smoothly at DVLA: *"Well here's another frustrating and unbelievable update from us..... today we received the paper application back in the post along with the birth certificate that we sent 10 weeks ago asking for further information to verify her identification? Apparently they cannot accept her birth certificate as a form of identification even though it was the original copy and was given as an example of an acceptable document on the form. 4 months later we have given up on the paper application and today completed a new electronic application now that she has a new passport. We've received the email receipt too confirming that our application has been accepted and it states that we will receive the licence in 2 weeks. All our fingers are crossed. The service is unbelievable!"*

Changes to our individual membership are going well:

I'm pleased to say the new structure has got off to a great start and thank you all for your support. We have had some initial teething issues but sorted them as we have gone along and the FAQ sheet we have produced is helping as well. It's included in this newsletter. Remember there are 2 types of individual membership.

- LITE membership provides you with industry newsflashes and our monthly newsletter for FREE.
- PREMIUM membership includes a raft of important features and benefits available for just £4 per month.
- Expert advice and information available from our Helpline: 0800 8202 444
- Help from our talk line and business lines
- Unlimited ADI/PDI advice and support
- Help with items concerning the DVSA, your clients or the public
- Specialist DVSA investigations and tribunal support, initial free call and our support, then charges may apply
- Use of our NJC logos on all media
- A network of instructors who can relocate pupils for training across the country
- **ADINJC** is democratic, as a member you could join our committee and make a difference
- Direct Tier 1 representation with the DVSA
- Discounts on selected **ADINJC** training courses
- Special discounts and packages from our sponsors for training aids and services
- Terms and conditions to use in your driving school
- Access to all areas of our website providing information, resources and latest news
- You will be able to purchase PI/PL insurance from our NJC online shop

From the Chair..... a monthly report



To continue receiving benefits from us, you must register for an account on our new website. It's quick and easy, and we'll even discount your membership by 50% for the first six months as a thank you for continuing with us on our journey. If you have any questions, please email us at secretary@adinjc.org.uk, or call us on **0800 8202 444**. Our website is at www.adinjc.org.uk

Loveday Ryder CEO at DVSA will attend our Conference & Expo 2021:

We may have skipped a year in 2020 but we are back this year and it's not far off now. Our conference and expo will once more be held at the Heart of England Conference and Exhibition Centre (near the NEC), a central and easy to access location on Sunday October 10th throughout the day. It is a free event to attend you just need to register please: You can do that from our website www.adinjc.org.uk under events. We anticipate a growth in delegate numbers to 800, and with 50 exhibitors and 30 seminar sessions running throughout the day it's an event not to be missed. A packed speaker line up and events are planned throughout the day. We have our Patron, Quentin Willson there on the day and the DVSA will be in attendance as well to answer your questions. We are thrilled to have the support of Loveday Ryder the CEO from DVSA. Refreshments are available throughout the day and there is free car parking so you can choose the times you visit us and stay for on the day. Please do feel free to bring family along we have some freebies for them on the NJC stand and there will be a magician, a stilt walker with some interesting and fun bikes for you to try out, an ice cream bar and a bouncy castle outside. The NJC team are looking forward to welcoming you and meeting you at our exhibitor stand during the day, you may even get a token for a free ice cream if you visit us so we hope to see you there!

Finally:

Take care out there and look after yourselves! We are certainly in a much better position than this time last year due to the vaccination programme but I believe we all need to still be careful and keep ourselves as safe from Covid as possible. We know the effects of it even now from members and some of the GC who have unfortunately had it themselves. Personally I will be wearing a mask in lessons for a while yet and I shall continue to sanitise my car between clients for a long time to come. Thanks must go to the committee at NJC who work so hard as volunteers on your behalf.

Best wishes,

Lynne

Lynne Barrie - Chair

The ADINJC is a national association run by ADIs on a not-for-profit basis. We work tirelessly to inform, represent and support our members, and to promote the interests of our profession.



A GUIDE TO ADINJC

**Waveney
Group Schemes**
PART OF THE TOWERGATE GROUP
Tuition Insurance



Public Liability Driving Tuition

Why is Public Liability cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor. Quite simply, if a member of the public (or any other third party) is injured or suffers damage to their property, arising out of the conduct of your business as a driving instructor, you could be held responsible.

The ADINJC Public Liability insurance, is designed to provide protection from claims against you by third parties who may have suffered personal injury or damage to their property, during contact with your driving school. Most motor policies provide you with a compulsory £20 Million Public Liability cover for accidents and injuries that occur as a consequence of having an accident. The ADINJC believes it's important to ensure you also have sufficient cover away from the vehicle, and have therefore arranged for its paid up members to benefit from £10 Million Public Liability cover away from the vehicle. The policy also has a low policy excess of just £500 for each and every claim. The ADINJC policy provides £10 Million cover for each and every claim during the life of the policy.

A range of claims can arise. These can extend from accidents at your own business premises, to incidents that occur whilst providing advice or tuition whilst working away from your vehicle.

Increasingly, it is a requirement of many customers, principals, and clients (particularly local authorities and government agencies), that you be asked to present proof of Public Liability insurance before they will work with you, or allow you to work on their property or premises.

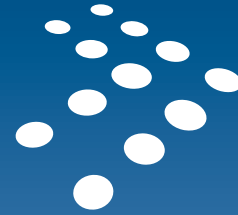
Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against you if you are found to be at fault. All would be covered under a comprehensive Public Liability policy

Claims for trips, slips and falls are the most common, but there are other events that can lead to a claim against you. The following are examples of potential claims that can give rise to public liability claims against your driving school:

- you open your door for a pupil who you inadvertently trip over, causing an injury;
- you spill a hot drink in a classroom and a pupil slips over on this, causing an injury;
- a pupil falls over some cones you have positioned to practice parking, causing an injury;
- you knock over a valuable antique whilst waiting for a pupil at their home;



Driving tuition insurance that ticks all the boxes



Waveney

Insurance Brokers

Cover available for:

- ADIs/PDIs aged 21+
- Off road tuition for pupil drivers
- Guaranteed or Protected bonus
- Comprehensive corporate driver training

Specialist policies for:

- Fleets of driving school vehicles
(5 or more vehicles required)
- Fleets of dual controlled vehicles
leased out to driving instructors
- DSA Part 2, Part 3, ADI check test cover
- UK/EU breakdown and recovery cover
- Unlimited use of a dual controlled car
following a claim (please contact us for full terms and conditions)



We now provide driving tuition insurance for motorcycles, coaches, minibuses and LCV

Waveney Insurance Brokers - 08457 928272

Schemes Suite, Seymour House, 30-34 Muspole Street, Norwich, NR3 1DJ

Waveney Insurance Brokers is a trading name of Waveney Group Schemes Ltd. Registered in England Number 03251997. Registered address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent, ME14 3EN. Authorised and regulated by the Financial Conduct Authority. 731/C62/AD/08.13/WWY

Latest from NASP



You should all be receiving the latest **ADINJC** and NASP newflashes from our very own beyond superhuman Secretary/Caped Crusader Sue! To ensure you're keeping up with all the latest developments, please visit www.n-a-s-p.co.uk the online home of the steering group for national approved driving instructor associations. This is where you'll find the latest NASP guidelines, DVSA Standard Operating Procedure, Q and A with DVSA and much more. Lynne our Chair is now also chairing NASP until 31st December.

NASP raises red flag over government consultation to suspend B+E testing

The National Associations Strategic Partnership (NASP) has joined colleagues across the training industry in expressing concern over Government proposals to remove the need for an additional test for B+E entitlement for drivers to be able to drive car/van and trailer combinations (as part of a wider range of solutions being consulted on to free up more testing capacity and expedite licence acquisition for LGV drivers). A letter (published to the logistics industry on the 20th of July 2021), highlighting such potential measures were under consideration, has caused much disquiet and frustration amongst members delivering B+E training. You can read that letter [here](#).

In response, NASP has written to ministers to set out the industry's concerns, primarily the impact on safety and standards such changes could have as well as the financial impact on trainers engaged in B+E delivery.

Letter to Baroness Vere here:



Response from Baroness Vere here:



NASP Update on B+E and LGV testing situation - Urgent! Action needed

Further to our communications last week regarding the B+E and LGV testing situation, the government have now released the consultation document, it is available to [view here](#).

It is extremely important, if you deliver training in these categories, you respond to this consultation and have your views heard. Indeed, regardless of the category you train in, it is the opinion of NASP that some of the changes proposed have a wider impact on road safety so it is therefore important that all trainers have a say in this consultation if they share our concerns. The consultation closes at 11.59 on the 7th September 2021 so there is not much time to complete it.

NASP, and colleagues across the training industry, have already expressed concern over proposals to remove the need for an additional test for B+E entitlement. NASP has written to ministers to set out the industry's concerns about the impact such changes could have on safety and standards, as well the financial impact on trainers engaged in B+E delivery. You can read the full correspondence between NASP and the Government [here](#).

You will find more comments from various industry members on what has become a very hot topic also included in this month's newsletter.

Road Safety Information

Graham Feest ADINJC
Road Safety Advisor



Please click image below for TSR August 2021

Items this month include:

- The Arrival of EV's
- Hydrogen Powered Buses
- Electric Charging Points Debate
- Talking About Eyesight
- Driver Stress Revealed
- Do Points on your Licence Really Matter
- Under the Influence of Pollen
- New Head of Policy and Public Affairs
- National Road Victims Month
- Public Opinion Shifting Towards 20MPH
- Are We Identifying Training Needs Correctly
- Smart Motorway Report
- Road Worker Safety
- Positive Impact of Cycle Lanes Emerging
- Time to Declutter the Pavement
- Decarbonise All Modes of Transport by 2050
- Stolen Cars in 2020
- Drug Offences Catching up with Alcohol
- British Eurorap Results 2021
- Welcoming Roads
- Comparing Health and Safety Deaths

And much more!



Our membership changes started for our individual members from July 1st 2021 and will start from January 2022 for our group members.

With the changes to the membership structure now under way for individual members, we have received a number of queries which we have compiled into a list of FAQs. These are reproduced here and will also be available on the website. We will add to these as we go along - it's all a learning curve!

If nothing is changing for groups and their members until Jan 22 does this mean we have full benefits of the Premium membership until then and then on 1 Jan 22 will we be given a code to apply for 6 months free Premium membership and 50% discount thereafter?

Yes that's correct.

When will groups receive emails with step by step instructions on how to register on the new site as per your email today?

From January 2022.

My login details and username are not being recognised on the website. I know I'm a member I pay monthly.

Please follow the instructions found here: Current Member New Platform Registration | ADINJC.
<https://www.adinjc.org.uk/legacy-account-holders/>

Be sure to follow the correct instructions, Silver, Gold or Platinum. You are treated as a new member by the website, so by all means use the same details but you are signing as a new member on this website not logging in as an old one.

You say the new price for Premium Membership is £4 from 1st July 2021 but you took £4.98 from my account on 4th July 2021?

Your current membership fee includes PI/PL insurance, the new one does not, and you will need to buy your PI & PL insurance from our shop when you have registered on the new website. Please wait until you receive an email from us with instructions on what you need to do. You will receive this email before Dec 2021 or when your PI/PL insurance is up for renewal if that comes first.

Can we pay for the year's membership upfront or do we have to pay monthly?

You can only pay monthly

I am currently a gold group member and want to sign up for some training. How do I get the member rate?

Ring the treasurer, Peter, on 0800 8202 444 and he will take your booking.

How do I purchase PI/PL insurance?

You will need to be registered as a premium member, and can then buy it through our shop.

Can you confirm any members subscribed to the PI/PL insurance remain fully covered until the renewal date please?

Yes they are.

My membership is due next month, how do I renew?

Wait until you receive an email from us and then follow the instructions.

I have just qualified as an ADI and want to join, how do I do that?

Follow this link - Membership Details and Pricing | ADINJC, <https://www.adinjc.org.uk/membership-details-and-pricing/>

where you will find details of benefits and prices and follow the instructions to sign up.

I am still training, can I be a member?

Yes of course, we welcome people new to the industry and hope you will find membership beneficial.

Follow this link - Membership Details and Pricing.

<https://www.adinjc.org.uk/membership-details-and-pricing/> where you will find details of benefits and prices and follow the instructions to sign up.

If all present Silver, Gold and Platinum members are getting a discount of their first 6 months free from Jan 22 what happens to our group membership for the next 6 months of this year? How does the system recognise us unless we register from 1st July and pay for it or is that what we have to do?

The new system won't recognise these members. We are dealing with each member request from groups manually between now and January.

Has it been decided how much commission will be paid for group members who take up Premium membership? Would be very useful to have this information to consider whether we will continue with our Group membership?

No not finally. However £5.00 per member sign up is a likely figure.

If the group members tried to migrate (possibly too soon), should they sign up temporarily as a Lite member or manage without a login and simply call the helpline?

Yes please that is the best way forward. Sign in as a Lite member so you receive newsflashes and newsletters or call 0800 8202 444.

We are also concerned that the new rate for Groups will mean ADINJC will lose some income from the larger Groups who are currently paying more than the new rate of £120. If take up of Premium Membership is low, and knowing the apathy amongst ADI's, our fear is exactly that, will ADINJC have the necessary funding to continue?

We believe the take up will far outweigh the loss of income from larger groups paying less. We also believe a far more damaging effect on the long-term sustainability of the ADINJC would be to continue with the financial model for membership currently in place, with regards to groups and the number of members they contain.

I've just received your email about the membership process. I've paid in full till May 2022. Will I need to re-register on the new web site?

It can only be paid monthly from your renewal in May 2022. We need to set up and give you a code giving free membership on the new website until May 2022 to cover what has already been paid.

<https://www.adinjc.org.uk/membership-details-and-pricing/>

<https://www.adinjc.org.uk/pi-pl-insurance/>

<https://www.adinjc.org.uk/group-membership-benefits/>

Sue our Secretary has written to all group representatives as follows:

Dear group representative

As we've previously told you, we are currently dealing with transferring our individual members over to our new structure, sending out in batches so that we can phase this in over several months. It is our plan that we will then do our group members when your group subscriptions fall due at the end of the year. Hopefully by then we will have ironed out all the wrinkles to make it a smooth transition for you.

Please find attached our factsheet on the new structure, together with a set of FAQs. Some of these refer to group memberships, some to individuals, but you may find the answer to any queries you have in this document.

In order that our group members are still able to access the members' area before they need to register in January, we have set up a code. In this way they won't be disadvantaged, and can still have free access to the documents and information in that area.

We would be grateful if you could please circulate this to your members so they can continue to have the full benefits of your group membership. They will simply need to –

- *Log onto our website buy premium membership*
<https://www.adinjc.org.uk/membership-details-and-pricing/>
- *Go to 'buy premium membership'*
- *Use promo code (at the bottom) GROUPEARLY*
- *This then makes the premium membership free for the rest of the year*

If you have any queries please do not hesitate to get in touch.

Best wishes

She Duncan

We're always here for you

Reach out to us on the following telephone numbers:

Peter our friendly treasurer can be reached on our usual ADINJC helpline - he loves to hear from you on all things membership/advice so please don't be a stranger where he's concerned!

Peter our treasurer at the ADINJC helpline **0800 8202 444**

Sue our Secretary's number is **07855 453414**

HMRC Helpline: **0800 0159 559**

Citizens Advice Bureau - <https://www.citizensadvice.org.uk/health/coronavirus-what-it-means-for-you/>

Samaritans helpline - call free on **116 123**

ADINJC Talk Line

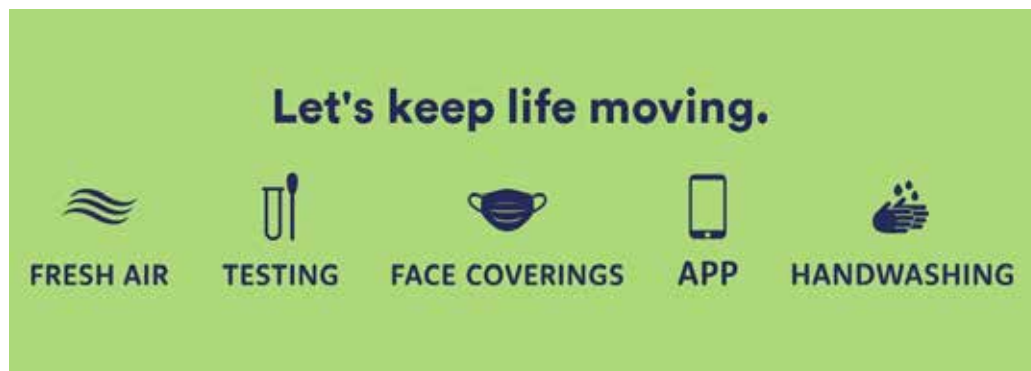
As we've all made the much anticipated return to work, whatever happens as we continue to make our way through this, please don't struggle on your own. If you do find yourself worrying or being in isolation for example, we have lovely volunteers to talk to at the NJC talk line. Please do feel free to get straight in touch with us and we will put you in contact with these wonderful people who have offered to be available in case anyone needs them. As you'd expect, all calls will be treated in the strictest of confidence.

Can't emphasise the talk line enough, it's there for you as are we.

ADINJC Business Support Line

Our Business Support Line is still very much open to anyone who feels they need help. If you're an ADI, PDI, franchisee or independent instructor and need some business ears to really listen to you, please do not hesitate to call Matt Stone our Deputy Chair on **07900 225502**.





Coronavirus remains a serious health risk.

You should stay cautious to help protect yourself and others

- Meet outside, or open windows and doors for indoor visitors
- If you think you have symptoms stay at home and take a PCR test <https://www.gov.uk/get-coronavirus-test>
- Wear face coverings in crowded places and on public transport
- Check in to venues when you go out
- Wash your hands with soap regularly, and for at least 20 seconds
- Get vaccinated when you are offered it, especially the 2nd dose and encourage others to do so as well

<https://www.nhs.uk/conditions/coronavirus-covid-19/coronavirus-vaccination/>

The Delta variant spreads more easily from person to person and is prevalent in the following areas:

- Bedford Borough Council
- Birmingham City Council
- Blackburn with Darwen Borough Council
- Blackpool Council
- Cheshire East Council
- Cheshire West and Chester Council
- Greater Manchester Combined Authority (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, Wigan)
- Lancashire County Council (Burnley, Chorley, Fylde, Hyndburn, Lancaster, Pendle, Preston, Ribble Valley, Rossendale, South Ribble, West Lancashire, Wyre)
- Liverpool City Region Combined Authority (Halton, Knowsley, Liverpool, Sefton, St Helens, Wirral)
- Warrington Borough Council

You should get tested for COVID-19, this includes:

- Arrange to have a PCR test - [Click here](#)
- Participating in surge testing in your local area - [Click here](#)
- [Get regular rapid tests](#) if you do not have symptoms of coronavirus (COVID-19)
- Arranging a testing or managed quarantine package if you plan to travel to red or amber list countries. [Click for further details.](#)

You should self-isolate immediately if you have [symptoms](#) or a [positive test result for COVID-19](#).

There is [financial support if you're off work because of coronavirus](#).

(COVID-19) Coronavirus restrictions

What you can and cannot do whilst Coronavirus restrictions remain in place: [Click here](#)

(COVID-19): Getting tested

[Guidance on coronavirus testing](#), including who is eligible for a test and how to get tested.

Get a free PCR test to check if you have coronavirus (COVID-19)

<https://www.gov.uk/get-coronavirus-test>

[Sign up to get e-mail alerts](#) about everything published on GOV.UK about Coronavirus (Covid-19)

Work and financial support [click here](#)

Quality • Professional • Value

Pupil Handout Packs

The perfect tool to reinforce your in-car tuition!

25 handouts per set and there are 20 sets in a pack – that's enough to support 20 pupils!

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

"The pupil handouts are fantastic. I give them to my students as reference notes after we have covered a lesson. It adds immensely to the overall professional image, and gives the student something to refer to in private practice, and in between lessons to keep the knowledge fresh. Categorically, those who use them learn faster. So in short, a big thanks."
- Ray Lynch ADI

www.ideas4adis.co.uk

All of Wales is at alert level 0. Read the current guidance. <https://gov.wales/alert-level-0>

Self-isolate and get a test if you or anyone in your household has symptoms.
<https://gov.wales/self-isolation>

Recent and upcoming changes

From Saturday 7 August

Complete the move to alert level 0:

- Remove legal restrictions on the number of people who can meet indoors, including in private homes, public places or at events
- All businesses and premises can open, including nightclubs
- People should still work from home wherever possible
- Face coverings will remain a legal requirement indoors, with the exception of hospitality premises. This will be kept under review.

<https://gov.wales/coronavirus>

<https://gov.wales/unlocking-our-society-and-economy-wales-roadmap-published>

<https://gov.wales/publications>

<https://phw.nhs.wales>

<https://gov.wales/coronavirus>

<https://gov.wales/coronavirus-travel>

More information

You can find out what financial support is available to you on GOV.UK. and check for the latest about:

- [theory tests](#)
- [driving tests](#)
- [instructor guidance](#)

Political and Business news links:

https://www.bbc.co.uk/news/wales/wales_politics

<https://www.bbc.co.uk/news/topics/c52ew8q50z2t/wales-business>

Richard Spiers - our Welsh Ambassador

Please feel free to contact Richard directly on 07908 768722 or richspiers@icloud.com



Scotland to move beyond level 0

Scotland will move out of the levels system on 9 August. [Find out what is changing](#) as well as [how to stay safe and protect others](#).

Excerpt from First Minister of Scotland, Nicola Sturgeon's statement on 3rd August:

'So I want to end by stressing again what all of us can do to help ensure that this next step forward is a sustainable one. The first and most important thing is to get vaccinated. If you haven't done so already particularly if you are in these younger age groups, looking forward to resuming a more normal social life then please do so. You can register through the NHS Inform website, or by going to a drop-in centre. Second, please test yourself regularly. Free lateral flow tests are available by post through NHS inform, or collection from test sites and local pharmacies. If you test positive through one of these or if you have symptoms of the virus you should still self-isolate and get a PCR test. Third, stick to the rules which remain in place for example, on face coverings. And keep being sensible about the things we know can help to keep ourselves and each other safe.

Meet outdoors as much as possible especially for as long as we have reasonable weather. If you are meeting indoors, open windows - the better ventilated a room is, the safer it will be. Remember that keeping some distance from people in other households and avoiding crowded indoor places even if no longer legally mandated - these are still sensible precautions. And continue to wash your hands and surfaces as much as possible. In short, enjoy being able to do more and meet up more. We've all waited a long time for that. But please protect yourself as you do so, principally through vaccination, and continue to take the greatest of care. If we all do that, we will increase our chances of keeping the virus under control. We will protect ourselves and our loved ones. And we will safely and securely return to the ways of life that we all value so much.'

- self-isolate and [get tested](#) if you have COVID-19 symptoms
- download the [Protect Scotland contact tracing app](#)

Things you can do to help clear your head - <https://clearyourhead.scot>

Guidance - [Click here](#)

Daily data for Scotland - [Click here](#)

Travel and Transport - [Click here](#)

More information

Latest COVID-19 funding allocations - [Click here](#)

You can find what financial support is available on <https://www.mygov.scot/browse/benefits>

NHS Scotland Test and Protect App <https://protect.scot>

<https://www.gov.scot/coronavirus-covid-19/>

<https://www.gov.uk/guidance/coronavirus-covid-19-driving-tests-and-theory-tests>

<https://www.gov.scot/publications/coronavirus-covid-19-framework-decision-making-scotlands-route-map-through-out-crisis/>

<https://publichealthscotland.scot>

<https://www.gov.scot/publications/coronavirus-covid-19-phase-3-staying-safe-and-protecting-others/>

Political and business news links:

https://www.bbc.co.uk/news/scotland/scotland_politics

https://www.bbc.co.uk/news/scotland/scotland_business

Stewart Lochrie - our Ambassador for Scotland

Please feel free to contact Stewart directly via email admin@caledonianldt.com





Coronavirus (COVID-19) regulations guidance: what the restrictions mean for you

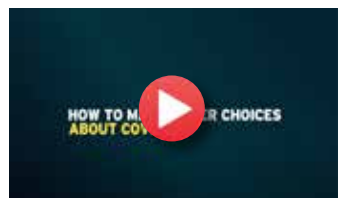
Although many coronavirus restrictions have eased, some regulations remain in place to help stop the spread of COVID-19. Continue to protect yourself and others by following public health advice and find out the rules on what you can and cannot do below.

Regulations

The regulations are available on the Department of Health website:

The Health Protection (Coronavirus, Restrictions) Regulations (Northern Ireland) 2021

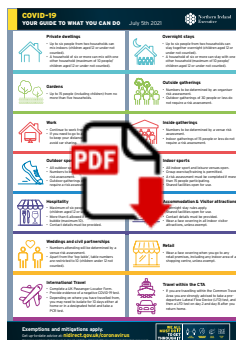
Make safer choices



Over recent weeks, COVID-19 restrictions have been eased to allow businesses to re-open and increased social interaction. Now that you can meet more people and go more places, the choices you make will be important in ensuring that the virus doesn't begin to spread again. By making safer choices and following public health advice, you can all help lower the spread of COVID-19 in the community.

Do your part to keep yourself and others healthy:

- **book a test** and **self-isolate** for 10 days if you have COVID-19 symptoms
- **self-isolate** if you have been identified as a close contact
- wash your hands
- wear a **face-covering**
- keep your distance from others
- limit your contacts
- avoid large gatherings and busy places
- spend time outdoors rather than indoors
- don't travel to or from places with higher COVID-19 infection rates



[Click for more information](#) on households, bubbles and indicative dates for meeting up/overnight stays, indoor and outdoor gatherings, travel and more:

Latest information on driver theory and practical testing:

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-and-motoring>

Get the StopCOVID NI contact tracing app

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-stopcovid-ni-proximity-app>

Book a test

<https://www.nidirect.gov.uk/forms/should-i-get-tested-coronavirus-covid-19>

Face coverings - 'wear one for everyone'

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-face-coverings>

Testing and contact tracing - 'Test, trace, protect'

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-testing-and-contact-tracing>

<https://www.nidirect.gov.uk>

<https://www.publichealth.hscni.net>

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-overview-and-advice>

Political and business news links

https://www.bbc.co.uk/news/northern_ireland/northern_ireland_politics

https://www.bbc.co.uk/news/northern_ireland



You'll find the latest updates regarding DVSA via www.n-a-s-p.co.uk
There is also a 'latest' section from NASP in this newsletter.

Results of consultation on changes to the laws on driving licence acquisition and the motorcycle riding test

Today (14 July) we have published the results and recommendations from the consultation on changes to the laws on driving licence acquisition and the motorcycle riding test. The recommendations are:

- any candidate who already holds a full manual licence entitlement for a car, lorry or bus who passes a car and trailer (B+E), medium sized lorry (C1), medium sized lorry and trailer (C1+E), minibus (D1) or minibus and trailer (D1+E) test, using an automatic vehicle, will get both the manual and automatic entitlements for that sub-category
- that the Minimum Test Vehicle Requirement (MTV) for motorcycles used for the A2 test be reduced from 395cc to 245cc, provided that the other MTV requirements are still met

You can see a full list of the results and recommendations on GOV.UK.

Thank you for taking part in the consultation and letting us know what you think about proposed changes to the laws on driving licence acquisition and the motorcycle riding test.

What happens next

Due legal processes must be followed, and if completed successfully, we expect to amend the regulations in the new year. We will keep you updated on progress.

New theory test service – location addresses

We recently wrote to you giving details of the new theory test locations for England, Scotland and Wales. [Click here for a list of addresses](#) for the test centre sites that will be providing theory tests from 6 September onwards. These will be available through the 'find your nearest theory test centre' service on GOV.UK when the new booking system goes live on 19 July. As we mentioned previously, unfortunately some changes to theory test centre locations will not be confirmed by the time we open the new booking system. We will add these test centres to the booking system as soon as the addresses and opening dates are confirmed. We will write to you to let you know when they have been added. We apologise for any inconvenience these delays may cause you and your pupils. Tests on or before 3 September can still be booked, where available, on the current booking system on GOV.UK.

Practical test centre locations are not affected by the changes we are making to our theory test centre network.

New theory test trainer booker system for England, Scotland and Wales went live Monday 19 July

You can continue to book theory tests for dates on or before 3 September using the current trainer booker system at <https://www.gov.uk/book-theory-test>

Theory test dates from Monday 6 September onwards will also be available to book from 19 July at <https://www.trainer.book-theory-test.service.gov.uk/>

The new trainer booker system looks a little different because of new web pages and the software being used. Practical test bookings are not affected by the changes to the theory test trainer booker system.

Changing or cancelling a theory test

If you want to change a theory test appointment date for a test booked for before or on 3 September to a date on or after 6 September, you will need to cancel your current theory test and rebook online using the [new booking system](#). This is because the 2 booking systems are separate. It is your responsibility to confirm any change in date and location of your candidate's theory test with them and if appropriate, to pass the refund onto your candidate. If you have any unassigned slots you will need to manually cancel these 3 working days before the test to obtain your refund. You will need to contact the customer contact centre for refunds on unassigned slots less than 3 days before the test. Non-standard accommodation theory test bookings can only be cancelled or rescheduled by contacting the customer contact centre.

Changes to the new trainer booker system

From 19 July trainer bookers can:

- Make consecutive bookings – a candidate only needs to be assigned once to a set of consecutive bookings. This means you do not need to enter them for each type of test required.
- Manage or set-up your own users - DVSA will now administer this on your behalf.

Trainers will need to notify the National Operations team using a 'change of details' form, that will be available on the trainer booker page on GOV.UK.

- See all booking confirmations – these will be listed on the new booking system where you will be able to access and view all the tests you have booked.

The buy-back facility is not available in the new system. Candidates need to be assigned to a reserved appointment no later than one clear working day before the appointment or you will lose your fee.

Theory test centre locations

The location of many theory test centres will change from 6 September. Please check the 'find your nearest theory test centre' page on GOV.UK to quickly see where your closest centres will be from 6 September. Unfortunately, some addresses at the new theory test centre locations we shared with you on 12 July are still to be confirmed. This means that when the booking system opens on 19 July you won't be able to book a test at them from 6 September. We will write to you as soon as we can to let you know the remaining new addresses and when you can book at the new theory test centres. In the meantime, you can use 'find your nearest theory test centre' on GOV.UK to find the nearest alternative centre. We are sorry for any inconvenience this might cause.

Customer enquiries

For booking enquiries about tests due to take place on or before 3 September only, please continue to contact Pearson VUE:

Email: trainerbooker@pearson.com or Tel: 0300 123 3070 Mon to Fri 8am to 4pm.



From 19 July, for booking enquiries about tests due to take place on or after 6 September, please contact DVSA customer contact centre as it will be taking over the service from Pearson VUE:

Email: theorycustomerservices@dvsa.gov.uk or Telephone: **0300 200 1122** Mon to Fri, 8am to 4pm.

New log in details

You will receive a new, secure login link just after midnight on 19 July. We will send this to your registered email address. This link will allow you to log in to the new system for the first time and set up your password using a multi factor authentication process. If you have not received your new details, please first check your 'spam' folder.

Trainer booking issue: theory test service

Following our message that the new theory test booking system will go live on 19 July 2021 our test providers, Pearson Vue, have made us aware of a system issue for Region B (South West and Wales). Unfortunately, trainer bookers will be unable to book tests for on or after 6 September in Region B (South West and Wales) using the trainer booker system when the system goes live 19 July 2021. Our customer service centre agents will not be able to book tests on your behalf either so please do not call the contact centre as they will not be able to assist you. You will still be able to book tests for on or before 3 September in the South West and Wales, using the existing trainer booker portal. Candidates will be able to book a theory test on or after 6 September in Region B using the public booking system because this is an issue with the trainer booker system only. You will be able to book tests in Regions A and C for tests on or after 6 September on the new portal. We're really sorry for the inconvenience this may cause you and we're working with Pearson Vue to resolve this as soon as possible. We'll let you know once the issue has been resolved.

Opening the new theory test service

This week we opened the new theory test booking service. We wanted to thank you for your patience and understanding over the past few days as we've worked to solve technical issues. We've put fixes in place, including a queuing service, to make sure the system is able to cope with the high demand for tests and we're carrying out further maintenance in the evenings for the next 9 days.

Payment issues when booking

We have investigated the issue where a small number of your pupils received a payment receipt but no confirmation of booking. We will be contacting these candidates to either confirm their original booking or issue a refund which we're currently processing. We're sorry for the inconvenience problems with the service may have caused you.

Test centre locations and dates

We were unable to confirm all the theory test centre locations when the booking service went live, so there were some gaps in some areas. New centre details will be added to the booking system as soon as the addresses and opening dates are confirmed. We will keep you updated when they are added to the system. We'll continue to add more tests to the system for dates after 6 September and we've extended the booking window so your pupils can choose a date up to 6 months ahead.

Stayzsafe

ANTIMICROBIAL SHIELD

12 canisters for only £150!!

Take the stress out of sanitising your vehicle and protect you and your students with Stayzsafe, the ultimate in-car protection against the coronavirus.

Once applied, the Stayzsafe atomiser forms an invisible barrier on all the interior surfaces of your vehicle and its air-conditioning system, immediately sanitising and protecting it.

Each treatment is easily applied in less than six minutes and lasts for at least one month. It leaves a protective barrier which, continues to work beyond application even after cleaning, making it the best interior hygiene system for all driving instructor vehicles.

Special offer price £150 saving – £65!!

Certified against viruses enveloped and unenveloped including the coronavirus family
Conforms to BS

EN14476 EN1276 EN1650 EN13704 EN1434

Fully sanitise your vehicle for less than £3 per week, applying one canister per month.

Free delivery this month!!

BUY NOW!

www.insightcleaningsupplies.co.uk



System availability/overnight system outages

We will be continuing to carry out system maintenance on the theory test service during August and September which may require further overnight system outages.

We aim to keep these to a minimum and will continue to let you know when the service will not be available. We're sorry for any inconvenience this may cause.

Changes to the theory test service

As part of the roll out of DVSA's new theory test service, the locations of many theory test centres are changing. When we wrote to you on 19 July we were not able to confirm the location of some of the new test centres. We can now confirm a further 9 new theory test centre locations.

Region A (Scotland and the North)

The new test centre in Elgin will be located at:

- Ground Floor, 147 High Street, Elgin, Morayshire, IV30 1DS

The new test centre in Oban will be located at:

- The Oak Room, The Rockfield Centre, Linndhu House, 19 Stevenson Street, Oban, PA34 5NA

The new test centre in Scarborough will be located at:

- 49 Westborough, Scarborough, YO11 1UN

Region C (East Midlands and South East)

The new test centre in Ilford will be located at:

- Pioneer Point, 3-5 Winston Way, Ilford, IG1 2FS

The new test centre in Ipswich will be located at:

- Suite 1, Second Floor, Hubbard House, 6 Civic Drive, Ipswich, IP1 2QA

The new test centre in Southgate will be located at:

- Unit RU3, Tally Ho Corner High Road, London, N12 0BP

The new test centre in Watford will be located at:

- Unit 3, Orient Centre, Greycaine Road, WD24 7GP

Region C (East Midlands and South East)

The new test centre in Bury St Edmunds will be located at:

- Ground Floor, Unit 5, Hillside Business Park, Bury St Edmunds, Suffolk, IP32 7EA

The new test centre in Peterborough will be located at:

- Second Floor, Churchgate, Peterborough, PE1 1TT

Opening dates and booking

These new centres will be available from 6 September 2021 and tests can be [booked online](#)

Earlier tests

If your pupils need a test before this date they can find other theory test centres in their local area by looking on the ['find your nearest'](#) theory test page

Thank you for your support and patience as we introduce our new service.

Vocational testing

Vocational driving test waiting times - getting back on track

Today (20 July) the government has published an [open letter to the UK Logistics Sector](#) and announced plans to increase lorry driving tests. We want to tell you more about our role in supporting this and how these changes will affect you and your pupils.



Driving test waiting times and what we are currently doing to reduce them

We recognise the impact of the pandemic on vocational lessons and tests. Since vocational testing restarted following the easing of restrictions, we have typically made a total of 3,000 vocational tests available per week compared to 2,000 pre-pandemic. This has helped almost 1,500 new HGV drivers every week pass their test. We have increased test availability by:

- asking all those qualified to conduct vocational tests
- offering additional out of hours tests where we can and where there is a demand

We have also been working to develop measures to maximise testing capacity which we will now give you more details on. This includes:

- plans to help address the lorry driver shortage and meet the demand for lorry tests by prioritising vocational tests.
- making changes to the booking process to help us allocate our vocational driving examiners more efficiently and make sure that we are carrying out as many lorry tests as possible.
- starting the process of recruiting 40 new vocational examiners, which will help us reduce vocational waiting times.
- updating the guidance which helps candidates get information to better prepare for their vocational test.

Further action

The government is also planning to consult on changes to lorry licences and tests.

We will let you know how you can share your views on these proposals when we have further information. For information about these government proposals and others read the government open letter to the UK Logistics Sector.

Reducing the number of available car and trailer tests

DVSA plans to help address the lorry driver shortage and meet the demand for lorry tests by prioritising vocational tests. Unfortunately, this will lead to a reduction in the number of car and trailer test appointments in the future. All your existing booked tests will still go ahead.

We plan to establish a new business manager role to work with you to better understand your current and future business needs. They will provide a local contact for you so we can be more responsive to your needs and help you to build your business.



Keeping you up-to-date on progress

We will report on the progress of the plan to increase vocational driving test capacity every 3 months following the publication of the driving test quarterly statistics, including the number of vocational tests that have been carried out and the latest pass rates. We will continually measure our progress in reducing vocational test waiting times. We will assess the impact of all the actions in this plan.

The plan might change as:

- we learn more about what's working well
- we find out what's not working as we'd hoped
- new ideas emerge

It could also change based on government COVID-19 restrictions. We will keep you updated with progress on [GOV.UK](#), by email and on social media.

Consultation on proposals to address lorry driver shortages

On 20 July, the government announced a package of measures to help address the current shortage of lorry drivers. This included a consultation on proposed changes to the current requirements to obtain a vocational driving licence, for category C and D tests and all derivatives. DVSA needs the support of operators to help get new drivers 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 is one step on this journey.](#)

What is being consulted on

The measures being consulted on are proposed changes to the current requirements to obtain a vocational driving licence, including:

- 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

We are interested to hear your views on the proposals and if you would welcome the suggested changes. The consultation will last for 4 weeks and end at 11:59pm on 7 September 2021. You can read the consultation document and have your say on the [GOV.UK consultation pages](#).

Increasing vocational testing capacity

We are continuing to explore other measures to support increasing the availability of vocational tests such as recruiting additional vocational examiners and making changes to the online booking service. We will update you on these measures as soon as we can.

Trial to increase the number of driving tests starts at 30 test centres

30 driving test centres across England, Wales and Scotland will be trialling a new testing programme to increase the number of tests driving examiners carry out per day from 27th July. The trial will run up to and including Friday 30 July at these driving test centres:

- | | |
|---------------------------------------|---|
| • Barking | • Hither Green |
| • Birmingham Kingstanding | • Horsforth |
| • Bolton | • Kirkcaldy |
| • Boston (Redstone Industrial Estate) | • Knaresborough |
| • Bristol Avonmouth | • Luton |
| • Burgess Hill MPTC | • Mill Hill |
| • Burton on Trent | • Newport Gwent (Stephenson St) |
| • Cambridge (Brookmount Court) | • Reading |
| • Chadderton | • Sale |
| • Dorchester | • Sheffield (Middlewood Road) |
| • Dunfermline | • St Helens |
| • Durham | • Stoke on Trent (Newcastle-under-Lyme) |
| • Enfield MPTC (Innova Business Park) | • Tilbury |
| • Glasgow Baillieston | • Warwick |
| • Goodmayes • Greenford | |

If the trial is successful, the new programme could increase capacity across the national network and help reduce waiting times. DVSA is committed to reducing driving test waiting times as quickly and safely as possible.

Change to testing programme for trials

The test centres taking part in the trial will have some of their test start times changed to allow for the new testing programme. We will not cancel any tests to accommodate the trial, but the original scheduled start time of tests at the centres taking part in the trial may be brought forward. This could be by a maximum of 30 minutes. We will email affected candidates to let them know as soon as possible. If a test you have booked on behalf of your pupil is affected, you need to let them know of the change to the time of their appointment. If you or your pupil are not able to make the new test start time, whoever made the test booking must contact the DVSA Customer Service Centre on [0300 200 1122](#) as soon as possible. They will need the driving licence number and test reference number when they call. Keeping you, your pupils and our driving examiners safe is our top priority. The trial is being carried out in line with our additional COVID-19 safety measures.

Keeping you updated

We will update you on the outcome of the trial and the next steps when we can.

New guidance to understand ADI part 2 test results

Today (4 August) we are publishing new guidance to help you and your pupils understand their [ADI part 2 test result](#) which can be found on [GOV.UK](#).

Guidance published on GOV.UK

You and your pupils can use the new guidance to find out how to improve their skills and help them better prepare for their next test if they fail. The guidance is published on [GOV.UK](#) and a link to the ADI part 2 test guidance will be included in the test result email your pupil receives after their test.

Give us your views: increasing DVSA fees

We're [launching a consultation today](#) (5 August) to get your views on increasing the cost of DVSA services. So that we can continue to develop and invest in the services we provide, whilst still covering our costs, we are proposing to increase all our fees by a small amount (1.5%). Most of our fees haven't increased since 2010, and we've worked hard to make savings through efficiency measures in the last few years.

How we're improving the service we provide

Over the last few years we've worked on several improvements to our services, to make sure they better meet the needs of our customers. We updated the theory test hazard perception clips to make them more realistic to real life driving, we brought in iPad's to mark driving tests and help candidates to get their licence back quicker.

We've continued to develop and improve the MOT service including the reminder service which almost 3.4 million people have signed up to so far. We've also developed how we target non-compliant vehicle operators so that we reduce the burden on those who are compliant. The small increase will allow us to continue to make essential improvements to our services. In the next year we'll be focusing on improving the driving test booking service, the way the theory test service is delivered, how we carry out heavy vehicle enforcement and the MOT testing service.

Examples of fee increase proposals:

Type of test	Current Fee	Proposed Fee for 2021 to 2022
Theory Test (Car & Motorcycle)	£23	£23.40
Car driving test (Normal Hours)	£62	£62.90
Slot Type	Current Fee	Proposed Fee for 2021 to 2022
MOT slot fee	£2.05	£2.08
Test Type	Current Fee	Proposed Fee for 2021 to 2022
HGV - 2 Axles	£91	£92.40
HGV - 3 Axles	£113	£114.70

Find out more about the consultation

The consultation opens today and will run for 4 weeks until 11:59 PM on 2 September. [Find out more about the measures](#) and give your views.

DVSA update on driver testing services in Scotland

Moving beyond level 0 in Scotland

Following the Scottish [Government's announcement setting out plans to move beyond level 0](#) in Scotland on 9 August, we want to explain what these changes mean to driver testing services in Scotland and how these will affect you and your pupils.

Driving lessons: keeping yourself and others safe

There is still a risk you could catch or pass on the virus, even if you are fully vaccinated. You are encouraged to exercise caution and consider the risks. While no situation is risk free, there are actions we can take to protect ourselves and others around us.

Wearing a face covering

There continues to be a legal requirement for you and your pupil to wear a face covering during a driving lesson unless either of [you are exempt](#).

COVID-19 spreads through the air by droplets and aerosols that are exhaled from the nose and mouth. COVID-19 is spread through respiratory droplets produced when an infected person coughs or sneezes. The evidence to date continues to point towards transmission mainly occurring via contact from symptomatic cases. When worn correctly, face coverings can provide protection to those around the wearer from droplet and aerosol transmission and they can also provide some protection to the wearer. They also serve a purpose in source control by reducing contamination to the environment surrounding the wearer.

Testing twice a week, even if you do not have symptoms

Around 1 in 3 people with COVID-19 do not have any symptoms. This means they could be spreading the virus without knowing it. Testing twice a week increases the chances of detecting COVID-19 when a person is infectious - helping to make sure you do not spread COVID-19. [Rapid lateral flow testing is currently being offered in Scotland to people who do not have symptoms](#). You may wish to use regular rapid testing to help manage periods of risk such as close contact in a car or when spending prolonged time with a more vulnerable person.

Driving tests and taking rapid lateral flow tests

From 9 August, we will continue to encourage your pupils to [take a rapid lateral flow test](#) in the 48 hours before their driving test.

Face coverings

It continues to be a legal requirement in Scotland for your pupil to wear a face covering during a driving test unless they are exempt. [The full list of exemptions](#) is on the Scottish Government's website.

Your pupil must continue to tell us if they are exempt when they book their test – if you have made the booking on behalf of your pupil you will need to do this if required. Your pupil's test will not take place without a face covering if they do not tell us ahead of their test. We continue to expect instructors to wear a face covering when you come for driving tests, unless you have a good reason not to, such as:

- having a physical or mental illness or impairment, or a disability that means you cannot put on, wear or remove a face covering
- putting on, wearing or removing a face covering would cause you severe distress

Driving test candidates who are fully vaccinated or aged 17 and under

From 9 August 2021, the Scottish Government is lifting the requirement for fully vaccinated people and people aged 17 and under to self-isolate if they come into contact with someone who has tested positive for COVID-19 provided that they have taken a PCR test which is negative. Driving test candidates who are fully vaccinated (with at least 2 weeks having passed since their second dose was administered) or aged 17 and under and who are notified that they are a close contact of a positive Covid-19 case should self-isolate and undertake a PCR test as instructed by NHS



Scotland Test & Protect. They can come out of self-isolation should they return a negative PCR test, otherwise they must continue to self-isolate.

If your pupil makes a dangerous or serious fault on test

From 9 August if your pupil makes a serious or dangerous fault, which means they've failed their test, the driving examiner will still direct them back to the driving test centre, where the test will end. This is to minimise the amount of time they need to spend in the vehicle. We will keep this measure under review.

Car cleanliness and fresh air

You must clean the inside of your car before bringing your pupil for test.

This means:

- tidying any unnecessary items away from the dashboard, footwells, door pockets, cup holders and seats
- wiping down the dashboard and car controls

The examiner will do an additional clean of some surfaces. The car used for the test must have at least one window open on each side throughout the test. Any combination of windows can be opened. Your pupils should wear clothing suitable for the weather.

Allowing instructors to sit in on driving tests

As part of our measures, we stopped allowing you to sit in on driving tests.

We'll review this measure and consider when you will be able to safely sit in on driving tests again. We will let you know as soon as there is an update on this.

Test centre waiting rooms

The waiting rooms which were closed for physical distancing reasons are reopening in Scotland in phases. Keep checking our [reopened waiting room list](#) for updates.

In general, the risk of catching or passing on COVID-19 is higher:

- in crowded spaces, where there are more people who might be infectious
- in enclosed indoor spaces where there is limited fresh air

We encourage you to keep your distance and you must wear face coverings in our waiting areas to help reduce the spread of the virus. Some of our waiting rooms will need to remain closed because they are located in:

- shared buildings where the landlord is not allowing public access
- rooms with no ventilation

We will continue to work with our local facilities team and landlords at these sites and will let you know when we are able to reopen them.

Theory tests

From 9 August, your pupils must continue to wear a face covering whilst attending and taking their theory test in Scotland, unless [they are exempt](#).

Face coverings continue to be required by law in indoor public places in Scotland.

Other safety measures, such as the screen at reception and workstation dividers, will remain in place. We will be contacting everyone with a theory test booking in Scotland to confirm this.

DVSA update on driver testing services in Wales

Moving to alert level 0

Following the Welsh Government setting out plans to move to alert level 0 in Wales from 7 August, we want to explain what these changes mean to driver testing services in Wales and how these will affect you and your pupils.

Driving lessons: keeping yourself and others safe

There is still a risk you could catch or pass on the virus, even if you are fully vaccinated. You are encouraged to exercise caution and consider the risks. While no situation is risk free, there are actions we can take to protect ourselves and others around us.

Wearing a face covering

Face coverings are largely intended to protect others, not the wearer, against the spread of infection because they cover the nose and mouth, which are the main confirmed sources of transmission of virus that causes coronavirus infection. Coronavirus usually spreads by droplets from coughs, sneezes and speaking. These droplets can also be picked up from surfaces, if you touch a surface and then your face without washing your hands first. This is why social distancing, regular hand hygiene, and covering coughs and sneezes is so important in controlling the spread of the virus. The best available scientific evidence is that, when used correctly, wearing a face covering may reduce the spread of coronavirus droplets in certain circumstances, helping to protect others.

Testing twice a week, even if you do not have symptoms

Around 1 in 3 people with COVID-19 do not have any symptoms. This means they could be spreading the virus without knowing it. Testing twice a week increases the chances of detecting COVID-19 when a person is infectious - helping to make sure you do not spread COVID-19.

[Rapid lateral flow testing is currently being offered in Wales to people who do not have symptoms in a range of different settings.](#)

You may wish to use regular rapid testing to help manage periods of risk, such as close contact in a car or when spending prolonged time with a more vulnerable person.

Fully vaccinated driving test candidates

From 7 August 2021, the Welsh Government is lifting the requirement for fully vaccinated people to self-isolate if they come into contact with someone who has tested positive for COVID-19. Fully vaccinated driving test candidates should continue to carry out rapid lateral flow tests before their driving test if they have come into contact with someone who has tested positive for the virus.

[Guidance for your pupil on taking a rapid lateral flow test before their test.](#)

Driving tests/face coverings

We continue to expect you and your pupils to wear a face covering when you come for driving tests, unless you or your pupil have a good reason not to, such as:

- having a physical or mental illness or impairment, or a disability that means you cannot put on, wear or remove a face covering
- putting on, wearing or removing a face covering would cause you severe distress

Your pupil must tell us if they have a good reason not to wear a face covering when they book their test – if you have made the booking on behalf of your pupil you will need to do this if required. Your pupil's test will not take place without a face covering if they do not tell us ahead of their test.

If your pupil makes a dangerous/serious fault on test

If your pupil makes a serious or dangerous fault, which means they've failed their test, the driving examiner will still direct them back to the driving test centre, where the test will end. This is to minimise the amount of time they need to spend in the vehicle. We will keep this measure under review.

Car cleanliness and fresh air

You must clean the inside of your car before bringing your pupil for test. This means:

- tidying any unnecessary items away from the dashboard, footwells, door pockets, cup holders and seats
- wiping down the dashboard and car controls

The examiner will do an additional clean of some surfaces. The car used for the test must have at least one window open on each side throughout the test. Any combination of windows can be opened. Your pupils should wear clothing suitable for the weather.

Allowing instructors to sit in on driving tests

As part of our measures, we stopped allowing you to sit in on driving tests. We'll review this measure and consider when you will be able to safely sit in on driving tests again. We will let know as soon as there is an update on this.

Test centre waiting rooms

The waiting rooms which were closed for social distancing reasons will be reopening in Wales in phases, starting from 7 August. Keep checking our [reopened waiting room list for updates](#).

Face coverings continue to be required by law in indoor public places in Wales. Therefore, you must wear a face covering in our waiting rooms unless you are unable to wear one. Some of our waiting rooms in Wales will need to remain closed because they are in:

- shared buildings where the landlord is not allowing public access
- rooms with no ventilation

We will continue to work with our local facilities team and landlords at these sites and will let you know when we are able to reopen them.

Theory tests

Your pupils must continue to wear a face covering whilst attending and taking their theory test in Wales, unless they have a good reason not to. Face coverings continue to be required by law in indoor public places in Wales, except for hospitality venues. Other safety measures, such as the screen at reception and workstation dividers, will remain in place. We will be contacting everyone with a theory test booking in Wales to confirm this.

More information

Check GOV.UK for the latest about:

- **theory tests**

<https://www.gov.uk/guidance/coronavirus-theory-tests>

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-and-motoring>

- **driving tests**

<https://www.gov.uk/guidance/coronavirus-covid-19-driving-tests-and-theory-tests>

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-and-motoring>

- **instructor guidance**

<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests/coronavirus-restarting-driver-and-rider-training-and-tests>

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-and-motoring>

Latest links from Road Safety GB



Click the article to read

[Road Safety Week to celebrate those who make a difference](#)

[Online lesson helps pupils become independent travellers](#)

[‘Significant’ rise in newly qualified drivers losing their licence](#)

[Should the motorway speed limit be reduced in wet weather?](#)

Contactless Cards: Changes from October



Photo by Towfiqu barbhuiya from Pexels

A new operational limit of £100 is due to be implemented by UK banks from 15th October:

[Click here to read full article.](#)

Consultation outcome

Government response to the review of The Highway Code

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders/outcome/government-response-to-the-review-of-the-highway-code>

Electric vehicle charge points set to become next great British emblem

<https://www.gov.uk/government/news/electric-vehicle-chargepoints-set-to-become-next-great-british-emblem>

New cycling and walking schemes across the country - £338 million package to further fuel active travel boom

<https://www.gov.uk/government/news/338-million-package-to-further-fuel-active-travel-boom>

Highways England announced 'Over the next few months we'll be investing £200 million in improvements across the region. To give you a flavour of what's to come, last year we resurfaced 200 miles of road, along with upgrading 42 miles of barriers, 950 miles of road markings and 31 miles of drainage.'



Improvements we've made to the network

91,884
road studs

42 miles
of barriers

150
new
LED
street
lights

187 miles
of resurfacing

22,000
inspected
road signs

950 miles
of road markings

29
traffic
lights

93
traffic
signs

ADI
NATIONAL
JOINT COUNCIL

Approved Driving Instructors National Joint Council

The leading driving instructors organisation of its kind.
Uniting local associations, groups and individuals. We
support, inform and represent our members.

ADIs working for ADIs.

adinjc.org.uk
0800 8202 444

secretary@adinjc.org.uk



"I've been a member for 10 years and found the ADINJC's information accurate and prompt, their support is invaluable."

ANDY MORRISON ADI, APDI SOUTH WEST CHAIRMAN



Demand for lessons sees ADIs upping their prices

A survey was recently undertaken by Marmalade and suggests that 40% of driving instructors have upped the price of driving lessons since the start of the pandemic.

The survey of more than 4,000 driving instructors has found that instructors have been left with no choice but to up the cost of driving lessons. This is due to the mounting backlog of learners and the increasing pressure throughout the industry.

In line with a 40% increasing the price, 30% of instructors have actually reduced the frequency of lessons a learner can book at any one time. It also seems that experienced learners are getting priority as they require less resources. According to the survey results, the average driving lesson costs is 9% higher than at the start of the pandemic. It means the average price now is £31.15 per lesson, up from £28.47 in 2020. You can read more about the survey here:

<https://www.intelligentinstructor.co.uk/adis-up-their-prices/>

You can still very much spread the Marmalade and increase your chances of boosting your income by ordering more leaflets, booklets and cards to give to your pupils. If you're not yet a member, simply register <https://www.marmaladenetwork.co.uk>

ADIs and PDIs can read all about the commission rates on new policies and benefits here:

<https://www.marmaladenetwork.co.uk/commission-and-benefits>

The dedicated team at Marmalade is at the end of the line to answer all your enquiries and to signpost you to Marmalade products such as Breakdown cover and Tuition vehicles. You can call them on **0333 323 2615** or if you prefer, you can email them at info@marmaladenetwork.co.uk



Photo by Alaur Rahman from Pexels

JOIN THE MARMALADE NETWORK

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FEES!**



Powering ADIs Nationwide

- ✓ Tuition cars at fantastic prices!
- ✓ Earn commission from £15 to £250!
- ✓ booklets, leaflets and ADI cards
- ✓ Competition giveaways for your pupils

...and much more!



[marmaladenetwork.co.uk](https://www.marmaladenetwork.co.uk)
0333 323 2615



Expo '21 - just 2 short months to go!

The UK's must-attend driving instructor show :-)))

The ADINJC & Intelligent Instructor National Conference & Expo '21 in association with Marmalade Network is a free to attend event taking place Sunday, 10th October 2021 at the Heart of England Conference & Events Centre, near Coventry. Over 700 instructors attended our last event hearing from our expert speakers and meeting our 50+ exhibitors. This time our event will be even bigger and better. Our goal is for visitors to come away educated, invigorated, thinking differently and passionate about being an instructor. We also wanted to ensure people had fun doing it too. So if you are new to the industry, perhaps considering becoming a driving instructor or an experienced instructor this is a must attend event tailored for you. Remember all this is free, including the parking, so you just need to register and come along on the day. Not to be missed!

Just some of our confirmed speakers to whet your appetite -

Our Patron, Quentin Willson, will be there and will have a speaker slot.

Loveday Ryder CEO, DVSA and other well known representatives from DVSA will also be there, answering your questions.

Our Deputy Chair, Charles Moffat will be speaking about 'Corruption, professional standards and what to expect from a DVSA investigation' and our Head of Training, Andrew Love will give a presentation on 'Making risk management easy'. [Register for your free ticket now](#)

Expert speaker line-up

During the day, four dedicated seminar areas will each have a full programme of expert speakers delivering a total of 30 insightful presentations and free workshops aimed at helping you improve as an instructor. [Click here for Speaker line-up.](#)

Meet industry suppliers

50+ exhibitors showcase their latest products and services for the driver instructor market. Engage face-to-face, all under one roof, during just one day, with the UK's industry-leading suppliers. [Click here for confirmed exhibitors](#)



Free activities

It's not all work and no play! We've got some fun activities for you including our Giant Scalextric sponsored by Bill Plant Driving School, try our Virtual Reality experiences or see the latest EV cars on display. [Click here for activities](#)



Two great panel discussions

The Future of the driver training industry

We've got some of the big franchise leaders like Ian McIntosh (RED), Simon Johnston (AcciDON'T), Mark Born (Driving Instructor Training Manager) & Theo Tucker (Bill Plant Driving School) to talk through where they see the industry in the next 5-10 years.

The role of ADIs in road safety education

This time round we take a look at how influential ADIs can be in road safety with some great names including Andrew Drewary (Road Safety Consultant), Chris Lewis (Policy and Development Lead for Road Safety, Warwickshire Police and Crime Commissioner), Tommy Sandhu (Owner of Smart Learner Driving School) & Adam Moger (Sales & Marketing Director @ Marmalade Insurance).

Huge giveaway

Intelligent Instructor has teamed up with AcciDON'T, one of the fastest growing national driving schools in the UK, in our biggest ever giveaway! The amazing prize for one lucky winner is a one-year franchise with AcciDON'T, including a brand-new, fully insured Ford Fiesta Trend worth £8,790. We'll be giving this prize away at 3pm on the AcciDON'T stand and you can [Enter Now for free!](#)



Your safety is our priority

Whilst we don't yet know what the restrictions will be in place by October, we're focused on ensuring the event is safe for all, so you can enjoy the day without worry. The team at ADINJC & Intelligent Instructor will be working diligently to ensure we follow the relevant government guidelines and will be communicating these to you nearer the time.

Helping Hands

If any of you would like to help ADINJC on the day, please do get in touch with us now as we have lots of jobs to do and would appreciate offers of help from any of you who'd be interested, thank you!



DVLA Licence problems?



We've had a number of enquiries and complaints about the length of time anything to do with licences is taking. So thought you might be interested in some information from [DVLA](#) including:

- Where's my application? - including dates of applications that are currently being processed
- Online services
- Identity documents
- Contacting DVLA
- Renewing a driving licence
- Applying to renew a driving licence if you have a medical condition

Latest news from II - www.intelligentinstructor.co.uk

On their website, featured recently:

- Lower speed limits in wet weather [click here to read](#)
- NASP sends letter to Baroness Vere [click here to read](#)
- Theory Test Centre Changes [click here to read](#)
- Road Safety Week - 'Road Safety Heroes' [click here to read](#)
- Our Dangerous Roads [click here to read](#)



Road Safety Week

The theme for Road Safety Week 2021 has been announced as 'Road Safety Heroes'. This will celebrate those who are...



Driver & Vehicle Standards Agency

Theory Test Centre changes

the DVSA. As part of the roll out of DVSA's new test service, the locations of m...



NASP sends letter to Baroness Vere

Dear Baroness Vere I am writing to you on behalf of NASP (National Associations Strategic Partnership) who between us represent...



Lower speed limits in wet weather

Seven-in-10 drivers would like lower motorway speed limits in wet weather. Crash statistics from the Department for Transport (DfT) show that...



Our dangerous roads

An incident can happen on any road. You could be flying down the motorway or on your own local...

INSURANCE FOR YOUNG DRIVERS



Learner Driver Insurance



SHORT TERM COVER ON A CAR THEY BORROW

Student Car Insurance



SHORT TERM COVER ONCE THEY'VE PASSED

ANNUAL INSURANCE



Provides seamless cover before and after their driving test!

- Named Young Driver Insurance on the family car
- Black Box Insurance on their own car

CARS WITH FREE INSURANCE*



wearemarmalade.co.uk
0333 358 3441



Terms and conditions apply. See website for details. *12 months' free black box insurance available in the majority of UK postcodes. Repeated unsafe driving could lead to a premium increase but 9 out of 10 Marmalade drivers have never had that problem.



It has been one of those months when the story, that I decide will lead the column, changes almost daily. So I have chosen one from the Mail of August 5th. It told how a driver filmed himself doing more than 200mph in a stolen car. James Hollett, 40, is accused of breaking the speed limit on a motorway in a high-performance £93,000 Audi RS6 in April 2020. If he is convicted, the M23 incident will be the fastest speeding offence recorded in Britain, beating the previous record of 192mph. A video posted on YouTube allegedly shows the car racing past other vehicles as the driver takes his hand off the wheel and uses his mobile phone to film the speedometer as it tips 200mph. The footage, lasting just over a minute, was posted on the internet in May 2020 and went viral, with viewers leaving dozens of comments. Police were tipped off and launched an investigation into the incident on the motorway near Crawley, West Sussex. Now Hollett, of Pease Pottage, West Sussex, has been charged with aggravated vehicle-taking and dangerous driving. He also faces an additional dangerous driving charge relating to an incident on the A24 near Horsham on June 2nd, 2019. He appeared at Magistrates Court, where he pleaded not guilty to all three charges (is he thick or what)? He will next appear at Lewes Crown Court on September 1st. I just hope they throw the book at him.

There was an alarming piece in Auto Express of August 4th. It told how drivers are putting lives at risk by committing thousands of dangerous motorway manoeuvres every year. The magazine surveyed 28 police forces and found officers had issued at least 17,775 tickets over the past five and a half years, catching people making U-turns on motorways, driving the wrong way on slip roads, stopping in live lanes and driving on hard shoulders. Motorways are subject to specific traffic laws set out by The Motorway Traffic (England and Wales) Regulations 1982. These make it illegal, for instance, to walk on a motorway, and govern where drivers are allowed to enter the roads and how they must behave once they are on them. These laws are the reason you see signs saying 'end of motorway regulations' when you pull into a motorway services area, for example. The magazine asked 43 police forces in England and Wales how many motorway specific traffic offences their officers had issued tickets for between the start of 2016 and May 2021, and received data from 28 forces. Some constabularies were unable to provide the information because either their systems weren't set up to allow for this kind of interrogation, or because they have no motorways in the areas that they police. There are several motorway specific offences covered by the 1982 regulations, and police make regular use of them. The most common offence is making an unnecessary stop on a hard shoulder or emergency refuge area; officers issued 6,821 tickets for this between 2016 and mid-2021. Next 2,645 fines were issued to those driving on hard shoulders or refuge areas, while 837 people were caught driving or stopping on verges or central reservations. Some forces, including Essex and Avon and Somerset told of thousands of 'Red X' offences committed by drivers travelling in closed motorway lanes, something for which tickets started to be issued in 2019 to reflect how smart motorways work. (Or not, as the case may be). Less common infractions were arguably more worrying than more prevalent ones. A total of 165 people were caught driving the wrong way on a motorway from 2016 to 2021, while 204 received tickets for driving the wrong way on slip roads and 82 were ticketed for making U-turns on motorways. And while learner drivers have been allowed on motorways with an approved driving instructor in a dual-control car since 2018, 514 learners were ticketed for either breaching these rules, or because they were on a motorway prior to 2018. It's not just people in vehicles that police have to worry about, either: 469 pedestrians were caught on

motorways and three penalties were issued by one force to drivers not controlling animals in cars on motorways. Most of these offences result in three penalty points and a £100 fine, but illegal stops on hard shoulders and refuge areas carry a non-endorsable, £30 penalty. Despite these numbers, and the fact police can only spot a proportion of offences, the UK's 2,300 miles of motorway are statistically the safest stretches of road in the country. Well, there we all are then.

There was a lovely story in the Mail of August 2nd. It told how Britain's longest-serving lollipop lady is retiring after completing more than a million crossings over 52 years. Ann Perry, 78, has clocked up around 3,700 miles safely guiding children to school since she first put on her hi-vis uniform in 1969. Now a grandmother of three, she has shepherded thousands of pupils to and from Kingsbury School, near Tamworth, Staffordshire. Mrs Perry began 'the best job in the world' aged 26 when her children, Elaine, and Robert, started at the school. Mrs Perry, married to retired builder Bob (he would be called that, wouldn't he?) 82, said: "I can't get over it really. To think I've been doing it all that time – parents, children, and grandchildren. The parents come and say, 'She used to cross me over to school, and my mum too'. I feel very proud when that happens. It's a big achievement." Good for Mrs Perry, I say.

And back to stars in their cars. There was a piece in the Mirror of July 9th which said a vintage Aston Martin once owned by Peter Sellers and Princess Margaret could fetch up to £1.7million at auction. The limited-edition 1964 DB5 convertible features what is believed to be the UK's first car phone. The 'Caribbean Pearl' blue car was originally owned by comedy star Sellers, who later sold it to Margaret's husband Lord Snowdon in the late 1960s. Sholto Gilbertson, of Bonhams Motor Cars UK, said: "If ever a car defined an era, this DB5 is surely on the shortlist. Not only was it one of the most desirable and thoroughbred sports cars of its day, but it has an extraordinary provenance." This reminded me of when I was working on a Driver Improvement Course. One client, in my car, said he had an Aston Martin Vantage. I said that I wished he had brought that along. And, lo and behold, on day two of the course he did. I'm afraid that the clients did less of the driving than I did on that day!

And staying with stars' vehicles, the Mirror of July 26th had a story which told how Princess Diana's childhood 'chopper' bicycle has sold for £24,000. The late royal rode the red Tracker on her family estate in the 1970s. It is a copy of the famous Raleigh Chopper and was owned by her housekeeper Maudie Pendrey. The bike sold to a UK collector along with a Christmas card the Princess sent to Maudie in 1994. A spokesman for East Bristol Auctions said: "It's a wonderful result for such a poignant item. Princess Diana is such an iconic figure in our history, and so well-loved all over the world, and this result really reflects that. There was interest from all around the world, and it's nice that the item is staying in this country." I could not agree more.

And there was a piece in my local regional daily, the Western Morning News of July 9th, that said a 186mph supercar, surely capable of catching and bringing to justice even the most determined speeding driver or criminal on the run – the £88,000 Lotus Evora GT410, with its 3.5 litre V6 engine developing 410 horsepower and with a top speed not far short of 200mph, will not be catching any criminals. After complaints on social media that the car – painted in Devon and Cornwall Police livery – is a waste of money, the force has admitted it is just for show. The force's Road Crimes Unit, which unveiled the speed machine on social media and took it to the Devon County Show to reveal it to visitors, said it will not be used "operationally." The force's initial online post about the



car attracted plenty of criticism, with some claiming spending such a large sum was not the best use of taxpayers' cash. The police have now clarified that the car has actually been loaned to them by Lotus, free of charge. The car will not be used to fight crime, but will instead be shown off at public events, including summer shows. A force spokesman said: "Devon and Cornwall Police have been loaned a Lotus sports car which will be used by the force and will be seen at public events to increase community engagement and to raise road safety awareness. It has been provided free of charge by Lotus UK." Well, that's all good, isn't it?

There was an almost unbelievable story in the Mail on Sunday of July 11th. It was headlined '£200,000 for a parking space? That's more than a new Ferrari!'. It told how a 20ft by 11ft patch of concrete has gone on sale for the staggering six-figure sum – and you won't even own it outright, as it's an 84-year leasehold. The spot on a street near Hyde Park costs the same as a four-bedroom house in a Lake District beauty spot, a spacious home in Yorkshire or a new Ferrari F8 sports car. Martin Bikhiti of estate agent Berkshire Hathaway Homeservice, which is selling the bay, said: "Parking values in London are driven by lifestyle. The reason this space can command such a premium is the fact that homes in this road fetch up to £20million and the super-wealthy will pay for convenience."

And it's back to the Mirror of July 8th for yet another speeding story. This one told how Premier League star Callum Hudson-Odoi avoided a driving ban after admitting driving at 90mph. The Chelsea footballer, 20, was pulled over by police in his £140,000 Mercedes on a 50mph stretch of the A3 in Merton, South London. Hudson-Odoi claimed he was running late for training at the time of the offence last August. Oliver Glasgow QC, defending, said: "The pressures of work led him to take a very silly decision in attempting to get to work on time." The England star, of Wandsworth was given six penalty points and fined £834 at Lavender Hill magistrates court. The case nearly took place in his absence because he was late after trying to avoid reporters. You couldn't make it up, could you?

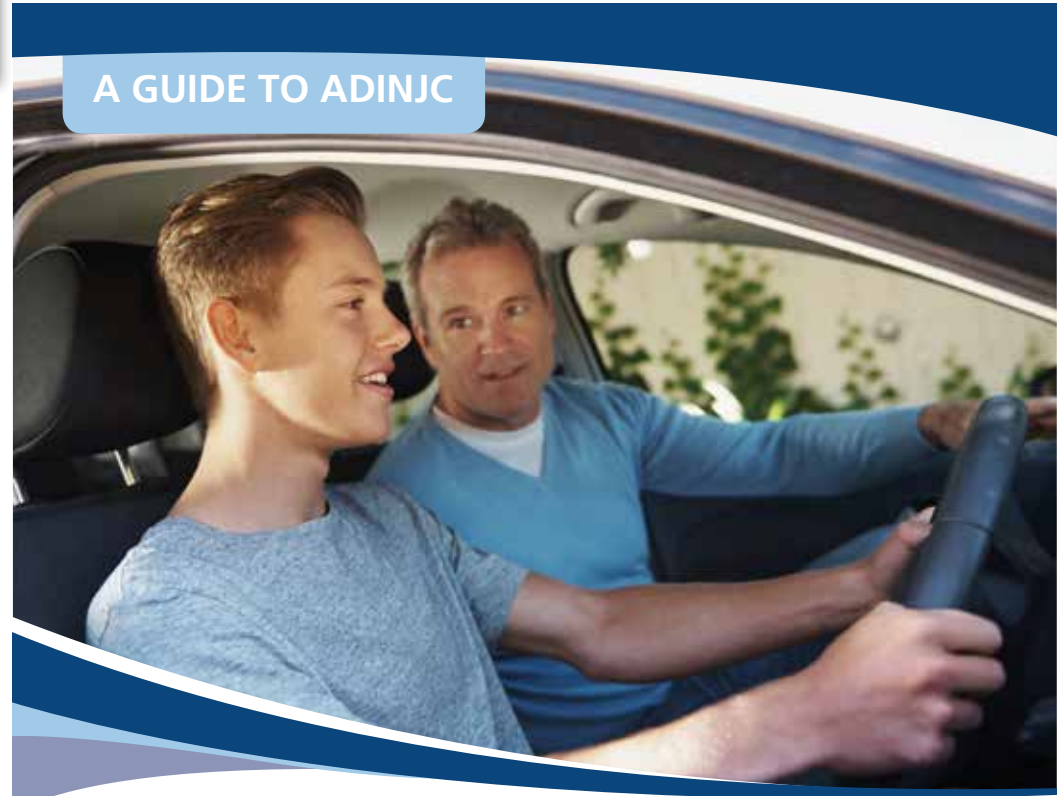
There was a story in the Mail of July 17th with the headline 'Motorists hit by DVLA tailbacks.' It said that a staggering backlog of 1.4million postal items is waiting to be processed by driving licence officials – leaving motorists in limbo. Learners, the elderly, and those with medical conditions have been hit by the longest waits for documents from the Driver and Vehicle Licensing Agency. The number of letters has almost doubled in recent weeks because of Covid restrictions on staff and lengthy strike action. Prior to the pandemic the backlog stood at about 400,000 items. MPs will grill a Department for Transport minister along with DVLA and trade union bosses over the worsening situation. As I fall into the 'elderly' category, I can only applaud.

And finally,
I have just seen a car being driven by a sheep in a swimsuit... It was a Lamb Bikini.
I've decided to have 16 wives... Four better, four worse, four richer, four poorer.

Til next time

Adrian

A GUIDE TO ADINJC



Professional Indemnity Driving Tuition

Why is Professional Indemnity cover so important?

Because we all make mistakes in life, including in our business operations as a driving instructor.

However, if you make a mistake in running your driving school, the consequences can be very serious. You could, for instance, be sued for vast sums of money. Professional Indemnity will provide you with protection in case someone decides to take action against you even when you haven't done anything wrong.

The ADINJC Professional Indemnity insurance, provides the valuable protection you need as a driving instructor offering professional advice to the public, to prevent this happening. It covers you when, as a result of negligence, you are sued for losses or damages by a third party. In short, it gives you peace of mind: if a claim is brought against your business, you won't have to worry about the financial implications of a lawsuit. The ADINJC policy provides £5 Million cover for each and every member, ensuring you have sufficient cover. The policy also has a low policy excess of £500 for each and every claim.

You can find details of Waveney Group Schemes by going to
www.driving-school-insurance.com

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Our Services

Here at Specialist Vehicle Rental we've put together some special offer packages that are beneficial for your Driving School. A 12 month contract which offers you complete peace of mind and fantastic value for money. With established fleet terms in place with various vehicle manufacturers, we are able to provide our customers with a range of competitively priced vehicles to choose from. Our extensive vehicle range includes Peugeot 208, Renault Clio, Nissan Micra, Ford Fiesta, Mercedes A Class, BMW 1 Series, Audi A1 and Mini Cooper. These vehicles are available on daily hire, contract hire, sale (new and used) or short, medium and long term hire. If you would like to purchase a vehicle, we can offer a range of new or used cars at very competitive prices.

Why Choose SVR?

- No Credit Checks
- Competitively priced. Found a cheaper quote? Let us know
- A common sense approach to adapted vehicle leasing perfect for the driving instructor industry
- Bespoke packages available when you want something that really stands out
- Dedicated 1 to 1 customer service to help you find the best value dream car for your business
- Like for like basis, we believe we offer you the best deal

Below is our current vehicle price list however, we're more than happy to discuss any vehicle not seen here and explore a bespoke package should you desire an alternative vehicle or mileage allowance.

Tier	Model	Contract Length	Mileage	Price Per Week	Price Per Month
1	Renault Clio, Peugeot 208 (5 Door)	12 Month	22,000	£92.28	£399.89
2	Ford Fiesta, Nissan Micra (5 Door)	12 Month	22,000	£107.88	£467.48
3	BMW 1 Series, Mercedes A-Class, Mini, Audi A1 (5 Door)	12 Month	22,000	£173.88	£753.48
4	Renault Clio, Peugeot 208 (5 Door)	12 Months (inc 7 Month Break Clause)	22,000 Pro Rata	£107.88	£467.88

Prices shown inc VAT. These vehicles and prices are all based on petrol models, please enquire for diesel prices.



Included as standard

- A comprehensive, no obligation 1-2-1 consultation service
- Full servicing, mechanical work & maintenance support **
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- Fixed monthly costs
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- Signage
- He-Man Dual Controls
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** Excluding tyres and clutch (add on packages available)

*** Vehicle must be off the road for more than 48 hours

****Charges may apply

You'll need to let us know your anticipated business start date and your vehicle preference. We'll then send you our T&C's and your contract which must be signed and returned as soon as possible to avoid delay in your vehicle delivery.

£120.00 set up fee applicable.

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*subject to availability

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Standards Check & Part 3 Made Easy - online course

The dates for your diary are Monday 6th and Monday 20th September, 6-8pm. This is a course of 2 x 2 hour sessions. Lynne Barrie & Andrew Love are the session leaders for this event, both have extensive experience delivering training to ADIs & PDIs, particularly with the SC & Part 3. Both are ORDIT trainers and well known in the industry for their knowledge in this area. The aim of this course is to demonstrate how the 17 competencies are linked, looking at how what is done at the beginning of the lesson links to the middle & end. There will be some tasks for you to report back on in the second session. You'll be examining the following:

1. What to look for in a good lesson
2. How the assessment is carried out
3. Understanding the mark sheet
4. How the competencies link together
5. How to prepare for your assessment, including feeling comfortable being watched
6. How to unlock the barriers or fear to improve your grade

The trainers will be demonstrating both good & not such good techniques! This will form the basis of the discussions. There are limited places on the course, so to ensure that you secure your spot, go to the online ADINJC Shop <https://www.adinjc.org.uk>

Price: £50 for members, £65 for lite members. This price includes both sessions - if you haven't registered on our website yet, you'll need to complete the registration before you can view the shop. You can register as a lite member for free. Members still on the old membership structure (Silver, gold or platinum levels), please call **0800 8202 444** to get member rates. If you have any problems booking through the website please call **0800 8202 444** and Peter will take your booking.

CPD offerings still available 24/7!

We're still offering easily accessible and reasonably priced online courses for study at your own pace. If you or your students prefer to study this way, we offer the following accredited courses via our own website:

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Information and Cyber Security

Handling Violence and Aggression at Work

Basic Life Support (BLS)

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For more information: <https://www.adinjc.org.uk/online-courses/>

The advertisement for MyDriveTime features a central illustration of a hand holding a smartphone displaying a calendar app, with a laptop and tablet also showing the app. Above the devices are icons for Apple, Android, and cloud storage. A car key is shown at the bottom right. The background is a light grey with a large orange curved line. The text 'MyDriveTime' is in large white and orange letters, with the tagline 'The essential admin tool for ADIs' below it. At the bottom, there are six circular icons representing user, calendar, currency, cloud, Wi-Fi, and refresh functions.

MyDriveTime®

The essential admin tool for ADIs

LESS TIME ON ADMIN MORE TIME TEACHING

www.mydrivetime.co.uk



Hope you enjoyed the update from inspiring Founding Directors Sue McCormack and Graham Hooper of Tri-Coaching last month. Next month, Intelligent Instructor will host a few more of their popular Masterclasses from renowned industry experts and will be featuring our Lynne amongst others. Lynne's online Masterclass is 'An approach to coaching for ADIs and PDIs' to help better understand coaching. It's a 2 hour course being held on Tuesday 14th September between 6-8pm and will help attendees understand what coaching is and how to use it to effect in lessons to enhance client learning. A few examples of those all important take aways are listed below!

1. How coaching can help in a learner lesson context
2. What the Hermes project was and its relevance today
3. How to operate in order to coach effectively
4. 7 main considerations in coaching
5. Useful coaching tips and techniques

Not to be missed! [Click here to book now](#)



Please do let me know if you have any of your own favourite videos/ideas for sharing with us all. Please also remember that I welcome articles and especially coaching/client centred related so if any of you have already written some masterpieces, feel free to send them my way! That goes for coaches in our industry and beyond. Finally, if you have any coaching/client centred issues you have encountered/would like support with, please do let us know. Even if it's specific topics you'd like us to cover in more depth...

Fifth Self Employment Income Support Scheme (SEISS)

Please be aware of the many scams alleging to be from GOV.UK

You can find out if you're eligible for the fifth Self-Employment Income Support Scheme which covers the period May-September 2021 [here](#).

Other useful links:

[Check if you can claim a grant through the Self-Employment Income Support Scheme](#)

[Claim a grant through the Self-Employment Income Support Scheme](#)

[How your trading conditions affect your eligibility for the Self-Employment Income Support Scheme](#)

[How your circumstances affect eligibility for the Self-Employment Income Support Scheme](#)

ADINJC send FOI request to DVSA

Information requested under the Freedom of Information Act (FoIA)

Further to your email of 8 July, I can confirm that we have handled your request for information within the terms of the FoIA. Your request and our response is as follows:

To provide some additional context to your requests and our responses it is worth noting the several ways we have aimed to increase the number of tests and examiners available.

- From Monday 14 June 2021 increased the number of tests our examiners carry out each day to 7 – this is the number carried out before the pandemic. This change will allow us to increase capacity across the national network by an average of 15,000 to 20,000 tests per month.
- Offering overtime and annual leave buy back to our driving examiners
- Asking all those qualified to conduct tests, but who do not do so as part of their current day job, to return to conducting tests
- Inviting recently retired examiners to conduct tests
- Conducting out of hours testing such as at weekends and on public holidays
- A campaign to recruit an additional 300 examiners
- I can also confirm, in relation to the final point regarding examiner recruitment and in addition to the figures below, that:
- 42 new Driving Examiners have completed training and started in test centres since 1st April 2021.
- In addition, there are currently 46 new entrants attending training & 57 people confirmed to future training courses.
- We have a further 64 potential new entrants who have received an offer and are undergoing pre-employment checks.

With regard to the number of full-time equivalent driving examiners, how many people were in post and actively working at the end of February 2020?

Our response: 1719, though this did not include any examiners who are currently on a long-term absence for reasons such as sickness or maternity leave.

How many FTE driving examiners are currently in post and working?

Our response: 1664, though this does not include any examiners who are currently on a long-term absence for reasons such as sickness or maternity leave.

How many driving examiners have retired since March 2020?

Our response: 72

How many driving examiners have left their posts since March 2020 as a direct or indirect result of Covid 19?

Our response: There is nothing on our system that allows us to report on Driving Examiners who have left their posts due to Covid 19.

The Olympics may be over but the focus remains on those competitors who were struggling in ways which may not always have been 'visible' to the viewer. This month I'm featuring an article by Sarah Fielding with Olympians sharing mental health challenges compounded by the pandemic. Hope you find it interesting.



Image: Verywell/Bailey Mariner

Remember If you've been struggling with your emotional health prior to lockdowns, we've still got our talk line however, if you feel you have an issue or problem which you'd be prepared to share in a bid to help yourself and others who may be feeling the same way, please feel free to do so. Alternatively, if you feel yours is a deeply private and personal one, please do not feel any pressure to share. Most importantly, please don't go on struggling or feeling that you're on your own. Talking to someone you trust or writing things down that are worrying you is taking the 1st step.

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Government consultation to suspend B+E testing

Following the recent news from DVSA concerning vocational test changes we have had a large amount of correspondence from our members. Below is a summary of what we have collated so far so we can share information with you. We have been busy talking to members who are implicated in these changes. The ADINJC will be supporting our members as we cannot understand the proposals to remove the need for a B+E test as suggested in the open letter proposals, primarily for the benefits of road safety, but also the livelihoods of ADIs and trainers who earn a living conducting this type of training and tests.

We are privileged to have Terry Bassingthwaite, Deputy Vice Chairman of the National Trailer and Towing Association as a member. Here is a link to a letter written from [Government to the Logistics Sector](#).

The NTTA sent these details to their members.

Dear B & E members -

The NTTA has seen the letter which was published by the transport industry on 20th of July 2021, regarding making more tests available for vocational drivers gaining their LGV license. The NTTA stands for Trailer safety and the importance of having this license qualification cannot be understated for the responsibility of towing and improving driver safety and knowledge when towing. For a long time, the B+E regulations have been left on the side line and it is only within the last 5 to 10 years that it is has been taken seriously. We are working VERY closely with ALL other agencies and the Government for consultation. There is no word from Government to say that this is the final paper work so The NTTA are, and will continue to fight on your behalf for Trailer safety.

The NTTA response to the letter is here:

Dear all

We are contacting you regarding the letter which was published to be transported industry today 20th of July 2021 regarding making more tests available for vocational drivers gaining their LGV license. The idea of removing the need for people to pass a test to gain the licence to tow (B+E) is something which should not be considered. The safety implications alone would mean people being able to tow up to 7.5 tons car and trailer combinations on our highways with no experience or no training will definitely not be making a road safer. With all that the department of transport has been working on with the hope of upgrading the test so you are able to take the test in an automatic and as long as you have a manual B license will automatically gain a manual B+E license was to improve driver training and move the testing forward to keep pace with modern vehicle, also looking at having the vehicle requirements upgrade so the combination of vehicle & trailer presented for test must be capable of towing over 3.5 tonnes was showing that they are taking the training and responsibility for safe driving for life forward to make towing and towing training far more responsible and respected. For Such long time the B+E regulations have been left on the side line and it is only within the last 5 to 10 years that it is now been taken seriously. With all national police forces and other agencies now working together to improve towing safety by organising regular roadside safety check & groups such as Justice for Freddie, #towsafe4freddie The APPG – Trailer safety working and pushing to improve towing safety this move is going totally against the grain for towing and driver safety. The importance of having this license qualification cannot be understated for responsibility of towing and improving driver safety and knowledge when towing. We at the National Trailer and Towing organisation having worked so hard with the department of transport, DVSA, DVLA, DFT, Highways England, National Vehicle Crime Intelligence Service all the National police forces throughout the country. We sit at all tables with ref to trailers, towing and safety including SMMT, LTE, TUG NTWG and are part of the TIV in Europe. We cannot recommend this shift in mind set.

This would lead to our roads becoming a far more dangerous place to be and even more unregulated trailers/caravans on our roads. The government needs and should be working to improve towing safety and working with us to promote towing training. So we as the NTTA implore the department of transport to NOT take this idea any further forward but to work with all of the agencies and ourselves to improve towing training. If this is to go ahead as your outline in your document, could you please give a time limits on all of your proposals so we and ALL of our members, not just the B+E sector are aware. If you wish to speak with anyone within the NTTA, please do not hesitate to contact me.

On behalf of the NTTA Association and its Council.

Sarah Smithurst MBE - Business Development Manager

National Trailer and Towing Association Ltd



Letter from Member Karl Hunt, Diamond Training which he is sending to various MPs and organisations.

It was with much dismay that I read the open letter published on 20th July 2021 regarding making more tests available for vocational drivers to gain their LGV licence. Whilst I appreciate that there is a need to increase the testing capacity for LGV (as a business we conduct LGV training and tests) I find it incredulous that the Government are even considering removing the need for an additional test for B+E entitlement for drivers in order to drive car/van and trailer combinations. This will not do anything at all to maintain or improve driving standards and reduce KSI figures for this country, if anything it will increase the number of incidents involving vehicles towing trailers up to 3500kg, not only those wishing to take up caravanning in this country, for which there is a surge in demand due to the ongoing pandemic crisis, but will essentially allow any driver to tow heavily loaded trailers up to 3500kg, and therefore a combined weight of anything up to 7000kg on the road without any formal assessment of competence to do so. DVSA figures themselves show that with a national pass rate for B+E driving tests of 69.6% for 2019/20 and only 58% for 2020/21 there are between 30-42% of people taking this test in order to tow over a 3500kg gross train weight that are unable to demonstrate the minimum standard of driving and competence to tow loaded trailers on the road on at least their first attempt. There is also a Government report – Trailer Safety Report – published / printed on 18th July 2019 which under section 2.18 identifies 983 collisions involving vehicles towing single, multiple trailers and caravan (B+E category) of which 358 collisions were assigned to People related contributory factors, i.e the driver, this is 5 times higher than contributory factors assigned to either vehicle or road individually as contributory factors! This would indicate that there is a need for formal testing and assessment of drivers with a requirement to tow on the road, and that the removal of such testing would do nothing to help with improving driving standards and safety on UK roads. After 18 years of delivering training for B+E tests the vast majority of candidates we deal with require some serious development even just on their basic driving standard, let alone the requirements and considerations for safe towing. On a more personal note, should the requirement for an additional driving test be removed for new drivers to take the B+E driving test, and in the vast majority of cases, receive training and guidance on improving their basic driving standards, as well as demonstrating the competence to handle, manoeuvre and tow a loaded trailer safely and to a minimum required standard then this will have a major impact on my business, resulting in the lack of work for 4 driver trainers and our ability to operate a viable business. I trust that you can understand my concerns regarding these proposals contained within the open letter and would appreciate and hope that should you be in a position to highlight these areas of concern or bear them in mind in any debates or meetings you may have regarding these proposals that you are able and willing to do so.

Many thanks to all our members who have taken the time to write in to us to express concerns over the proposed consultation on removing the B+E test. Here are even more considerations from our members:

- Road safety, what about the Freddie campaign? What about all the fails even after training,

Government consultation to suspend B+E testing

virtually everyone would fail with no training. What about all the trailers stopped where the driver has no idea they are breaking the law on weigh limits, loading or securing?

- Currently B+E is also needed for work not just LGV
- Why not make the B+E a certificate not a licence. Still needed like forklift but signed off by the trainer?
- Why announce the big auto change if you already knew you were going to kill the B+E, lots bought new vehicles on the back of that announcement.
- How will this affect people wanting to drive outside the UK? Will they accept a B licence with B+E for free when they all have to pass a test?
- How will insurance be affected?
- What about all the small business that will be effectively killed off as soon as it goes public?

To conclude: A quote from member Richard Wilson

"I am still in shock that the DVSA is doing this & making me lose a business I have worked long & hard to build up. This on top of closing the local TC for LGV & PSV will be the end for me".

We have now written to the Ministers at DfT, DWP and DEFRA to let them know how our industry feels about the proposals. Our letter is below, followed by the views of our Road Safety Advisor, Graham Feest and member Toni Watkins-Burton. Please do write to your MP if this subject is something that concerns you.

Dear Sirs

I am writing as Chair of a leading driving instructors association in the UK, the ADINJC. With over 8,000 driver trainer members, many have been expressing their deep concerns since viewing the letter which was published to the transport industry on the 20th of July 2021 regarding making more tests available for vocational drivers gaining their LGV license.

Whilst having talked to our members, we appreciate that there is a need to increase the testing capacity for LGV, it is difficult to understand that the Government is even considering removing the need for an additional test for B+E entitlement for drivers to be able to drive car/van and trailer combinations. In our opinion the government needs and should be working to improve towing safety and working to promote towing training.

The details in the letter will do nothing at all to maintain or improve driving standards and reduce KSI figures for this country. If anything it will increase the number of incidents involving vehicles towing trailers up to 3500kg. It's not only those wishing to take up caravanning in this country, for which there has been a surge in demand due to the ongoing pandemic crisis, but it would essentially allow any driver to tow heavily loaded trailers up to 3500kg, and therefore a combined weight of anything up to 7000kg, on the road, without any formal assessment of competence to do so. You are asking an untrained, inexperienced driver to safely use a vehicle combination that is twice the length and weight of what they are used to. The effect that the trailer can have on the towing vehicle is one which can take the inexperienced driver completely by surprise, as any trainer will tell you, with potentially the most dangerous consequences. DVSA figures themselves show that with a national pass rate for B+E driving tests of 69.6% for 2019/20 and only 58% for 2020/21 there are between 30-42% of people taking this test in order to tow over a 3500kg gross train weight that are unable to demonstrate the minimum standard of driving and competence to tow loaded trailers on the road on at least their first attempt. There is also a Government report – Trailer Safety Report – published / printed on 18th July 2019 which under section

2.18 identifies 983 collisions involving vehicles towing single, multiple trailers and caravan (B+E category) of which 358 collisions were assigned to "people" related contributory factors, i.e. the driver. This is 5 times higher than contributory factors assigned to either vehicle or road individually as contributory factors. This report, only 2 years old, shows the risks involved in towing – and these collisions will in the main have involved drivers who have taken the B+E test. How many more can we expect if the test is abolished?

Other questions we would want to discuss and have more information on are:

- *How will this affect people wanting to drive outside the UK? Will EU countries accept a B licence with B+E for free when they all have to pass a test?*
- *How will insurance be affected? If there is to be no requirement for formal training before a car driver is allowed to take a vehicle combination out on the road with a maximum weight of 7,000kgs and 14+ metres long then the insurance companies will obviously have to consider the risk. However, given the fact that there will be no restrictions for any driver, then that could see all car insurance premiums increased to absorb the extra liability faced by the insurer.*
- *What about all the small trailer towing businesses that will effectively need to close as soon as it goes public? We consider that for a long time, the B+E regulations have been left on the side line and it is only within the last 5 to 10 years that it has been taken seriously. The idea of removing the need for people to pass a test to gain the licence to tow (B+E) is something we believe should not be considered. If the Government is serious about road safety then it should not be considering removing safety measures.*

We have noted that the DfT-DWP-DEFRA letter only mentions you are considering initiating a consultation on removing the extra test requirement. However from past experience we do know how rapidly consultations can turn into legislation and our members are deeply concerned this will happen. We would strongly urge you to reconsider the proposal.

Lynne Barrie, Chair ADINJC

I have studied the views made about the idea which has been floated at this stage about removing the need for B+E training and testing and have concluded that this would be an irresponsible move on the grounds of safety and not just with regard to the driving practice but the other issues which concern the trailers themselves and the way in which they are coupled/uncoupled to vehicles notwithstanding the other handling characteristics. I know that many are concerned having built their livelihood either totally or in part over providing B+E training and invested heavily in the necessary trailers and appropriate vehicles but this is not the argument for its retention if testing is proved to be of no real purpose or value. Regretfully we do not know what the road safety case really was for its introduction nor what it might be for its retention as the data is just not readily available and what is there is very flimsy and so we find ourselves basing our decisions mainly on anecdotal information. When incidents occur as it's not a uniform question which is asked and nothing gets recorded if the vehicle was towing a trailer. B+E was introduced as an EU exercise of Driving Licence Harmonisation in 1997 and at that time the DSA as it was, were fully in support of its intention (and not because they just saw it as a money-making exercise). The whole approach was deemed to be correct and sensible and for the most part supported by the public. One could argue and say that all persons wishing to tow any form of trailer of any weight or size ought to be subjected to training and testing but it came in at a certain weight. Even now there is a whole further argument here as to whether it should be weight alone or whether length ought to play a part but that would then probably muddle the position in other categories of vehicle. No one can argue that training is essential but it is unfortunate that in order to get the that part of the process undertaken by individuals it is necessary to have a test-based approach on the old adage which is perfectly true – what gets tested gets trained. Whether such a test/ assessment could be signed off by an independent person of competence is another question as it's the training which makes all the difference. Road safety is not defined by whether a person passes a test but the competence and effectiveness of the training. It is however one of those areas where we could look to do away with a formal test if signed off after a

Government consultation to suspend B+E testing

period of training by a competent and appointed person licenced to do so. However, I do feel that this could lead to accusation from both sides in the absence of an independent person giving certification and regretfully it could lead to a system where a licence could be bought! What I am saying here is that there are other short term solutions if the sole purpose is to free up examiners to do more LGV tests in the same way that whilst I do not agree with lengthening HGV/ LGV driving hours in the longer term I can live with it as a very short term fix. If the Government pursue this then it will be the subject to consultation – one would hope – and that will provide an opportunity for us to provide some alternative proposals.

Graham Feest - Road Safety Advisor ADINJC

I have read the newsletter we discussed and agree with you that any objections to the proposed removal of the requirement to tow a trailer that would normally require a BE entitlement should be centred on the road-safety issue rather than the impact such a decision would have on any business involved in the training for BE tests. Now I immediately note that the DfT-DWP-DEFRA letter only mentions that they are considering initiating a consultation on removing the extra test requirement. However, we do know how rapidly consultations can turn into legislation!

I have the following concerns that immediately come to mind:

1. I question the logic of removing the test for BE entitlement given the fact that coupling a trailer to the vehicle could potentially double the overall length of the vehicle (maybe triple it if using a multi-axle trailer) and by doing so will possibly double its load-carrying capacity. So, you are asking an untrained, inexperienced driver to safely use a vehicle combination that is twice the length and weight of what they are used to. The effect that the trailer can have on the towing vehicle is one which can take the inexperienced driver completely by surprise. Without fail, all my BE students remark how the trailer pushes them down hills, even "startles" them!

2. So, given the fact that the maximum length of a trailer being towed by a vehicle of up to 3,500kg (a category B entitlement) is seven metres not including the "A" frame you have a potential for a combination to be over 14metres long and with a GCW/GTW of 7,000kgs. So, more than double the length and double the weight.

3. We then must consider the reaction of insurance companies. If there is to be no requirement for formal training before a car driver is allowed to take a vehicle combination out on the road with a maximum weight of 7,000kgs and 14+ metres long then the insurance compares will obviously have to consider the risk. However, given the fact that there will be no restrictions for any driver, then that could see all car insurance premiums increased to absorb the extra liability faced by the insurer.

Toni Watkins-Burton BEng MSc - WB Training



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To find out more and to take advantage of this £30* discount, please send your name, contact telephone number and postcode, quoting FSB to Lynne Barrie, ADINJC Chairman at chairman@adinjc.org.uk

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DRIVING INSTRUCTOR INSURANCE EXPLAINED

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

What is the difference to standard car insurance?

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

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

Why is it more expensive?

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

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



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DRIVING INSTRUCTOR INSURANCE EXPLAINED

Driving Instructor Insurance - features explained

Any Driver Cover - It is essential for your policy to be issued on an any driver basis; this allows you to teach any licensed driver on the road irrespective of previous driving experience or other risk factors. This also allows the examiner to drive if required, as you will not be able to provide his or her details to your insurer prior to your pupil taking their test.

Replacement Dual Control Vehicle Cover - As a business car insurance policy it is important to ensure you get the correct replacement vehicle suitable for your needs. Most standard car insurance products will only offer you a non-dual controlled car in the event of a non-fault incident meaning you're unable to continue working. Many specialist driving instructor insurance providers will provide you with a dual controlled vehicle in the event of a claim. You should try to find a provider who will supply you with a guaranteed dual control replacement car within 24 hours to enable you continue teaching and sit any pre-booked driving tests. You should also consider how long you may need this vehicle for many providers will only supply a vehicle for a limited period try to find a provider who offers unlimited cover.

Negligent Tuition Cover - This cover extends you're driving instructor insurance policy to insure you and any driving instructor engaged by you to whom you have provided a vehicle which is insured under your policy, for your/their legal liability to pupils whilst driving instruction is being provided.

Driving Off Road Driver Aged 14+ - Some driving instructor insurance policies provide extended cover to allow you to teach pupils off road who are aged 14 or over. This cover is only provided where it can be evidenced that the land you're using the vehicle on does not form part of

the Road Traffic Act 1988. "Restricted byway" means a way over which the public have restricted byway rights within the meaning of Part II of the Countryside and Rights of Way Act 2000, with or without a right to drive animals of any description along the way, but no other rights of way.

Cover for Hire & Reward - As a driving instructor you will be collecting money for giving lessons whilst carrying your client in the vehicle this requires hire and reward to be included within your policy for the purpose of driving tuition and test. Standard private motor policies will not include this type of cover.

- Dual controls
- Additional speedo
- Additional mirrors
- Sign writing
- Disabled driving equipment

Modified Vehicle Cover - As a driving instructor you will have a number of additional features added to your vehicle these can include:

- Dual controls
- Additional speedo
- Additional mirrors
- Sign writing
- Disabled driving equipment

Most standard car insurance policies will class these as modifications and will therefore not be able to provide cover. It is important to mention these to your insurance provider so that they then can note these on your policy and provide cover suitable for your needs.

Driving Instructor Insurance discounts

Motorists usually pay more for driving instructor car insurance so it is important to try to keep costs down. One way to save money is to compare quotes from a number of different insurers - and it's easy with Towergate. We provide access to a panel of driving instructor car insurance companies and Lloyds Syndicates.

You can help to keep your driving instructor's car insurance premiums down by choosing a low group car, adding additional security or keeping your vehicle garaged over-night.

Insurance companies reward careful claim free drivers with lower premiums, so try not to claim unless the damage is serious. You can then build up a no claims discount and potentially cut the cost of cover by as much as 65%. No driving instructor wants to pay over the odds for business car insurance but it is also important to remember that the cheapest policy is not always the best. You might, for example, want to pay a little bit extra for more extensive cover. This could save you money in the long run, for example it could provide you with a replacement vehicle for a longer period keeping your business on the road.

For more information or to discuss your cover requirements contact our team on:

01603 753 888

www.towergateinsurance.co.uk/driving-instructor-insurance

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B+E

We heard from many of you with concerns over B+E and have included as much as we possibly can in this newsletter. Thanks for taking the time and trouble to contact us.

Calling all book worms!

If you haven't heard already, I'm delighted to announce Kathy Higgins will be releasing her book entitled 'An Insight to Drive' on 26th August and it will be available from Amazon. Here's a sneak preview!

Petition

You might want to consider signing this petition started by member Ivan Thorn, frustrated at the backlog and calling for emergency legislation for test candidates to have a minimum number of hours with an ADI or PDI.



Once again, my thanks to all those involved with the newsletter, especially Rob at the design studio and those who will be helping me by contributing to the newsletter. If any of you out there would like to contribute in 2021, please do get in touch!



DIPOD - The Driving Instructors' Podcast - Sponsored by ADINJC for the discerning ADI!

Show # 182

The latest show from DIPOD is freely available for your listening pleasure now. Nick, Elliot and Peter are joined by Richard Borges, Head of Digital at Intelligent Instructor who talks in more detail about the upcoming Conference & Expo on Sunday October 10th. Other topics up for discussion include:

- Intelligent Instructor Magazine
- Intelligent Instructor Plus
- Centre Of England
- Booking Tickets
- Scalping
- Expo Activities
- DVSA Safe Driving For Life Site
- Invisible Car
- Proposed Law Change - Seat Belts
- Proposed Law Change - Towing Trailers
- Police Photo Access

Catch up now on 62 minutes and as always, a show not to be missed.

Remember, the guys love to hear from you and your response to the show is always welcomed!

www.dipod.co.uk Phone us 08432 892556 E-mail: adi@dipod.co.uk

Leave an audio message straight from your PC with the widget on our [contact page!](#)



Articles we have sent out via Email this Month

- Expo update
- DVSA - New theory test service
- Standards Check and Part 3 Made Easy
- Changes to the membership structure inc FAQs
- DVSA - for trainer bookers
- DVSA - Vocational driver testing
- DVSA - Trial to increase the number of driving tests
- Mock Test Madness!
- B+E Driver Training
- NASP Letter to Baroness Vere on B+E
- DIPOD

And much more!



And Finally - a quote...

"You don't have to be great to start, but you have to start to be great" - Zig Ziglar