

Snapshot of Expo'21

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Members News:

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From the Chair..... a monthly report



How can we possibly be so different?

One of many emails with kind words for the work of the NJC recently was one saying: You folks are amazing thank you so much. We had helped an ADI with a medical issue understand his rights and how to move forward and replied within hours to help him. On the other hand having sent out a copy of a letter to vocational trainers from the CEO, and yes we have many members who undertake vocational work often as their main source of income, we had these words: You are a bunch of idiots. No explanation as to why 19 of us on the committee, myself included presumably are idiots. It's the second such email from this ADI. Now as the meaning in the dictionary is that of a "stupid person of low intelligence" I take exception to the wording. So if this person would care to contact myself at chairman@adinjc.org.uk and talk to me about their concerns I'm here to listen. However I will not stand by and let a group of hard working, caring professionals on the committee be spoken to in this way. Any more similar abuse will be dealt with and people named. It's easy to stand at the side and throw stones at others but if you want to make a difference meet us, talk to us and see what we really do to help ADIs. Otherwise keep derogatory comments to yourself.

The 2021 ADINJC and II Conference & Expo:

The expo was even larger and improved on than the last one held in 2019. With the on off planning due to coronavirus and recent concerns over fuel to have 750 delegates post Covid is a great achievement and a larger number than in 2019. Delegates and speakers arriving on the day seemed genuinely overwhelmed by how large this event is and how much there is to see and take part in on the day, without any doubt it is a very impressive sight when you walk in. With plenty of parking and an excellent venue at the Heart of England Conference Centre, it is an expo set in beautiful countryside surroundings and yet easy to reach. Due to the sunny weather at the weekend delegates could sit having picnics and food outside and enjoy the refreshments and catering at the show whilst catching up with friends they had not seen in a long time, all of which created a wonderful friendly, well organised and professional vibe at the show.

Outside there was a large display of electric vehicles provided by fellow ADIs who are passionate about teaching in them and who were happy to pass on their experiences to the delegates. The registration at the door, once you got beyond the stilt walker greeting you was surprisingly easy with no long queues and an easy process to enter the event. Every delegate received a brochure about the event and a pack of goodies and with the easy to use new Event App this year it was all helpful to guide delegates through what was available. It can be quite overwhelming on entering as there are two main halls with over 50 exhibitors, a live stage and 3 other dedicated areas with workshops throughout the day. Of course some of the exhibitors had interactive experiences for the attendees as well and fun activities to enter including the large Scalextric, tombola for the Speed of Sight charity and a magician, also an ADI as well as a Magic Circle member, he was easy to spot in the crowds there.

The live stage hosted panel discussions on the future of the driver training industry and the role of driver trainers in road safety education as well as a session with the DVSA including their CEO, Loveday Ryder. There was also a ceremony for winners of the 2021 Intelligent Instructors Awards presented by Quentin Willson, the ADINJC Patron and well known motoring correspondent and journalist, who then went on to give a lively insight into electric vehicles and related it to ADIs and what we might expect in the future in relation to our work. It was certainly somewhere to meet industry leaders who gave inspiring talks for free. It was possible to learn about many diverse subjects from more efficient ways to run your business, handling more challenging clients, legal issues, tyre safety, your mental health and mindfulness to name but a few. There were plenty of

refreshments and even some free coffee and ice creams on the day all to help when your feet got tired. Delegates on leaving the event had plenty to take away with them.

So originally our goals as organisers together with Intelligent Instructor were for visitors to come away educated, invigorated and thinking differently but all in a fun and enjoyable way, speaking to many of the delegates during and after the show that certainly seems to be a target that was achieved on the day. This has to be the must attend driving instructor event of the year. Save the date for next year in your diary it's becoming a not to miss experience in the industry. Thanks must go to all the team from NJC who were there to work hard on the day to make the process go so smoothly for those attending.

Standards Checks and their prioritisation:

As you will find further on in this newsletter more communications have been sent out from DVSA. These include [a blog](#), a letter to ADIs from the registrar, presentation slides with sound to guide us through the process, especially the indicators that we need to fully understand and updates on the website. As I write this a few days after it has been released there are only 383 views of the slides so clearly from 38,000 plus ADIs that's a very low interest. I am pleased to see that some ADIs are adding their comments on the communications at the end and would urge you to do so and fully read the communications and watch the slide presentation because understanding changes and keeping up to date is vital as an ADI. NASP (comprising ADINJC, DIA and MSA) released a statement to say that they are pleased to see further communications from DVSA on the prioritisation of Standards Checks, and urge all trainers to look at the materials sent by the agency and familiarise themselves with the changes. However, NASP has not changed its position on this new approach. We would still strongly recommend that DVSA delays the implementation of this new scheme for the reasons we have previously stated. The industry needs more time to prepare for such a crucial change, particularly given the sector is still struggling to recover from the impact of the pandemic. Allowing a longer timescale for implementation will benefit everyone involved, including the regulator itself. We continue to urge DVSA to consider this as a pilot scheme for 6 months, rather than establish it now as a 'done deal'. After this trial period, performance data on the scheme could be shared, its impact better understood and a proper consultation with the industry could take place".

Speaking personally as an ADI I'm very concerned that ADIs will start to "cherry pick" clients who will be easy to get through a test and avoid clients with special learning needs, or that if a client fails a test they may not want to continue helping them. This system seems to me to steer away from teaching a life skill of driving to teaching someone to pass a test as the priority, which doesn't seem an improvement or move forwards for the better. Some of the comments on the DVSA website seem to show this may well happen, including one I saw saying the ADI was giving up the job as his mental health couldn't take the pressure. NJC have received many emails in that vein on sleepless nights and worrying about test passes. It is also beginning to raise the question "What is a Standards Check for?", will it actually be necessary? Why is there a Grade A and B? Below are some comments on the DVSA site, interestingly some have answers from DVSA and some don't:

I have been an ADI for 34 years and for every Check Test I got a grade 6 and on my last Standards Check I got an A with a perfect score, it was the first perfect score the Supervising Examiner ADI had awarded. Are all these just a waste of paper now?

I am horrified by these changes. I have read what you have said about special needs; And in a perfect world you are right. But, logically I should now be selective over my students and only take on students who are "natural" drivers. These changes are badly thought through. I have specialised in special needs, anxious and slow to learn students. I must now rethink this.

Considering changing career as my anxiety can't handle this.

From the Chair..... a monthly report



I think this could be a good way forward only if the DVSA opens up its stats and allows instructors to quickly access all their test results and to see all the data including pass rates at different test centres and with different examiners. The problem surely at the moment with implementing this now is at the present time instructors are not allowed to sit in and witness the test and are not even given a quick debrief as to why the learner has failed.

Finally:

Thank you to our members for your continued support, if you have enjoyed our newsletter you can receive both this and our newflashes for free by signing up on our website to become a LITE member, please do let other ADIs know about this. Also do send in helpful feedback and your views we do take note and do our best to listen and use it to improve the NJC.

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.

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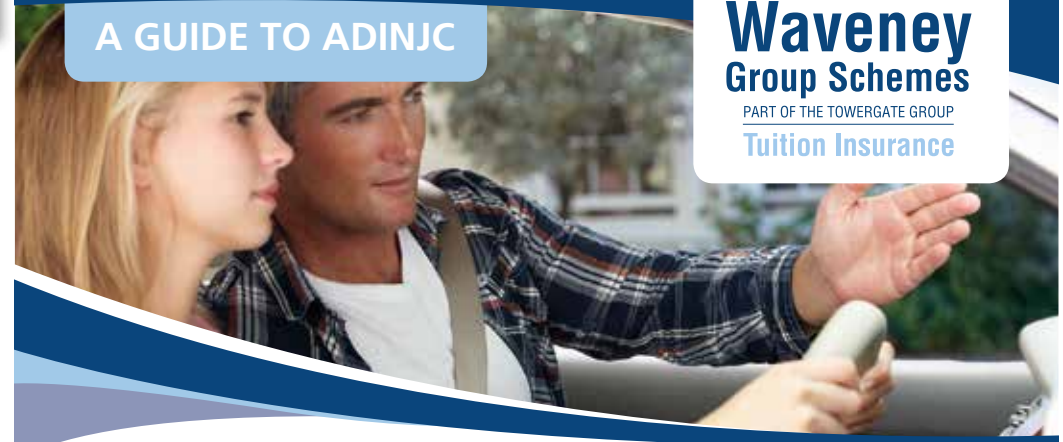
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- Ray Lynch ADI

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A GUIDE TO ADINJC

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Public Liability Driving Tuition

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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.

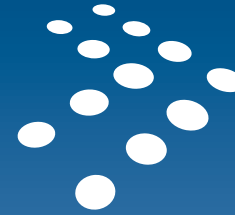
Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against 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;
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You should all be receiving the latest **ADINJC** and NASP newsflashes 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 continues to challenge B+E changes and urges members to lobby MPs

NASP is urging the government to reconsider the decision to terminate B+E testing in light of serious road safety concerns and the disastrous impact on the livelihood of B+E trainers - and wants trainers to similarly involve their MPs in lobbying government. NASP has previously written to ministers detailing their concerns, as well as offering possible alternative solutions aimed at maintaining a level of testing and training whilst helping the transport industry expedite driver recruitment. The national associations partnership is now urging members to use a template they have prepared to write to their local MP. Both the original letter to ministers and the template for trainers to their own MP are downloadable below.

Download the letter to Baroness Vere from NASP [here](#)

Download the template letter for trainers [here](#)

NASP has also written to the business and transport ministers and Baroness Vere, Parliamentary Under Secretary of State at the Department for Transport.

Report of joint NASP/DVSA meeting

A recent meeting of NASP and DVSA drilled down into the key areas of industry concern at this time - namely test waiting times (and an update on the progress of the overall DVSA recovery plan), the planned new prioritisation of Standards Checks and the termination of B+E testing.

Read the full report

In attendance:

NASP: Representatives from the three ADI associations that make up NASP, those being **ADINJC**, **DIA** and **MSA GB** and the minute secretary.

DVSA: Loveday Ryder, CEO - Peter Hearn, Director of Operations, North - Mark Magee, Head of Driver Policy - Adam Poulson, Senior External Affairs Manager - Gordon Witherspoon, Deputy Chief Driving Examiner - Jacqui Turland, ADI Registrar - Laura Great Rex, Head of Enforcement Relationship Management - John Sheridan, Product Manager - Driver Training - Rhiannon Clancy, Head of External Communications - Marian Kitson, Director of Enforcement - Mike Warner, Senior External Affairs Manager

In September NASP met with the above representatives from key DVSA operational and policy areas to discuss main issues within the industry at this busy period. NASP is the only ADI stakeholder group to have such meetings and regular dialogue with DVSA and is considered by the regulator to be the key consultative stakeholder for the driver training industry. Agenda items were raised by both NASP and DVSA.

Standards Check Prioritisation:

DVSA were surprised that NASP issued a statement to its members a few days before, the statement had prompted the CEO, Loveday Ryder and Peter Hearn to join the meeting. NASP were asked to explain the statement as DVSA wanted to understand what had prompted it and this led to a lengthy discussion. NASP explained it had been prompted by confusion because whilst original explanations in other meetings with DVSA had been focussed on positive wording there was a long delay before communications came out and they were not what we had expected. We were not informed as to what the 4 indicators were that would prompt standards check and they didn't appear fair to ADIs from comments we had been receiving as NASP. As an example, if the 5 driver faults were an average of all ADIs as DVSA stated in its communications, then it didn't take into account the number of ADIs on the register who don't bring up candidates for test. NASP, as per the statement do not feel that this is a 'normal' time, pass rates seem to be lower than usual due to Covid and the previous 12 months were not a fair representation of people's performance. NASP consider good ADIs still need to be monitored as do newly qualified ADIs, good pass rates are one indication of the standard of teaching but not the only one. It is questionable why we have grades if this system is adopted. NASP pointed out that ADIs feel they are being blamed for poor pass rates when we all know there are many reasons that a candidate can fail a test however sound the training has been. NASP are also concerned that ADIs may "cherry pick" the easier learners and train to solely pass the test, not to meet a lifetime of safe driving. NASP explained that ADIs are currently very busy but are confused, upset and angry. Our understanding previously was that the priority would be to bring down the backlog of tests, not to continue with this level of SCs. DVSA explained that ADI standards are important to the whole recovery, and that they wanted to help ADIs make every test count. The focus has been on Part 2s and 3s because people are time limited, but SCs are now being carried out. This is a tool to help DVSA prioritise and should also be used to identify and support good ADIs, not just a tool to target poorer standards. They said that the Agency needs to understand what good ADIs do differently, this tool would help them do that. They would also be carrying out qualitative research. SCs would have more focus, not more numbers and the tool will help deliver SCs to those who will benefit, DVSA can only carry out so many in a year and they must have some way of prioritising them as they can't see everybody. Standards are key and integral for DVSA. It was emphasised that DVSA is not blaming ADIs for pass rates: 19,000 ADIs are delivering great pass rates, however the standard of average and physical faults is very high with other ADIs. Pass rates are the outcome, standards focus on the input, not output. This is an opportunity to support the people that need help. DVSA said that within all DTC areas the split is similar, with some high performing and some at the low end and that demographics can contribute to the outcome, but are not everything, high standards don't happen by accident, it's down to teaching standards.

NASP agreed that we respect the principle, but it could only be a fix in a toolkit, and DVSA should be making bigger fixes. Most people in the industry would argue that qualification process is insufficient, and that standards are much higher in other professions with CPD. NASP felt that the engagement call and SC provided no real mandate for further training, and that a holistic approach was needed, so there is more cohesiveness. NASP still consider if DVSA are only using data from the last 12 months and there is no account being taken of some ADIs allowing some pupils to take tests early because of the intransigence of the government on theory tests, and the lengthy waiting lists, would it not be fairer to use 2/3 years data for each ADI, this would help to take account of the thousands who are sitting tests to get one before their theory expires? DVSA said there is an opportunity to discuss this in the engagement call and that they understand the pressure for some learners to get to the test. There is an opportunity to re-set the public's view of the ADI industry and that they recognise some people want to pass their test as quickly and cheaply as possible. DVSA stated they may have to adjust the triggers to allow more driving faults in the future, as currently fewer driving faults are being committed because of shorter tests. NASP agreed that the triggers do need to be reviewed and adjusted and the industry needed to hear how the triggers



had been decided on in the next DVSA communications. All newly qualified ADIs would still get a SC within 6-12 months, these will be a priority. No more SCs were being conducted than normal, the previous average of 1,000 a month is not being reached, with only around 200 a month currently. This would help to prioritise where DVSA need most to put their resources and that they were still calling people with 4 parameters that haven't been seen for 4 years. They are prioritising those with high parameters because the data suggests those are the ones whose standard of instruction causes most concern.

NASP explained they felt this type of information should have been included in the original comms, but instead people were left with fear, nervousness and worries. The intention to keep the triggers under review had not come across in the comms and that DVSA need to say it's not perfect, they welcome consultation and feedback, that hasn't come out in public or in meetings, and reassurance is needed for trainers. DVSA confirmed they would use this system now but will take on feedback and consider changes. As time goes on DVSA will continue to understand and monitor the data, DVSA will adjust if required. NASP still consider this would be better described as a pilot scheme. DVSA said they are not just focusing on ADI instruction standards but will also be conducting research with parents and learners to help them understand about test readiness and what it takes to be a safe and responsible driver. DVSA agreed that reassurance messages need to be correct in the short term and they are committed to getting more information out and recognised this was part of the issue. The registrar will be writing out to ADIs to address their concerns and support them and help to explain why the choices and decisions have been taken. It's planned to record a video talking through the service and providing information. Webinars may also be offered, and work is starting on this. In the longer term DVSA would be campaigning for learner commitment to being better prepared. They would look at promoting the role of the learner, ADI, and parent with the emphasis on the candidate being ready to drive on their own, and what this means. This is a holistic approach, not focussing on ADIs alone but on a lifetime of safe driving. NASP feel that ORDIT trainers should be a key target audience and ADIs could be handed over information following an SC, but they need to be well briefed on key areas – what DVSA is seeing and what they need to do to get on top of issues. Where do they need to target training to raise standards? DVSA replied they would be data driven and use the evidence, that it may not be the best data, there are queries around it, but it will be fair and consistent, and they will use the same evidence for all. The data will be used to drive decisions and give strategic direction. It's not about the test but safe driving and driving independently. The CEO said she was concerned to hear that ADIs feel that DVSA are blaming them and said they had tried hard to get the narrative right to reach out and feel we are all in it together. They had tried to make sure it was about support and to focus limited resources in areas that are most needed. They are not trying to blame ADIs, and they want to get that message out. It is about prioritising resources, not the burden of extra checking. She apologised for not seeing how it would be interpreted. NASP suggested that the next comms need to be really strong and give a good explanation and good elevator pitch. They also pointed out that the term enforcement officer did not put DVSA in the light that they wanted to be seen. This was discussed further. DVSA saying that the enforcement officers are ADI examiners, there to support and help the industry do the best work they can do. Enable is the key principle and enforcement officers have a pride in their directorate and their work making Britain's roads safer. Mandatory certificates on test were one of the FAQs from NASP members recently. NASP believe it would be preferable to work on this new system first before going out for consultation later concerning certificates. It all needs to run and gather evidence and data and then an industry consultation on mandatory displaying.

Vocational Testing Consultation:

It was agreed to mainly discuss the B+E section due to time available on this meeting. DVSA confirmed that discussions had taken place with the Secretary of State for Transport, and it had been a government decision to proceed with the changes. The issues of shortages across Europe had instigated a need for change to happen quickly. The decision had been made across government to proceed with the proposals, including B+E test removal. However, DVSA see a need for training and will continue to promote training. DVSA stressed that the decisions after the consultations were due to the situation with lorry drivers being seen as a national emergency. NASP pointed out the consultation finished on Tuesday, the comms came out on Friday and the national press were already saying what was happening by the Wednesday and Thursday of that week. Completing the consultation online was difficult because the questions were obviously aimed at businesses, and were not easy for associations and stakeholders to fill in. There were no boxes for comments and there was a word number allowance, in the past stakeholders had been able to fill in the consultations and send to a separate address. The CEO said that the response to consultation was quick due to the urgent need to address lorry driver shortages. She confirmed she had received many emails from trainers with businesses that had been impacted by the decisions to stop B+E tests and she empathised with them. She said this is a national crisis and had been a cross government decision and promised to see what could be done from a road safety point of view to try and make it better. NASP asked about any plans for a certificate of competence by trainers.

DVSA also responded that they had needed to signpost to a quick response. This was unique, the usual system hadn't been used. The stakeholder engagement consultation is currently being prepared so future consultations will allow for more comprehensive replies from stakeholders. NASP asked about the effect on small businesses, saying that there are hundreds of small businesses now out of business and asked whether there will be any compensation? DVSA knows how many ADIs only conduct B+E training and that information had gone into the decision-making process. There has been no discussion about compensation to date. An impact assessment has yet to be published which will include the impact on small businesses. The CEO said DVSA will work at pace with the industry to come up with an accreditation scheme. She said that although the need for a formal test is not there, they recognised that training is important, and that people need to go to a trainer to get it correct. The road safety industry will be involved to come up with an accreditation to encourage and incentivise going to the right trainer before going out on the road. Service Recovery Update:

DVSA said this is still a major focus with an emphasis of ramping up driving tests following daily media articles. There is of course a threat of industrial action concerning the potential 8 tests a day which could be an overtime ban or possible strike. Overtime incentives had been offered, and the summer had seen an increase in overtime, which was positive. DVSA are waiting to see what happens in the next few weeks. They were conscious that there are still over 400,000 tests scheduled in the forward booking window. NASP enquired about a longer working day and the potential to change the eyesight requirements to remove the need for them to be done in good daylight. DVSA replied they are trying to present a rounded package to improve the service but also road safety. NASP said there were rumours in the industry about whether the SC will remain at 45 minutes or go back to an hour. DVSA said that no final decision had yet been made and it is being considered. DVSA don't want to revert too soon and need to consider the stats, then decide if it has worked better with 45 minutes. DVSA pointed out that FAQ 16 gave a formal response that is still relevant to this question. DVSA are still reviewing when ADIs can resume sitting in the back on tests and when early terminations will stop.



ORDIT:

NASP asked whether any ORDIT inspections are taking place, or when they would start. The registrar said these had not yet started, but it's likely they will do so shortly. It's not a statutory requirement so not a priority and risks have to be justified for everyone involved for something that's not necessary. There are 50 people on the waiting list to be seen. If badges have expired, ADIs can still consider themselves as being on the ORDIT register. Priority is being given to Part 2s and 3s that are time limited.

Data Protection around number plate data:

NASP asked where ADIs stand on examiners collecting data and using vehicle number plates, if a car turns up, do DVSA use that data and assume the ADI accompanied the candidate? DVSA said there was no change to the DT1 regarding this, however, would check and reply to NASP in due course.

Next meetings:

NASP have been invited to a DVSA Board Meeting in September. DVSA would like NASP to focus on what visionary topics they would like the Board to take on for their next 3 year strategy. The next joint meeting will be in November. Since the meeting we have also had the following statement from DVSA:

Further to your recent letter and subsequent meetings with Loveday Ryder and DVSA senior leaders, I write to confirm that DVSA has taken on board the feedback from NASP members and is committed to sharing more information with the ADI community about the features and benefits of the new system, including:

1. a letter from the ADI Registrar addressing feedback and concerns and outlining in more detail the reasons for the new data-led approach;
2. a blog post explaining how the data is collated and used to make informed decisions;
3. a recorded presentation and demonstration of the system and;
4. Updated guidance on GOV.UK

These comms products will be shared with NASP for your review and comment prior to publishing. We look forward to your feedback and support. The report will be available soon on the NASP website.

Minister responds to NASP B+E concerns

Baroness Vere has responded to correspondence sent by NASP outlining concerns over the decision to terminate statutory B+E testing. [You can read the full response here.](#)

Whilst the letter confirms the government is progressing with the process of removing the need for a statutory test, there is some hope for B+E trainers as NASP has been in discussion with DVSA, Department for Transport and wider stakeholders about the development of a new accredited training and assessment scheme delivered by the industry. NASP, working in partnership with the National Towing and Trailer Association, has been asked to submit a plan for such a scheme which government will consider. More news on that development soon.

DVSA Confirms No Driver Strike on 11th and 12th October

In reply to a question asked of DVSA today concerning the start of 8 tests a day and a potential examiner strike on the 11th and 12th October we have heard the following from DVSA:

"We are not moving to new programmes on Monday 11 October and there will be no examiner strike on 11 and 12 October. We'll ensure we inform you in time to make adjustments for your members and their customers".

ADI Standards Checks

NASP are pleased to see further communications from DVSA on the prioritisation of Standards Checks, and urge all trainers to look at the materials sent by the agency and familiarise themselves with the changes. However, NASP has not changed its position on this new approach. We would still strongly recommend that DVSA delays the implementation of this new scheme for the reasons we have previously stated.

The industry needs more time to prepare for such a crucial change, particularly given the sector is still struggling to recover from the impact of the pandemic. Allowing a longer timescale for implementation will benefit everyone involved, including the regulator itself. We continue to urge DVSA to consider this as a pilot scheme for 6 months, rather than establish it now as a 'done deal'. After this trial period, performance data on the scheme could be shared, its impact better understood and a proper consultation with the industry could take place".

[Read DVSA's communication here.](#)

Road Safety Information

Graham Feest ADINJC
Road Safety Advisor



The October edition of Traffic Safety Roads is out now. Many thanks to Graham Feest, our Road Safety Advisor not only for his monthly publication but also for being on hand at our expo stand offering attendees his wealth of knowledge over a couple of time slots.



Items this month include:

- Wearing headphones whilst driving
- New Chief Executive for Red
- Fixing pot holes is the biggest priority
- Have we got the language right?
- Pint block campaign
- A moment of change
- Drink drive final analysis 2019
- How many HGV drivers are there in the UK?
- Institute of Master Tutors of Driving Awards
- Take a break but pay for the privilege
- Paying for parking
- Operation tramline
- Public lack of confidence in ALR
- AI fresco dining to continue
- What do we mean by wet weather?
- HSE update their guidance for driving for work
- Changes to the Highway Code

And much more!

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** or Stewart Lochrie our Scottish Ambassador on **07791 559318**

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Coronavirus remains a serious health risk.

You should stay cautious to help protect yourself and others

COVID-19 Response: Download Autumn and Winter Plan [here](#)



It is still possible to catch and spread COVID-19, even if you are fully vaccinated.

As we head towards winter with COVID-19 variants circulating across the UK and some with abilities to spread more easily from person to person, it is advisable especially in light of continued relaxed social distancing measures, to keep checking your local and national news channels for the latest information on specific variants. In the meantime, the blanket Government advice for England remains as follows:

- 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

Third vaccine dose for immunosuppressed people

Adults and children aged 12 and over with a severely weakened immune system will now be offered a third COVID-19 vaccine dose. The NHS will contact you directly to arrange an appointment. Grab a jab walk in centres for those eligible teenagers are still available.

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): 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](#)

Sign up to get e-mail alerts on everything published about driving and motorcycle tests on [GOV.UK](#)

Check links below for updated guidance on GOV.UK for theory tests, driving tests and instructor guides for England, Wales and Scotland:

Theory tests

<https://www.gov.uk/theory-test>

<https://www.gov.uk/become-lorry-bus-driver/driver-cpc-part-1-theory-test>

<https://www.gov.uk/motorcycle-theory-test>

<https://www.gov.uk/adi-part-1-test>

<https://www.gov.uk/dvsa-enhanced-rider-scheme-trainer/taking-the-theory-test>

Driving tests

<https://www.gov.uk/driving-test>

<https://www.gov.uk/car-trailer-driving-test>

<https://www.gov.uk/become-lorry-bus-driver/driver-cpc-part-3-driving-test>

<https://www.gov.uk/motorcycle-test>

<https://www.gov.uk/learning-to-drive-a-tractor-or-specialist-vehicle/driving-tests-for-tractors-and-specialist-vehicles>

<https://www.gov.uk/adi-part-2-test>

<https://www.gov.uk/adi-part-3-test>

Instructor guidance

Detailed guides from industry groups:

<https://n-a-s-p.co.uk/coronavirus-advice/>

<https://www.mcia.co.uk/atb-guidance>

<https://www.lgvregister.org.uk/wp-content/uploads/2020/07/Return-to-Work-Guidance.pdf>

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

Help keep Wales safe:

- get *both of your jabs*
- get *tested and self-isolate if you have symptoms*
- outdoors is safer than indoors
- keep your distance when you can
- wash your hands
- wear a *face covering*

Recent and upcoming changes from Monday 11 October

People will be required to show the NHS COVID pass to prove they are either fully vaccinated or have a recent negative Lateral Flow Test to attend:

- nightclubs
- indoor non-seated events where over 500 people are mixing closely for prolonged periods
- outdoor non-seated events where over 4,000 people are mixing closely for prolonged periods

Third vaccine dose for immunosuppressed people

Adults and children aged 12 and over with a severely weakened immune system will now be offered a third COVID-19 vaccine dose. The NHS will contact you directly to arrange an appointment.

First dose for 16 and 17 year olds

16 and 17 year olds can now get their first dose of a COVID-19 vaccine. [Find out who can get the vaccine in Wales and where to book on the Public Health Wales website.](#)

Updates on self-isolation

Self-isolate and get a test if you or anyone in your household has symptoms.

<https://gov.wales/check-your-symptoms-see-if-you-need-coronavirus-medical-help>

<https://gov.wales/getting-tested-coronavirus-covid-19>

<https://gov.wales>

<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

<https://gov.wales/financial-support-for-individuals>

<https://gov.wales/self-isolation-support-scheme>

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



Coronavirus hasn't gone away. We all need to follow the rules in place and continue to be careful.

To stay safe you should:

- get *the vaccine* when you are offered it
- wear *a face covering* where required
- wash your hands regularly, and cover your nose and mouth if coughing or sneezing
- self isolate and take a PCR test *if you have symptoms*
- take *regular tests* if you don't have symptoms to reduce the risk of spreading the virus
- meet outside if you can, and open windows when indoors
- keep your distance from people not in your group
- work from home, or do a mixture of home and office working if possible
- Download and use the *Protect Scotland* apps
- self-isolate and *get tested* if you have COVID-19 symptoms

More useful links

[Things you can do to help clear your head](#)

[Guidance](#)

[Daily data for Scotland](#)

[Travel and Transport](#)

More information

You can find what *financial support is available*

NHS Scotland Test and Protect App

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

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

<https://publichealthscotland.scot>

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 on 07791 559318 or via email on admin@caledonianltd.com





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

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. 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
- get a PCR test if you've been identified as a close contact and [self-isolate](#) if you haven't been fully vaccinated
- 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

Latest from Public and Commercial Services Union (PCS)

24/9/21 - Members vote overwhelmingly for strike action at DVSA

(92% of members who voted said they were prepared to go on strike over the new 8-test schedules.) [Click here to read](#)

6/10/21 PCS warns minister of catastrophic impact of Universal Credit cut

[Click here to read](#)

6/10/21 - An emerging nation

[Click here to read](#)

6/10/21 - International Day of Older Persons: 1 October

[Click here to read](#)

6/10/21 - Government breaks election pledge over National Insurance increase

[Click here to read](#)

15/10/21 - PCS DVSA strike suspended

[Click here to read](#)



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.

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 another new theory test centre location.

Region C (East Midlands and South East)

Glossop - The new test centre in Glossop will be located at: First Floor, Glossop Business Centre, The Old Co-Op Building, 11 Railway Street, Glossop, SK13 7AG.

Booking a test - Tests can now be booked online for this new centre at GOV.UK.

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 on GOV.UK

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

Delayed theory test centre openings:

Ilford, Edinburgh and Stirling

The new theory test centre in Ilford, at Pioneer Point, 3-5 Winston Way, will not be opening for tests in September. Reed in Partnership, who will be carrying out tests on behalf of DVSA, have informed us that the new site will not be available as initially planned and will regrettably now not open until mid to late October.

DVSA will be notifying candidates who have booked directly through the theory test booking service that their theory test will be rescheduled. They will be offered the first available dates at the new Ilford theory test centre. They will receive a confirmation in the next few days. If your pupil needs a theory test sooner, they can choose a new date, time and location that suits them by visiting: www.gov.uk/change-theory-test. They will need their booking confirmation reference and driving licence number to be able to do this. Trainer bookers will need to cancel and re-book their candidates through the trainer booker service and will be emailed directly about this requirement. We're sorry for any inconvenience this has caused.

We are sorry to announce that the new theory test centres in Edinburgh and Stirling will not be opening for tests in September. Reed in Partnership, who will be carrying out tests on behalf of DVSA, have informed us that the new sites will not be available as initially planned. The sites will regrettably now open in October 2021. DVSA will be contacting candidates who are affected by this delay.

What happens next

Where possible, DVSA will rebook candidates into a similar appointment at a temporary test centre or into the permanent centre for a later date. The temporary test centre is in the same area as the new permanent site that is currently unable to open. Candidates will receive a new booking confirmation in the next few days.

If your pupil cannot make the new appointment offered to them, they can choose a new date, time and location by visiting: www.gov.uk/change-theory-test. They will need their booking confirmation reference and driving licence number to do this.

Trainer bookers

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

We are very sorry for any inconvenience this has caused.

Changes to the Highway Code: rules on using motorways

As a trainer or instructor, we know you're well aware of the need to stay up to date with the Highway Code. From today there are changes to the rules on using motorways, so it's as important as ever that you and your pupils "check the Code" – and continue to do so on a regular basis.

Most recent changes

The changes made as of today refer to guidance on smart motorways. A total of 33 existing rules will be amended and two new rules introduced, with a number of amendments made to the additional information annexes. These include:

- clearer advice on where to stop in an emergency
- the importance of not driving in a lane closed by a Red X
- the use of variable speed limits to manage congestion
- updated guidance on key factors that contribute to safety-related incidents, including unroadworthy vehicles, tailgating and driving in roadworks

How to stay updated

It's easy to keep up to date with the Highway Code, and any other future changes, online. GOV.UK includes a list of the latest updates that have been made, so it's quick and easy to see what has changed. You can also sign up for email alerts whenever the Highway Code is updated.

The Highway Code on GOV.UK allows you to:

- search for key words and phrases within The Highway Code
- quickly move between related rules
- follow links to the original laws that the rules are based on
- print sections more easily

There's also an official Highway Code app.

Help spread the word

Now's a great time to remind your pupils about the importance of staying up to date with the Highway Code throughout their lifetime of driving.

We'll post on social media about the most recent changes to the code. Follow The Official Highway Code on Facebook to see our latest posts and share them with your pupils.

Future changes and print editions

Over the coming months we anticipate some further changes to the Highway Code; we will keep you informed of these by email, on GOV.UK and on social media. We will write to you again with further details about the next, new printed edition of The Official Highway Code in 2022.

Car and trailer legislation changes

We wrote to you on Friday (10 September) to announce the government's plans to help to tackle the shortage of lorry drivers by creating an extra 50,000 lorry tests.

Part of the plan is to allow all car drivers to tow a trailer weighing up to 3,500kg without the need for an additional licence when the law is changed. [New legislation](#) has been laid in Parliament today (Thursday 16 September) to start the process for this change.

What this means for car drivers towing a trailer

To make more lorry tests available, DVSA will not be carrying out any car and trailer tests from 20 September. You will also no longer be able to book one of these tests via our online services from today (16 September). The current licence requirements for cars towing a trailer still apply until the new legislation receives Royal Assent, which we expect will be as soon as possible. Until then, car drivers who gained their licence after 1 January 1997 and don't hold a full car and trailer licence will only be able to tow a trailer weighing up to 3,500kg if they:

- display L plates
- are supervised by a driver aged over 21 who has had a car and trailer licence entitlement for 3 years or more

Drivers can be fined up to £1,000, be banned from driving and get up to 6 penalty points on their driving licence if they drive a vehicle that's not on their driving licence. Drivers who passed their car test before 1 January 1997 can already tow a car and trailer without an additional licence.

More information about the new rules for towing a trailer or caravan with a car

We'll keep you updated on when these changes come into force.

Tow safely

We continue to encourage car drivers wanting to tow to seek professional training before towing a trailer with their car for the first time.

More information on towing safely

Update for lorry, bus and coach trainers following vocational test consultation outcome

We wrote to you on 10 September to inform you about the changes the government plans to introduce to help tackle lorry driver shortages. Since 16 September, you have not been able to book car and trailer tests via our online services. This change and the other planned changes will come into force as soon as possible and follow a [public consultation](#) held over the summer.

To explain more about what these changes mean to you and your pupils, we have published [guidance on changes to lorry and bus driving tests](#) from autumn 2021 on GOV.UK.

Extra bus and lorry tests available

Since 16 September, you have not been able to book or name any existing car and trailer test via our online services. As a result of stopping car and trailer tests we have added an additional 2,759 bus and lorry tests between Monday 20 September and 21 November in various locations across Great Britain.

This includes:

- 728 appointments in the Midlands
- 1,055 appointments in North of England
- 590 appointments in Scotland
- 1,052 appointments in London and South
- 188 appointments in Wales

We are sharing this information with you to help give you an up-to-date picture of test availability in your area. You can use the trainer Booker service to book these appointments. There were 316 unsold vocational test appointments last week. We all have a crucial role to play in helping to tackle the worldwide HGV driver shortages.

The booking service is constantly changing, so all the figures above might have changed by the time you read this email.

Requesting extra test appointments in your area

If you need extra test appointments and there are not currently any available in your area you can contact us to let us know. Tell us how many test appointments you need and the area you need them in and we'll see if we have the available resource to support you. You can do this through the online booking service by:

- logging in to the booking service
- clicking on the 'requests to the DVSA' tab on the top menu
- choosing 'request additional trainer booking slots' from the drop down menu
- filling in the details for the test you need, and press send

We recommend you take a screen print of the request confirmation screen and save this for future reference. The date and time you sent the request will be the request reference e.g. 1509211059 - 150921 is the date the request was made and 1059 is the time the request was submitted.

Extra tests - removal of staging

We will also be increasing the number of lorry, bus and coach tests once the law has changed to allow:

- learner lorry drivers to take an articulated lorry test without the need to pass a rigid lorry test first
- learner bus and coach drivers to take a bus and coach test with a trailer, rather than having to pass a test without a trailer first

The government laid the legislation in Parliament for the change to the car and trailer testing on 16 September and we are aiming to introduce the change in November.

The legislation for the change to staging is due to be laid in October and the earliest this change can be brought in would be 4 weeks afterwards, however this will be dependent on parliamentary processes so is likely to take longer. We will keep you updated on the progress of both changes and confirm dates for the changes to be brought in when we can.

Off-road manoeuvres

To clarify, the change to allow a DVSA-approved trainer to assess the off-road manoeuvre in the future applies to lorry, bus and coach driving tests. We will work closely with the industry on these plans and keep you updated.



How your feedback will help shape the service

We have recently carried out a survey with vocational trainers which closed on Tuesday 14 September. Thank you to everyone who responded to this. The aim of the survey was to find out how we can improve our support to vocational trainers and help build their business. We also asked trainers questions about whether they had access to an off-road manoeuvring area and about the risks and benefits of trainers assessing the off-road manoeuvre. We will use this feedback and insight to help inform the plans we are developing in partnership with the industry to support this change. We will publish details on how you can get involved in providing this service once the details are finalised. We'll keep you updated on new developments based on the survey feedback.

New government plans to tackle the lorry driving shortage

HGV driver shortage - keeping up to date with how the government is helping to reduce the HGV driver shortage.

The shortage of heavy goods vehicle (HGV) drivers is a widespread problem affecting the UK, European countries and the USA. It's caused by a range of factors, including the coronavirus (COVID-19) pandemic and an ageing workforce. The UK government is providing funding to help train new HGV drivers, increasing the number of driving tests available for HGV drivers and encouraging former drivers to return to driving.

The government has announced further plans to help reduce the lorry driver shortage. These plans follow the recently announced vocational test changes which will create an extra 50,000 lorry tests every year. DVSA has already delivered 50% more tests than were available before the pandemic.

Ministry of Defence driving examiners

The Ministry of Defence (MoD) has announced the immediate deployment of their Defence Driving Examiners (DDEs) to work alongside DVSA examiners. MoD examiners are fully trained to conduct lorry tests and will work alongside DVSA examiners providing thousands of extra tests over the next 12 weeks. Tests will be added to the booking system and candidates and trainers will be able to book these additional tests. These examiners will be in addition to the 40 extra vocational examiners that DVSA is currently recruiting following a recent recruitment campaign.

Delegated driving examiner changes

The government is bringing in legislation to allow delegated driving examiners at the 3 emergency services and the Ministry of Defence (MoD) to conduct driving tests for one another. The change will help increase the number of lorry tests that we can carry out and will give the emergency services greater flexibility. It will also allow NHS Ambulance Services and Foundation Trusts to carry out ambulance driving tests for their own employees. The change was consulted on over the summer. We will provide further updates when this legislation comes into force.

Employment opportunities for former lorry drivers

DfT, along with leading logistics organisations have worked with the DVLA to send nearly 1 million letters to thank HGV drivers for their vital role supporting our economy, and to encourage those

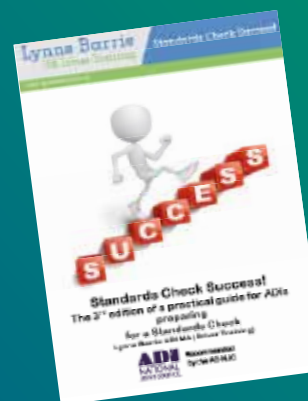
Lynne Barrie, MA Driver Training

A detailed book with all the information you need to help with your Standards Check

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"After reading your book I have an A with 50 out of 51! It helped calm me down, is very easy reading and reassuring. I almost feel like I know you now!" Sheila Holmes ADI

Additional insert with latest requirements during COVID-19



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ALSO AVAILABLE: COME TO COACHING

who have left the industry to return. The letter, which will arrive on doormats over the coming days, sets out the steps the road haulage sector is taking to improve the industry, including increased wages, flexible working and fixed hours. You can read the full letter on [GOV.UK](#).

Further guidance on returning to lorry driving is available on [GOV.UK](#)

HGV training courses

The Department for Education is investing up to £10m to create new Skills Bootcamps to train up to 3,000 more people to become HGV drivers. The free, short, intensive courses will train drivers to be road ready and gain a Cat C or Cat C&E license, helping to tackle the current HGV driver shortage. An additional 1,000 people are expected to be trained through courses accessed locally and funded by the government's adult education budget. Fuel tanker drivers need additional safety qualifications, which the Government will work with industry to ensure drivers can access as quickly as possible. To help make sure new drivers can be road ready as quickly as possible, the Department for Transport (DfT) have also agreed to work with Driver and Vehicles Standards Agency (DVSA) to ensure that tests will be available for participants who have completed training courses as soon as possible. An additional 1,000 people are expected to be trained through courses accessed locally and funded by the government's adult education budget. There are currently 5 Level 2 certificates in driving goods vehicles available to take. Previously, adults who took these qualifications had to pay for their own licences. This change will be backdated and applied to anyone who started one of these qualifications on or after 1 August 2021.

Anyone who is interested in becoming a lorry driver should visit the [National Careers Service](#) website or speak to a local careers adviser at [nationalcareers.service.gov.uk/contact-us](#) to find out more. Employers in the industry can also take advantage of an additional £3,000 payment until 30 September for every new apprentice hired.

Seasonal Workers scheme

5,000 HGV fuel tanker and food lorry drivers will be added to existing visa scheme and will be able to come to the UK for three months in the run-up to Christmas, providing short-term relief for the haulage industry. Recruitment for additional short-term HGV drivers will begin in October and these visas will be valid until 24 December 2021. UK Visas and Immigration (UKVI) are preparing to process the required visa applications, once made, in a timely manner. However, the Government want to see employers make long term investments in the UK domestic workforce instead of relying on labour to build a high-wage, high-skill economy. Visas will not be the long term solution, and reform within the industry is vital. That's why the Government continues to support the industry in solving this issue through improved testing and hiring, with better pay, working conditions and diversity.

About the Education Hub

[The Education Hub](#) is a site for parents, pupils, education professionals and the media that captures all you need to know about the education system. You'll find accessible, straightforward information on popular topics, Q&As, interviews, case studies, and more.

How can I train to become an HGV driver? Your questions answered



Update on Ministry of Defence supporting lorry driving tests

We emailed you recently to let you know that the Ministry of Defence (MoD) will be deploying their Defence Driving Examiners (DDEs) to work alongside our examiners to deliver additional HGV driving tests. We want to share more detail on this plan and what this will mean for HGV tests.

Increase in tests

The MoD will initially be providing a number of DDEs to help create thousands of additional HGV tests between now and Christmas. MoD examiners will be carrying out 5 tests a day over a 5-day working week. They are fully trained to carry out HGV tests and will start testing from 11 October. This will be kept under review. We will carry out training courses with these examiners to make them familiar with our paperwork and processes along with the local test routes.

When these additional tests can be booked

You and your pupils will be able to book these additional tests from Friday 1 October or early next week through our booking services.

DVSA driver services: driving examiner ballot

The Public and Commercial Services Union has today announced the result of its ballot on industrial action. We are aware that you and your pupils may have concerns on how this will affect driving tests. We will provide further information as soon as possible. DVSA Chief Executive Loveday Ryder said:

"The country has endured so much as a result of COVID-19 and we have been in regular discussion with Public and Commercial Services Union (PCS) on how we can support the recovery of our services, so it is disappointing that the PCS has chosen to take this course of action. Safely reducing driving test waiting times will contribute to the national recovery effort and we are taking steps to provide thousands of learner drivers with the vital driving tests they need to access employment, education, health and social activities. As part of our plans to increase the number of tests available, we have trialled examiners carrying out an additional test per day, during their normal working hours. The safety and wellbeing of our customers and colleagues is paramount. We continue to work with colleagues and PCS on these proposed changes."

ADI standards checks: your data and parameter questions answered - blog post 6/10/2021

Laura Great-Rex works for the enforcement directorate at DVSA and started her career as a driving instructor before joining DVSA to specialise in the Agency's ADI-related work. Like us all, she is passionate about improving road safety. [Read her latest blog here](#)

Here's a 10.5 minute video from Laura Great-Rex to explain DVSA's Test Information Program on Standards Checks. (TIP)

Please note the presentation has sound and subtitles.



Your report, your development

You can apply for your 'ADI driver test analysis report' to see your current record by emailing adi.enforcement.analysis.request@dvsa.gov.uk. Please provide your name, PRN and the email address and phone number on your registered account. You can also request a standards check if you email PADI@dvsa.gov.uk detailing the reasons why.

DVSA Chief Executive Officer letter to vocational trainers

Dear colleague,

I'm sure you will be aware of the government's plan to help tackle the current shortage of HGV drivers. This includes plans for the Ministry of Defence (MoD) to support us to carry out more HGV tests. This week, we will train the MoD examiners to help them become familiar with our processes and plan for them to start testing from Monday 11 October. We would appreciate your help so we can make the best use of this additional testing resource. The current HGV driver shortage is of national importance, so we all need to work together to help get as many new drivers safely on to our roads as quickly as possible.

Increase in testing

We are doing all we can to increase HGV test capacity to keep Great Britain's vital supply chains running that drive our economy. There are now many more lorry and bus test appointments you can book across Great Britain using your normal booking arrangements, with new dates added every week. We are sending regular update emails to you about current test availability in Great Britain split by area.

If you are having any problems making bookings, email us on vocational.testing@dvsa.gov.uk, an address we have set up specifically to support you in getting your test demand fulfilled as soon as possible.

Understanding your testing needs

We want to understand your current and future demand for tests, and your training forecasts and capacity to make sure you can access tests when and where you need them. We have set up an [online form](#) for you to let us know about your current testing needs.

We look forward to your information, which will help us to target the extra capacity successfully.

Understanding other barriers to testing

Based on feedback from the vocational testing industry, we know that some provisional drivers may be facing other difficulties in getting their HGV licence, for example theory test availability. We want to understand the barriers that your pupils face so we can potentially help you overcome these challenges. Please also let us know about these difficulties using the online form above.

New online hub for HGV driver updates

A new section on GOV.UK website has been launched which brings together all the latest information on how the government is helping to reduce the HGV driver shortage. You can also sign up for email alerts to stay up to date with the latest HGV driver announcements from all government departments and agencies, including DVSA.

Visit the new GOV.UK section on [lorry driver updates here](#).

This includes a Department for Education [blog post about the Skills Bootcamps](#) and training to become an HGV driver.

Yours faithfully, Loveday Ryder - Chief Executive



ADI Standards Checks update

(Thank you from ADINJC for your comments and feedback following the DVSA communications release yesterday. We will use these in discussions with DVSA. In case you didn't notice, you can also comment directly to DVSA at the end of the blog) [blog/news](#) on the [GOV.UK website](#).

DVSA Registrar, Jacqui Turland letter to ADIs - Prioritising Standards Checks

Dear colleague,

Recently we announced that we are changing the way we prioritise ADI standards checks. I understand that this has caused concern, confusion and some of you may have misunderstood our messages or intentions. To help address some of your concerns and clear up any misunderstandings I want to share more information with you about what we are doing and why, and explain more about the intention of this work.

My role as registrar



The driving test is just one step in the learning to drive process and you play a vital role in properly preparing your pupils for a lifetime of safe driving. The test data we have (driver faults, serious faults, physical interventions and pass rate) shows that many of you are properly assessing when your pupils are ready to drive unaccompanied. It is my role as ADI Registrar to make sure that everyone paying to learn to drive is being taught by instructors who are properly qualified to do so. Registration as an ADI has for decades included the requirement that all ADIs undergo a periodic assessment of instructional ability, and this has not changed. The recent announcement is a change from the previous requirement where ADIs would be called at least once in your 4 year registration period. It has been felt for a long time both within DVSA and, we believe, amongst the ADI profession, that this is not an adequate way of assessing if an ADI needs a standards check. Ultimately the process and outcome for those not meeting the standard remains the same as set out in the Road Traffic Act 2006 however I am committed to supporting all ADIs to meet the standard. I believe the new approach to prioritising standards checks and offering early engagement support will be of benefit to us all and to road safety.

Why bring this in now?

Because of COVID, we have done very few standards checks in the last 2 years. High quality instruction plays a crucial role in helping keep Britain's roads safe and we need to urgently prioritise supporting those not meeting those standards.

Introducing a priority method for calling ADIs to standards checks will also make sure we focus our resources on delivering the increased demand for part 2 and 3 tests. There have been calls for the new approach to be run as a pilot for 6 months.

We need to continue to roll out this new approach because we need to use it to help us to urgently prioritise checks as we build back after the pandemic. But we will of course monitor this and keep the data and the parameters under review and change them if necessary.

Supporting ADI development

The vast majority of ADIs are fantastic, talented instructors that help send well-prepared drivers out into the world. However, we know that a small number of ADIs could still improve. The standards checks are meant to be a collaborative process of feedback between DVSA and instructors. The new one-to-one engagement calls aim to support ADI development, raise standards and ensure all pupils are getting the best tuition possible. Feedback from those being called for standards checks will be important in helping us continuously develop and improve the service. Those who have taken advantage of the pre-engagement call we are now offering 8 weeks ahead of your check have been overwhelmingly positive in their feedback about the calls.

Using test data to prioritise standards checks

I know some of you have expressed concerns that the use of test data to prioritise standards checks is only focussed on the outcome of the test. I want to reassure you that this is not the case. The data we will be using to prioritise standards checks is taken from your pupil's test results. This is not just the pass or fail result but includes other information such as the number of driving, serious and examiner intervention faults committed by pupils on their driving test. We will be using data from a 12 month rolling period and while I recognise that the last 12 months is not typical by any means, this is the case for everyone. We have all been affected by national and local COVID lockdowns and restrictions. Now restrictions have lifted and life is returning to normal the data will represent a more typical year for most of you. I know many of you have raised questions and concerns about our new approach and want to better understand the data we are using and

the parameters to help prioritise standards checks. My colleague, Laura Great-Rex, DVSA's Head of Enforcement Relationship Management, [has written a blog](#) which includes a video to help explain what data we are using and how. We have also updated the guidance on GOV.UK to help answer some of your questions.

Special needs concerns

We do recognise that many of you teach pupils who have educational needs and physical disabilities. We also know there are pupils who do not take to driving naturally or are especially anxious. While you will deploy different and varied skills for every pupil, the test itself is assessed to the same standards for everyone. As an instructor, you must be satisfied that all your pupils can drive safely and on their own before presenting them for test. I would emphasise the importance of you or your pupil letting us know about any special requirements they may have when booking tests to allow us to provide reasonable adjustments for your pupils.

Displaying ADI badge (certificate)

Currently there is no legal requirement to display your ADI certificate for test. However, for this system to work properly and support those ADIs who need it most I encourage all ADIs to proudly display your certificate with every pupil you present for test. I do recognise that you are likely to be put under pressure from pupils, or their parents, to let them take their test before they are ready, especially as driving test waiting times are currently so high as a result of the pandemic. Professional instructors are best placed to assess if their pupils are ready to take the driving test. DVSA will continue to support ADIs who do this, even if learners complain to us because their ADI will not present them for test. I want to highlight that we are also using the data to identify exemplar ADIs who typically present well prepared pupils and whose statistics place them well above the average. We are offering these ADIs an engagement call to congratulate them on their high standards. If ADIs consistently or strategically remove their ADI certificate, we will not be able to identify them as high-performing, and while ADIs with no, or limited, data will still be offered an engagement call, there will be no opportunity to discuss performance in detail. So, I would encourage you to display your certificate for every test you present your pupil for and trust your professional judgement not to present those who are not ready to drive independently.

In conclusion

I hope my letter to you has helped address some of the questions and concerns you initially had about our new approach to prioritising standards checks. I encourage you to read Laura's blog, watch the video and take advantage of the engagement call on offer if you are called for a check. I also encourage you to display your certificate for every test and work together with me and everyone at DVSA to help make Britain's roads safe for all by ensuring the high quality standard of instruction the majority of you already provide is the universal quality standard of instruction.

Jacqui Turland - ADI Registrar of Approved Driving Instructors



Loveday Ryder, DVSA Chief Executive letter to driving instructors...

...about reducing driving test waiting times and the suspension of industrial action. [Click here](#)

Strike action

The Public and Commercial Service (PCS) has agreed to suspend industrial action while talks continue. This means there will be no industrial action on Monday 18 and Tuesday 19 October 2021 and action short of strike (work to rule) will not begin from Wednesday 20 October. This is great news for all of us, especially your pupils with tests booked on Monday and Tuesday. I'll update you again once we know the outcome of our discussions with PCS.

SOS! Speed of Sight - Driving the Difference

Hot off the Conference and Expo tombola stand in aid of ADINJC's nominated charity Speed of Sight, our very own dedicated daredevil/fundraiser extraordinaire/Charities Liaison Officer Tina Cassidy offers personal insight from driving experiences with Speed of Sight.



As the Charities Liaison Officer I have been working with Speed of Sight for a while now and this year I have had the pleasure of being a driver for them. During this time I have met some amazing people, (some more than once, these we nickname repeat offenders) and have heard some fantastic stories of how people have overcome disability including a guy that lost his sight when he was involved in a car crash, before the crash he was building a car and was just starting to build it again. However recently I had the honour of being able to purchase an experience for one of my friend's daughters who I have known for around 25 yrs. I had taught

her younger sister to drive but Sarah suffered a stroke in her mid 20's which has left her legally blind. She was so excited as soon she found out she was going to drive having not had the chance before her stroke. On the day I got to take her around the track, and during the drive she managed to tick off 2 of her life goals, 1st to drive and the 2nd was when she overtook another track car with screams of joy. The whole family turned up to support her and to see her do something that she was told would be impossible. But that's what Speed Of Sight do, make the impossible, possible :-)

In Sarah's words 'Had one of the best days in my life yesterday. I got to fulfill a lifetime dream to be able to drive thanks to Tina Cassidy and Dodge. I got to drive with Tina, it was amazing. Then a lovely afternoon with my family in Scarborough. I feel truly blessed.'

Go Tina and all those involved with Speed of Sight! Please help us to help support them. We would normally have raised a significant amount of money via raffles throughout our face to face association meetings in 2020/21 but due to C-19, this was curtailed however, we're confident that all of you generous expo attendees will have been digging deeper in those pockets of yours/via the OSU platform. All donations of whatever you can afford are always welcomed and gratefully received. Thank you! More info here: <https://www.speedofsight.org>



Date for your diary - Saturday 23rd April 2022

Friendship, Fun and Fundraising!

Speed of Sight 10th Year Anniversary Gala Celebration Ball

Being held at DeVere Cranage Estate in Holmes Chapel, Cheshire (7pm)

Every penny of the money raised on the evening will go to help fund the driving experiences for people of all ages with disabilities and/or sight loss that will change their lives for the better, forever. It's because of SOS supporters that it's possible to do any of this. Thank you!

Book now to secure an early bird price of £78.50 and help support SOS!

<https://www.speedofsight.org/10-year-anniversary-ball/>

Here are 2 inspirational videos to help you decide how you could help Speed of Sight to make a difference.



Save the date! Saturday 4th December 2021

Next Association Meeting being held at Village Hotel, Walsall

Not a Zoom meeting in sight! Join us in person on Saturday 4th December at the Village Hotel, Walsall for a half day face to face ADINJC association meeting, hooray! More details and agenda will follow in due course from Sue our super duper Secretary, so please keep watching this space! In the meantime, we can all start getting excited about meeting up with each other again in a warm and welcoming environment! We're definitely getting back to that new normal of ours! :-)

There are very limited places available and they **MUST** be booked in advance asap via secretary@adinjc.org.uk

Those who don't book in advance and just turn up will be turned away!

Latest links from Road Safety GB

Road SafetyGB

Click the article to read

Air freshener campaign reminds drivers to stay safe

DfT figures show 484 e-scooter related casualties in 2020

Halfords launches new video game for Tyre Safety Month

Project EDWARD 2021: 'millions engaged but a long way to go'

'Everyone can be a road safety hero' 15-21 Nov 2021



Latest from DVLA

7/10/21 - PCS is balloting DVLA members over further strike action:

<https://www.pcs.org.uk/news-events/news/pcs-ballot-dvla-members-over-further-strike-action>

Become a qualified heavy goods vehicle (HGV) or bus driver

<https://www.gov.uk/become-lorry-bus-driver/requalifying>

DVLA Coronavirus (COVID-19) update

<https://www.gov.uk/guidance/dvla-coronavirus-covid-19-update>

Drunk Driving

We were approached by Erin, a blogger at Kans Law Firm - a law practice in the US dedicated to DWI defense. Erin decided to write an article on how tech can help prevent DUI's and said she would love it if we could help spread the word. Thank you!

'Drunk driving is undoubtedly a major issue in many countries throughout the world, however, with new technologies emerging constantly, we've seen that fatalities can be prevented. In fact about 9,000 drunk driving related fatalities have been prevented in the US every year, thanks to tech.'

<https://www.dwiminneapolislawyer.com/dui-could-technology-end-drunk-driving/>

Blogger at www.dwiminneapolislawyer.com

Expressing opinions

Thanks to our very own Fiona on the Governing Committee who swiftly came to the aid of Ellie Cook, a news reporter from the Daily Express. Ellie contacted us about a story she was working on which would look at how fuel shortages affect driving instructors, whose livelihoods depend on access to fuel particularly off the back of pandemic restrictions. At the time of the article, Lynne commented "Obviously if the fuel does get worse again, it does have an effect as we can't work and pupils can't be guaranteed a test or that the examiner will be there if they have no fuel. We are doing our best to keep working currently and are hoping the situation will improve."

[Read the article here](#)



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What our members say:

“Wow, ADINJC your crew are doing a wonderful job. We are so happy to be affiliated to you all. Thank you from Blackburn Association.”
- Linda Brooks

“Thank you for speaking up for ADI's and producing an excellent letter. A big thank you to the whole ADINJC team.”
- Mike, Vice Chair Sutton Area Driving Instructors Association

Find out more at adinjc.org.uk, call 0800 8202 444
or email secretary@adinjc.org.uk

@ADINJC

2 years ago, 'Extinction Rebellion' activists were gluing themselves to trains and government buildings including DfT. Now, 'Insulate Britain' activists are busy gluing themselves to majorly busy motorway networks/London streets amongst other things. Considering we've been running short of fuel, food, toilet rolls to name a few important items, how come we aren't/can't seem to run out of GLUE?! Whatever your political persuasion, this isn't a peaceful protest - it's an extremely volatile, highly emotive and dangerous situation we're all facing as a country. Please do take care of yourselves when you're training out there.

Vital Statistics

The latest driving test statistics have been released. [You can access them here.](#)

Are you Cycle Savvy?

There's still time to apply as DfT scheme has been extended...

Understanding cyclists

Have you ever wondered why people on bikes do certain things?

For example, why do cyclists ride side by side? Why don't they always use the cycle path, or why do they sometimes ride in the middle of the lane? Sometimes behaviour can be a bit of a mystery, but there can be some good reasons for it. In order to understand cyclists' behaviour, you can register for the 'Cycle Savvy Driving' course, brought to you by the Department for Transport and supported by driving schools and driving instructors associations.

Teaching the next generation

Interaction between cyclists and drivers is increasingly commonplace as the rates of active travel uptake soar. ADIs play an incredibly important role in helping the next generation of drivers to understand, communicate and cooperate with people who cycle.

Cycle Savvy, Bikeability's online and practical training course, helps ADIs become more aware of the reasons why people on cycles ride in certain ways – knowledge that when disseminated, will positively impact the experience of the next generation's road users.

Register for the 'Cycle Savvy Driving' course, brought to you by the Department for Transport and supported by driving schools and driving instructors associations.

Sharing the road with vulnerable road users

Whatever mode of transport we choose, one thing is certain: we will be sharing road space with other people using different modes of transport. Some of these modes are classed as 'vulnerable road users'.

Equip your learner drivers with the skills needed to ensure our shared streets can function as safely and seamlessly as possible, whatever mode of transport you choose.

Register for the 'Cycle Savvy Driving' course, brought to you by the Department for Transport and supported by driving schools and driving instructors associations.

How does Bikeability help ADIs?

Has your learner driver undertaken Bikeability training? More and more learner drivers will have existing knowledge of the National Standards for Cycle Training, obtained from their Bikeability training. This is great for understanding the parallels between learning to cycle on the road and driving.

For more useful tips and insights to help you equip your learner drivers with the skills needed to safely share the road with cyclists, register for the 'Cycle Savvy Driving' course, brought to you by the Department for Transport and supported by driving schools and driving instructors associations.

Take part in new DfT research

ADIs have an opportunity to take part in a DfT funded research project to improve understanding and co-operation between people who drive and people who cycle.

You can help to influence the future of driver and cyclist training by your participation and feedback, as well as gaining valuable training.

Register for the 'Cycle Savvy Driving' course, brought to you by the Department for Transport and supported by driving schools and driving instructors associations.

Click here to take part in this trial, where you have the opportunity to access the free two-hour online training course. You can also opt for a practical training session, and will be entered into a prize draw your chance to win one of five £100 Amazon vouchers.

<https://www.cyclesavvydriving.co.uk/>



Please support your fellow ADIs!

Gareth Marchant pointed out that if you are a trainer who does not offer B+E and want to support the action by writing to your MP the letter needed to be reworded. Very helpfully (thank you Gareth!) he's done this for us. We would be very grateful if you could please add your support to this. So many of your colleagues are struggling because so much of their business relies on B+E so please [click here](#) for the template.

Chris Greer, also helpfully, has started a Go Fund Me page to raise money for a judicial review. [You can donate with this link.](#)

We are aware from the **ADINJC's** Facebook page of requests for a judicial review and these are our current thoughts, along with NASP.

The letter writing campaign we are currently encouraging trainers to engage in, and the letters NASP (and proposed solutions) sent to Ministers shows we are active in this area. Further industry meetings are also planned. In the letters we clearly ask for evidence that any economic impact review that was undertaken factored in the decimation of the B+E training industry, and if we do not receive clear evidence of that we will then look at whether we can challenge the decision based on the fact a full and proper consultation was not carried out properly - and a proper economic impact assessment wasn't carried out. The issue we have to be mindful of regarding the economic impact argument is that there is balance which the government is legitimately allowed to make that the economic impact of the lack of lorry drivers was greater than the (relatively) small impact on the (relatively small) B+E trainer universe. There will also be the argument as to whether B+E trainers only earn their income from B+E and do not train in other unaffected areas or cannot diversify into other areas and still earn income. Members need to be prepared for that argument to come back at them and for it to hold enough water to see off any challenge. Neither NASP nor the **ADINJC** could fund a judicial review. We were quoted £25-40,000 but understand that costs are quite likely to exceed these figures, and indeed go into hundreds of thousands. So we can do nothing on this until a substantial amount of money is raised.

The Instructor Podcast

Brought to you by member
Terry Cook, ADI

This month in addition to the latest DIPOD recording, we are delighted to feature Terry Cook's podcast. Terry is an ADI and founder of The Instructor Podcast. This month he's been interviewing Lynne about various items of interest. Terry's podcasts are for instructors, and he speaks to experts, innovators, leaders and game changers, from inside and outside the industry. Looking at ways we can improve and develop. You can hear Terry's interview with Lynne [here](#).

Terry's also been recording at expo! [Click here](#)

Enjoy! Avid DIPOD listeners will recall Terry was featured on their podcast in recent months - show 181 if you missed it www.dipod.co.uk



SCAMS!

I recently received a couple of emails from a scammer posing as an ADI friend I trust and have known for a long time. Now whilst this isn't new news and I do my best to ignore scams, it really bothered me this time - it was expo week and I hadn't spoken to this friend in a while. When another chasing type email was sent within minutes of the first saying 'did I get the last email and to email as phone not working' instinct kicked in - I thought it could have been serious but ultimately her details were being used fraudulently so I called her straight away and didn't reply to the emailer. It turned out my ADI friend was aware of the problem because other people had contacted her to say her email account had been hacked - thankfully she'd already changed her password. I also sent her a couple of screenshots of the messages I'd received and she reported to Action Fraud. She's now using an alternative e-mail account because she doesn't trust the hacked account. These scammers stop at nothing to get what they want and are getting more clever by the day. Financial rewards via a fraudulent account are big business these days so whilst we're often time poor, please be careful. Who are you dealing with? Before you even hit reply, is it really them? You don't want to be cash poor as well! And no, I don't have trust issues but when it comes to scammers, NEVER TRUST 'EM! Oh and it was lovely to speak to you Nicky as always! ;)))))

Are you scam savvy? Take a quick quiz. This is not a scam!

Take Five To Stop Fraud! - Think! Stop! Challenge! Protect...

Stay ahead of the criminals who are experts at impersonating people, organisations and the police. They spend hours researching you for their scams, hoping you'll let your guard down for just a moment. Find out more about Take Five at <https://takefive-stopfraud.org.uk/>



Rewarding IMTD

Congratulations to all those worthy IMTD members who received their well deserved awards recently. It was really great to see NASP being given a special award from the Institute of Master Tutors of Driving, recognising the relentless work undertaken by the steering group to support trainers during the pandemic. Current NASP Chair Lynne Barrie accepted the award from awards sponsor Ian McIntosh, CEO of Red Driving School. Judges commended NASP (composed of **ADINJC**, DIA and MSA) for the advice and support they were able to offer the industry during the Coronavirus crisis, including lobbying and representation to government to recognise the needs of driver and rider trainers. **ADINJC** Secretary, Sue Duncan was similarly recognised with an individual award for her contribution during the pandemic. Sue is also the minute taker at NASP. Our Head of Training, Andrew Love received an award from the Chairman in recognition for service over the last couple of years too. Jolly well done to everyone :-)





As headline sponsor, Suzy Walsh and all the team at Marmalade have been very busy preparing for Conference/Expo'21. In the meantime, here's some news items which may be of interest including 'Learner drivers are spending more than ever'.

Learner drivers have forked out at least £289 million extra due to the ongoing tests backlog

Marmalade survey

<https://www.intelligentinstructor.co.uk/test-backlog-continues/>

As the test backlog continues, Marmalade's survey describes how Learners are 'paying' for test delays. <https://www.wearemarmalade.co.uk/driver-hub/news/learners-spending-more>

MyDriveTime

Marmalade has partnered with MyDriveTime to offer an extended, 6 month trial of their award winning admin app that helps ADIs manage their diary, students and money. Register with Marmalade Network and find out more!

Spread the Marmalade

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 here](#).

Commission rates and benefits

ADIs and PDIs can read all about the commission rates on [new policies and benefits here](#):

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



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Snapshot of Expo'21 - It's a developing story!

It's been really lovely and extra special to see you all at expo this year. Been way too long! Thank you for coming to our fun and action packed day and we hope you all had a fantastic time wandering around the stands, meeting big hitters in the industry and catching up with old and new friends and trusted colleagues. We wanted this year to be bigger and better. We hope you agree it was! If you have any of your own images from the day/any feedback you'd like to share with us, please do send via social media or our usual contact address. To whet your appetite, check out these images from the day c/o Simon the Photographer and we'll ensure to have more for you next month. If you go crazy sending in photos and feedback, perhaps November can just be an ode to expo and not much else! Thanks everyone :-)))

For your viewing pleasure, link below from Simon the Photographer! Think you'll agree, Simon captured the day perfectly - life through a lens hey?!

<https://www.provisionphoto.co.uk/p/70973ndk/x2021-intelligent-instructor-nat>

These images are free to download and distribute.

To keep up with all things expo forever - we give you 'The expo app!'

This free to download and brand new event conference app brought to you in partnership with GoRoadie gives you quick access to key information about speakers, exhibitors and activities, as well as maps and notifications. You'll receive notifications about key upcoming events that you won't want to miss out on.

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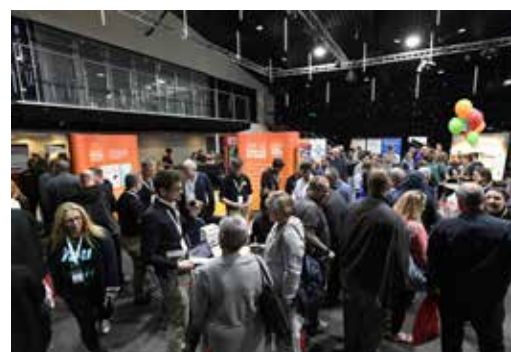
Quick reference

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<https://play.google.com/store/apps/details?id=com.goroadie.intelligentinstructor>



Towing Safely a call to arms

Welcome to long standing member, and new Governing Committee member, Terry Bassingthwaighe. Some of Terry's background -



I have been a driving instructor based in the Bury St Edmunds area of Suffolk since 2009. In 1988 I passed my HGV class one (C+E) and went on to drive trucks for over 25 years, working all over Europe. I gained experience in driving all types of haulage; from heavy haulage right through to container work. I started teaching B+E in 2012 and became a member of the NTTA helping to promote safe and legal towing. I am Vice-Chairman and health and safety instructor for the National Trailer and Towing Association. <https://www.ntta.co.uk/news/public/>

My main interest and passion is safe and legal driving, promoting this whenever the opportunity arises and sharing my knowledge whether I am teaching students formally or involved in my work with the NTTA.

A [very interesting link](#) to a question asked in Parliament about the removal of the need to test, well worth a listen.

And finally, a message from Terry to rally the troops -

Hi all

With the announcement from the government on Friday regarding ceasing the requirement to take a test to tow car & trailer combination of up to 7.5 tonnes.

This does not mean our industry is DEAD!!!

This means we must adapt to these changing times.

The need for towing safety has not and will not disappear like the test has overnight. It will increase in importance and it's in our hands to help support and promote towing safety. We are all still able to offer training and refresher sessions for anyone who wishes to understand towing, would like to improve their towing skill, understand and improve their loading and towing skills. Towing is a skill and we as trainers still have the opportunity to help and improve and give people the confidence in towing. It's now up to us as professional trainers promoting safe and responsible towing to use all the contacts we have gained over the years to promote safe and responsible towing to the post 20th September 2021 towing generation of people who would like to tow. We at the ADINJC are actively working with other National Organisations who represent the towing industry to put in place a Scheme which can be rolled out nationally to support you as trainers and be able to give an accreditation to the training you are giving. So as stated at the beginning of this statement OUR INDUSTRY IS NOT DEAD but rising like a Phoenix from the flames being reborn with new ideas and ways to promote towing safety and new ways of training. Exciting times ahead for everyone.

Stay Safe & Tow Safe for Life.



ADI
NATIONAL
JOINT COUNCIL

ADIs working for ADIs.

Approved Driving Instructors National Joint Council

The leading driving instructor organisation of its kind.
Uniting local associations, groups and individuals.

We support, inform and represent our members.

What our members say:

“May I just say that I am proud to be a member of such a caring society. A big “well done” to all you.”
- Dave Clark ADI

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

Find out more at adinjc.org.uk, call 0800 8202 444
or email secretary@adinjc.org.uk

@ADINJC

On their website, featured recently:

- New aquaplaning prevention device developed [click here to read](#)
- Government HGV driver plans "bonkers" [click here to read](#)
- Fuel prices accelerate [click here to read](#)
- New car sales 20 year low [click here to read](#)
- EV sales overtake diesel [click here to read](#)



New aquaplaning prevention device developed

Coverity University research has developed a new device to prevent vehicles from aquaplaning.



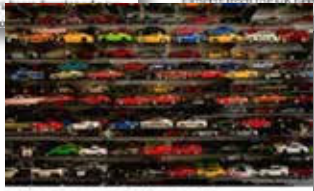
Government HGV driver plans "bonkers"

Plans from the DVV for HGV drivers have been criticised as "bonkers" by the industry.



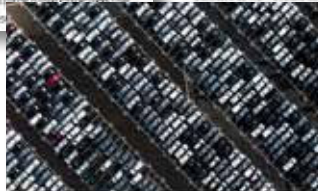
Fuel prices accelerate

The average price of a litre of petrol and diesel has risen by more than 10p in the last month.



New car sales 20 year low

New car registrations are at their lowest level for 20 years. The manufacturer shortage is receiving much of the blame.



EV sales overtake diesel

With the 2030 emergency stop deadline for petrol and diesel vehicle sales approaches, Electric vehicle (EV) sales accelerate. EV sales...

Intelligent Instructor Masterclasses - final round for 2021 announced!

We are delighted to announce the final round of Intelligent Instructor Masterclass sessions for 2021. We've got limited spaces left to join some of the top names from the driver training industry. We're joined by Lynne Barrie, Ray Seagrave & Lou Walsh. So if you're looking to improve your 'Risk management' skills, wish to develop your 'Teaching and learning strategies' or need help with your 'Standards check' our sessions could be right up your street! We've had some amazing feedback from previous sessions and hope to see many returning and of course new faces in the upcoming sessions.

14 Nov 6-8pm Ray Seagrave

<https://events.intelligentinstructor.co.uk/events/risk-management-with-ray-seagrave/>

26 Nov 6-8pm Lou Walsh

<https://events.intelligentinstructor.co.uk/events/teaching-and-learning-strategies-with-lou-walsh/>

30 Nov 6-8pm Lynne Barrie

<https://events.intelligentinstructor.co.uk/events/standards-check-made-easy-with-lynne-barrie/>

INSURANCE FOR YOUNG DRIVERS



Learner Driver Insurance



SHORT TERM COVER ON A CAR THEY BORROW

Pay As You Go Insurance



PAY PER MILE COVER ON A PARENTS' CAR

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 For Young Drivers



NEW CAR DEALS FOR YOUNG DRIVERS

Student Car Insurance



SHORT TERM COVER ONCE THEY'VE PASSED

wearemarmalade.co.uk



Terms and conditions apply. See wearemarmalade.co.uk for details.



I am afraid that I must return to the subject of smart motorways for the lead story in this month's column. The Mail of September 27th had a front-page headline: 'Smart M-Ways' Horrors Exposed'. And the sub-headline: 'Undercover Mail reporter finds 1 in 10 vital safety cameras not working. Failings so bad staff said, "start praying to your God"'. It is a fairly long piece so I will quote from the Mail's comment of the same date, entitled 'Smart motorways? They're no such thing'. The comment said that "these stretches of road, the brainwave of Tony Blair's government, and pursued enthusiastically by its successors, were intended to ease congestion. To do this, millions of pounds have been spent removing hard shoulders and converting them into regular carriageways. Concerns that this got rid of a crucial – sometimes life-saving safe zone for motorists in difficulty were airily dismissed by ministers and the National Highways agency, who claimed that they are "among the safest roads in the country". Technology, they insisted, would protect stricken cars by closing lanes, preventing them from becoming potentially lethal obstructions to traffic bearing down at speed until recovery crews arrived. Yet the reality is altogether more nightmarish. Tragically, smart motorways have become graveyards for stranded drivers and passengers, with 53 deaths in four years. How can this be? As the Mail's deeply troubling investigation reveals, one reason is that the system is fatally flawed. Our undercover reporter, who infiltrated National Highways main control room, found it to be plagued by faults – magnifying the danger to motorists. One in ten CCTV cameras on the roads did not function properly when we audited them, meaning life-threatening delays in rescuing broken-down vehicles marooned in high-speed traffic. Software controlling emergency signs and speed limits routinely crashes. And staff warned 418 times last year of technical glitches that could jeopardise lives. Incredibly, even though a coroner has demanded National Highways be prosecuted for corporate manslaughter, and despite the casualties, the ill-conceived network is being extended. This is insanity. Yes, it is welcome our damning expose has prompted the Department for Transport to order an urgent enquiry. But this is too little, too late. While the technology is suspect, ministers must reinstate hard shoulders. With fewer lanes drivers may take longer to get from A to B. But surely they'd prefer that than risk being killed if they get a flat tyre". You sock it to 'em Daily Mail!

And there was a piece in the Mirror of September 29th which told how Katie Price's pals say her partying is "out of control" after she flipped her car following an alleged all-night drink and drugs session. It is claimed the former glamour model, 43, was arrested on suspicion of driving while above the legal limit for alcohol and drugs near her home in Sussex at 6am. The star, who is banned from driving until December, could face jail for being at the wheel. A source said she spent the night partying with pals and added: "Katie is a total mess at the moment, her partying is out of control and has really ramped up over the last few weeks". Earlier this year the mum-of-five vowed to take regular drugs tests if anyone challenged her to prove she was clean, after spending five weeks in The Priory last October. She said she had used cocaine to "block things out" as she "couldn't see the light at the end of the tunnel" amid mental health issues. The source said: "Sadly, things have got worse since then and in many respects, something like this was inevitable". Friends said she suffered bruising in the crash and was taken to hospital by ambulance. It's thought she left later that afternoon before being quizzed at a police station. An officer on the Sussex roads policing unit tweeted a photo of a BMW flipped on its side on the B2135 near Partridge Green. PC Tom Van Der Wee wrote: "Occupant of the vehicle is thankfully on the whole okay." Well that's good, but what I want to know is – The Priory is not cheap and previous reports tell us that Ms Price is bankrupt. So who is paying?

And there was a story in the Mail of September 17th entitled 'Plastic driving licences could be phased out'. It said that digital driving licences could be introduced from next year – raising the prospect that traditional physical documents could be phased out. A trial will involve learners' provisional licences being made available in electronic form, including through an app. It was revealed by Transport Secretary Grant Shapps, who said it was part of post-Brexit plans to make transport "fairer, greener and more efficient". If successful, it is understood full driving licences could also be digitised. The move is part of the Driver and Vehicle Licensing Agency's strategic plan for 2021-2024, meaning digital licences may not be available until 2024. Although the DVLA said plastic cards would continue to be available, it has raised fears officials will 'switch the whole thing digital'. The trial start date has not yet been set. Motoring groups said that this would be disastrous for older drivers without internet access or who struggle online. (I fall firmly into the latter category, as Mrs Adrian will confirm). AA president Edmund King said: "We envisage that many, particular older drivers, will still want to stick to paper or card driving licences as they don't all have mobile phones." Steve Gooding, of the charity RAC Foundation, said: "The risk is that the more personal data we store on our phones, the more tempting a target they become for thieves and hackers". A Department for Transport source said development of digital driving licences was prevented before Brexit due to EU law. Well, there we all are then.

There was an interesting piece in the Sunday Times of September 19th entitled "Range anxiety drives down e-car accident rates". It said that research shows that drivers of electric cars are far less likely to be involved in an accident than those driving petrol or diesel ones. Neale Kinnear, Head of Transport Safety at TRL, formerly the Transport Research Laboratory, said: "When you're travelling on a motorway there is a noticeable difference in the speed with which your range will come down compared to when you are travelling at 30mph or 40mph. When you drive an EV [electric vehicle], compared to an internal combustion vehicle, you start to think about energy conservation and that may lead to more economical and safer styles of driving". Research from Lex Autolease found that electric cars were almost half as likely to be involved in an accident as diesel or petrol ones. Plug-in hybrids were almost as safe. Lex, which has 350,000 cars in its fleet, said that 24 per cent of petrol or diesel cars had to be repaired in a workshop after an accident in the year to the end of August, compared with 14 per cent of electric cars and 15 per cent of plug-in hybrids. If the trend were to continue for the rest of the decade, it would lead to a reduction in injuries and deaths on the roads, as the number of electric vehicles is forecast to rise to 14 million by 2030 when sales of new petrol or diesel cars will be banned. The findings that electric cars were improving road safety were welcomed by Steve Gooding, director of the RAC Foundation, a research foundation. He said: "Maybe motorists who've opted to go for a green car option out of consideration for the planet also choose to drive more considerately and safely ... or could it be that for the EV driver the 'charge remaining' dial has taken the place of the rev counter as they seek to eke out the miles?" Edmund King, AA president, said that for electric cars "the obsession with range when behind the wheel does also influence drivers to slow down, keep constant speeds and avoid sharp braking or harsh acceleration. Often EV drivers play the 'range game' to see how many extra miles they can squeeze out of the battery. It is a badge of honour." That can only be good, can it not?

And it's back to the Mail of October 1st for the second major story this month. It said that e-scooter riders hit and injured 100 road users and pedestrians last year. This breaks down into 21 cyclists, 22 people in vehicles and 57 pedestrians, according to figures from the Department for Transport. A staggering 383 riders were themselves involved in accidents last year – and one was killed. The 2020 figures, which do not distinguish between rented and privately owned e-scooters, will add to long-running safety concerns about the contraptions. Most of the victims were at least 40 and eight children under ten were also injured. Thirteen of the pedestrians were seriously hurt. Yet two-thirds



of the riders hurt in e-scooter accidents were under 30. Of these, 123 were aged 20 to 29, 118 were aged ten to 19 – and two were under ten. Private e-scooters cannot legally be used in the UK except on private land. Many are nevertheless often taken on to roads and pavements. Rental e-scooters are also banned from pavements. The Defence and Security Accelerator (DASA), part of the Ministry of Defence, has asked for extra police powers because it is difficult for officers to halt riders without putting people at risk. Riders do not always wear helmets, DASA said, adding: “The small wheels of e-scooters and high centre of gravity of the rider make the rider vulnerable to injury in the event of a loss of control”. DASA also asked officials to look into tracking down suspects electronically after reports earlier this year suggesting that e-scooter crimes are rising. Somehow I reckon that this story will feature large in next month’s column.

Lastly, there was an interesting piece in the September edition of Which (Mrs Adrian is a subscriber). It was entitled ‘Should you fill your tyres with nitrogen instead of air?’ It went on to say that if you’ve ever had to replace one or more tyres on your car, you may have been offered the option of filling them up with pure nitrogen instead of compressed air. Typically costing around £1.50 to £2 per tyre, it can seem an unnecessary additional expense, particularly when an air top up is normally included. However, proponents claim it can lead to reduced tyre wear and wheel corrosion, as well as improved fuel efficiency. Normal air is around 78% nitrogen anyway, but the removal of the 21% oxygen as well as other trace gasses renders it inert, which means it reacts less to temperature and doesn’t hold any moisture (the latter giving rise to claims about reduced corrosion). Added to this is the fact that nitrogen molecules are larger than oxygen, so they escape less easily and therefore the tyre maintains the correct pressure for longer – boosting both tyre life and fuel economy. I remain to be convinced but, when I next change tyres on my Swift Sport, I will give nitrogen a go and report back.

And finally,
I went to the toy store and asked the assistant where the Arnold Schwarzenegger dolls could be found. He replied: “Aisle B, back.”

The petrol position is bad, it’s driving motorists mad, they drive round and round but no fuel’s to be found, using up the little they had.

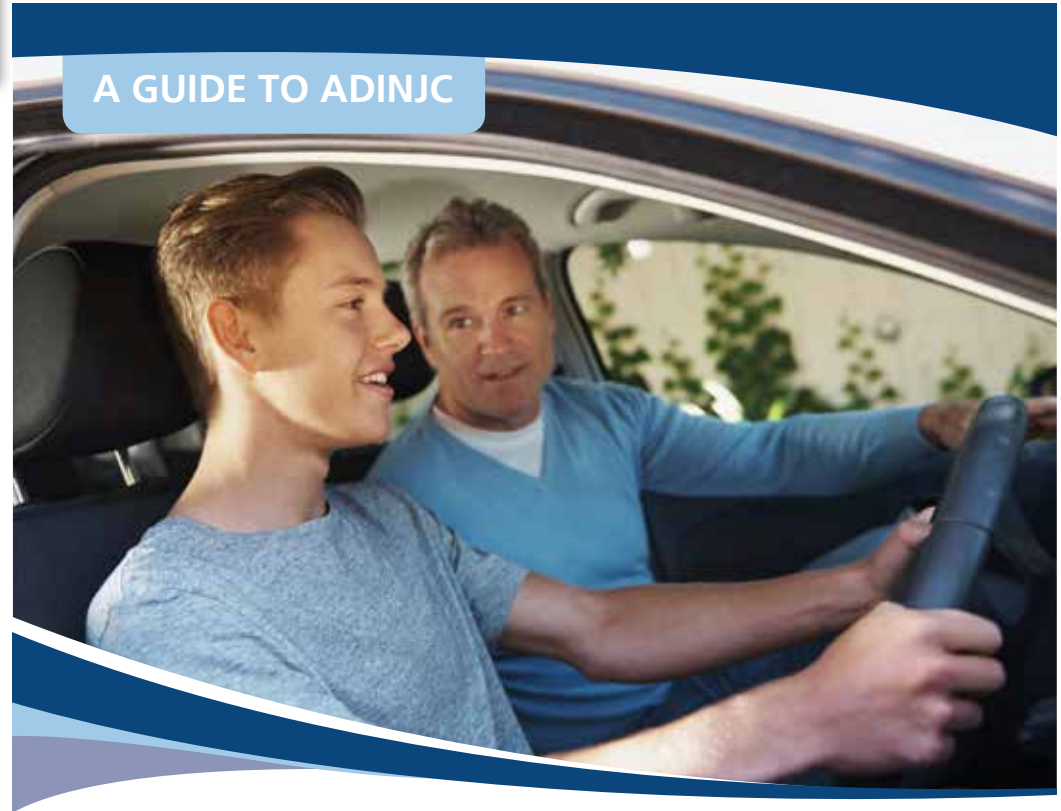
Til next time

Adrian

Clocks

Remember to gain that well deserved hour of yours when the clocks go back on 31st October. Enjoy Halloween - I don’t even have to dress up these days! It’s scary how quickly this year has flown by! Soon be Christmas! There you are, I’ve said it so there! :-)

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

Waveney
Group Schemes
PART OF THE TOWERGATE GROUP
Tuition Insurance

Coaches' Corner

Hope you enjoyed the short inspirational video from Simon Sinek last month entitled 'How great mentor relationships are formed'.

This month, I'm including an article from Life Coach Laurence Knott entitled 'How becoming a better listener will improve your relationships'. Laurence asks you to explore the following in a listening scenario:

Here, there and everywhere, where are you?

Giving each other time to think

The role of state of mind

Hope you find the article valuable reading material whether it's for your business or for your personal needs, see what you think!



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.

Face to face training returns!

ADINJC online training continues...

New training dates have recently been announced across the country in the company of Andrew Love, our Head of Training and various members of our training team.

Not to be missed - book now!

<https://www.adinjc.org.uk/standards-check-workshops/>

Online 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:

Safeguarding Children (0-17) - Level 1

Information and Cyber Security

Handling Violence and Aggression at Work

Basic Life Support (BLS)

You can currently save **30% off** NJC online courses using 'ADINJC30'

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



ADINJC Training and Development Courses

Face to Face and Online Workshops

Standards Check Workshop

18 th Oct 2021	Southend Holiday Inn
10 th Jan 2022	Corby-Kettering Holiday Inn
15 th Mar 2022	Cardiff North Holiday Inn
17 th May 2022	Southampton Holiday Inn

A Full Day Face to Face Workshop

Premium Members £99 Lite Members £120



Standards Check Made Easy With Lynne & Andrew

6 th Nov 2021	&	22 nd Nov 2021
4 th April 2022	&	25 th April 2022

Two 2 Hour Online Workshops

Premium Members £50 Lite Members £65

Mock Test Madness

13 th Dec 2021	7 th Feb 2022
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A 2 Hour Online Workshop

Premium Members £25 Lite Members £30



For More Details
And
To Book Your Place

www.adinjc.org.uk
0800 8202 444

This month, I'm going to indulge you all in a personal triumph! I've been pottering around in the garden whenever I can and this year, decided to plant some seeds of my own in every sense! I have found the 'time out' in the fresh air and nature really beneficial and here's why. I've never been successful when I tried to grow flowers from seeds before so I tried planting these seeds using 2 methods - a propagator and a cement box. I would have thought the propagated seeds would have taken off and the ones I just planted in a box (tenderly) would not take. Well, I was wrong and give you a photo of my home grown seeds in a cement box 'Bells of Ireland'. They are my pride and joy. Wind didn't kill them. Extreme sunshine didn't kill them. They survived everything that was being thrown at them! Think I may have green fingers after all! Nurture, nurture, nurture in nature! :-)))



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.

Grab a jab! Round 2! FLU

The flu vaccine is a safe and effective vaccine. It's offered every year on the NHS to help protect people at risk of getting seriously ill from flu. If you're hardcore, you'll get C-19 jab in 1 arm and flu jab in the other! [For more info click here](#)

NHS aims to give 35m flu jabs amid warnings of up to 60,000 deaths

NHS aims to immunise more than half the population amid fears of particularly deadly flu season. I also understand from trusted sources within the NHS that if you've had problems previously with the egg version, there is a non-egg version available. [For more info click here](#)

Covid isn't over either :-(

Our advice is to continue to wear face masks/coverings while training and to sanitise cars between lessons. Please keep safe, we've come a long way together, let's keep it going for each other!



Lead Generation

£ PAY AS YOU GO

- Priority on our intensive course register.
- Pupil access to our online theory practice site.
- Listing on our BookDrivingLessonsOnline.co.uk web directory.
- Use of our online diary (accessible via web or app).

Text Facility

£16

- Payment receipts.
- Pupil lesson reminders.
- Lesson cancellation texts.
- Pupil booking confirmation.

Call Messaging

from £60

- Our experienced call handlers will take your calls, answering in your business name and giving your business prices. A text will be sent to you for you to contact the caller for you to confirm a date and time for the lesson.
- Use of our online diary (accessible via web or app)

Call Handling

from £80

- Our team here will answer your calls in your business name, giving your prices and information.
- We will book new and existing pupils directly onto your diary, which is accessible via web or app.
- We can manage any queries from existing pupils, such as test bookings, block bookings or even payments!

Multi Car Schools

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- Diary overview.
- Prioritisation on bookings.
- Instructor billing.
- Multiple price bands.
- Text reminders.
- Web plugins.
- Accounts.
- Statistics and reports.

If you don't see a package that suits you, give us a call and let us build a package to fit your requirements



01792 585178

www.DrivingInstructorServices.com

Terms and conditions apply. All prices quoted are VAT inc. and price per month



Young Driver Focus 2022 (YDF)

Technology Matters (Don't we know it!)

FirstCar, Road Safety GB (RSGB) and the RAC Foundation are combining forces once more to present Young Driver Focus 2022. This one-day conference is unique by being focused on cutting young driver casualties by specifically addressing key road safety issues for this high-risk group of drivers; 17-25 year olds. After a couple of years break due to Covid we are more committed than ever at the return of this showcase event on the road safety calendar. Now in its seventh year, the event will be held once more at the prestigious, five-star Royal Automobile Club, Pall Mall, London on Wednesday, 25th May, 2022. It brings together road safety professionals from across the UK, spanning both the public and private sector. Young Driver Focus 2022 sees the launch of a new feature – The Road Safety Showcase! With an amazing speaker line-up and jam-packed agenda, we've decided to reimagine the FirstCar Road Safety Awards and create a physical display consisting of five of the best young driver road safety interventions/schemes. We're now inviting road safety professionals to submit their campaigns and interventions for a chance to be featured at YDF 2022.

During the coffee and lunch breaks, the five road safety interventions will be showcased via our display on the main stage where delegates will be invited to peruse them at their leisure. We'll provide a structure for the content required, which will include text, images and data. Although we encourage entries from evaluated interventions, the showcase is about provoking thought, discussion, debate and collaboration – so if you believe your scheme is making or can make a difference, please put it forward. Submissions for consideration should be sent to james@firstcar.co.uk

Book your tickets [here](#) via our website, with tickets available from just £150+VAT for RSGB & Academy members.



Take your place with thousands of small businesses

At FSB our mission is to help smaller businesses achieve their ambitions. We are the UK's largest grassroots campaigning group promoting and protecting the interests of the self-employed and smaller business owners.

Whether we're influencing key policy decisions in government, offering specialist advice and guidance on everything from HR to tax advice, or running virtual events, **the needs of small businesses come first.**

How can FSB help your business?

If you run your own business, chances are you picked an industry you know and are passionate about. You're confident that you know it well enough to be able to cope with whatever life throws at you. But what happens when you need to deal with something outside your field of expertise? No one person has all the answers. The good news is, joining FSB, means having someone on your side who does have the legal, tax or HR expertise needed.

What's included in membership?

Right from the outset, FSB members have access to a range of services designed to make your life easier, including:

- Legal and tax protection scheme and legal costs insurance including a 24/7 legal advice line
- An extensive online legal hub with over 1,100 documents and templates
- 24/7 employment advice, and fully customisable documents from the legal hub
- Free business banking (subject to status)
- Easy access to funding
- Cyber protection insurance
- Debt recovery service
- Specialist hubs including our start up hub fsb.org.uk/start

FSB are delighted to offer a **£30* discount** in association with ADI National Joint Council.

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

This promotion is provided by the Federation of Small Businesses (FSB). *FSB Business Essentials Membership starts from £147 per annum with a £30 registration fee for the first year. This rate is applicable to businesses with zero employees. Rates increase depending on your number of employees. Please see the website for full details of subscription rate bands. Until 31 December 2021, the £30 registration fee will be waived for all new full FSB Business Essentials members. This offer is not available to existing FSB members and associate members. To find out how FSB uses your data and takes steps to protect your privacy, please visit www.fsb.org.uk/privacy. Registered Office: National Federation of Self Employed and Small Businesses Limited, Sir Frank Whittle Way, Blackpool Business Park, Blackpool, FY4 2FE. Registered in England No. 1263540.





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)



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

01603 753 888

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

Towergate Insurance is a trading name of Towergate Underwriting Group Limited. Registered in England Number 04043759. Registered Office: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent, ME14 3EN. Authorised and Regulated by the Financial Conduct Authority.



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

Towergate Insurance is a trading name of Towergate Underwriting Group Limited. Registered in England Number 04043759. Registered Office: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent, ME14 3EN. Authorised and Regulated by the Financial Conduct Authority.



Thank you

Kathy thanked us on facebook for supporting her book.
Thank you Kathy! :-)

QQQs

As is usually the case, your questions, queries and concerns keep on coming! We're doing our absolute best to answer them for you via NASP and ADINJC. Rest assured, if we haven't answered a query for you as yet, we will get back to you! Snowed under and no snow!



Members with spots = BLR in aid of BBC Children in Need!



Great news - BLR 2021 is right on track to return! This year, BLR will use the 'track and trace' concept to drive a route that will be tracked on an app to reveal a giant Pudsey across the country on appeals day which is Friday 19th November.

BLR thanks Dan Hill at [MyDriveTime](#) for his hard work designing an app for them to use.

The BLR shop is now open [click here](#) to buy your hoodies and goodies!

[Please donate now!](#)

Let's help Lou and friends make it a 2021 BLR to remember! Thanks everyone :-)



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 185 - Trigger Tests

The latest show from DIPOD is freely available for your listening pleasure. In show 185, Nick, Elliot and Peter are joined virtually by Richard Borges, Head of Digital at Intelligent Instructor talking about final touches to Expo '21 along with in depth discussions on the trigger system. 'Alright Dave?!', sorry guys - couldn't resist!

Post recording, Nick also reminds us that Terry Cook, ADI who has his own podcast (and is also featured in this newsletter in conversation with our Lynne) was one of their guests on show 181. Take a listen to show 181 if you haven't already heard Terry on DIPOD.

- Expo update
- Local events
- CPD
- 55% Trigger
- Continuous faults
- Badge in the window
- Logging faults
- Cardington test standard

Catch up now if you haven't done so already and as always, these shows are not to be missed! Remember, the guys love to hear from you and your response to the show is always welcomed! Please tell a fellow ADI about DIPOD and help spread the word!

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

- DVSA - Changes to the Highway Code: rules on using motorways
- NASP update on B+E
- Towing Safely
- DVSA - Car and trailer legislation changes
- NASP report of meeting with DVSA - 13 September 2021
- Weekend Bits - including examiners have voted for strike action
- DVSA driver services: driving examiner ballot
- DVSA - New government plans to tackle the lorry driving shortage
- Traffic Safety Roads - October
- Weekend Bits and Pieces
- DVSA Chief Executive Officer letter to vocational trainers
- ADI Standards Check updates

And much more!

And Finally - a quote...

'The purpose of our lives is to be happy' - Dalai Lama

