



Driving the Scalextric difference for SOS!

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Members News:

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Reflections on our recent event:

As our editor Parv, promised in the last edition much of this one is handed over to more news and photos from our recent ADINJC and II conference and expo 2021. Our team has now fully recovered and have been reflecting on the event as we do each year once we read the comments and feedback that you send in. There is no doubt that it is still being talked about when I attend meetings both online and in person as the event that sparked the imagination and with its excellent prior organisation one that was thoroughly enjoyed by those attending. I certainly felt extremely proud of the entire team effort on the day of the event. What was so good was to meet up again with people we hadn't seen in a long time and enjoy spending a day socialising and learning with them. The memories of the event will stay with me for a long time to come and I hope the photographs in this newsletter will help you remember your day too or come to join us next year if you didn't manage to attend this one. The ADINJC and Intelligent Instructor do like to keep well ahead so we already have plans for 2 conferences next year, please do save the dates. One is in the South in May and then we are back in October 2022 at the Coventry venue again. Put the dates in your diary as we hope to meet you there and looking at the photos and video of this years event will help you get a sense of what you can expect.

Save the dates:

Conference and Expo SOUTH **Sunday May 8th** at Kempton Racecourse

Conference and Expo NATIONAL **Sunday October 2nd** at Heart of England Events Centre, Meriden.

Fuel Prices:

As ADIs I am sure you will have noticed the price of fuel continuing to rise each month. On October 30th the average price of unleaded was 142.9p per litre and diesel was 146.5p which is a rise of 28p a litre since October 2020. Personally I've also seen that the new E10 fuel which is now standard at UK petrol stations and contains 10% bioethanol means I am definitely using more fuel as I'm achieving less MPG. Quentin Willson our Patron at NJC questioned delegates at the conference on who had electric cars and there was a small number there who used them as ADIs, it's certainly something we will all need to be considering and learning more about. As prices for the commodities we use rise we must be putting up our own prices to cover them, don't allow yourself to get left behind on this, watch how much extra you are having to spend and adjust your prices. This year's expo had a section outside with EVs and we are very grateful to Rob Cooling for his help with organising that and the many ADIs who helped him on the day. It was a great example of ADIs helping other ADIs.

A month full of meetings:

This month has seen NASP (comprising of ADINJC, DIA and MSA GB) not only attending our regular meeting with DVSA, but also meetings concerning B+E and ones with NTTA (National Trailer and Towing Association) in order to try to put together an accredited scheme for the public and ADIs to be able to use. We have also held meetings concerning candidates with special needs with DVSA and the Disability Driving Instructors Association. Our own governing committee meetings have continued to be held online due to Covid but we are thrilled to have a face to face Association Meeting on Saturday 4th December at the Village Hotel near Walsall, junction 10 of the M6. Places have to be strictly limited and you must register with us to attend, if you are interested and haven't already booked email our secretary at secretary@adinjc.org.uk but as I write this most of the places are now reserved unless some delegates need to cancel so we have a reservations list.

The reports and outcomes from these meetings will be sent out to you through our newsflashes and in the newsletters.

Smart Motorways: their profile is raised again and not in a good way:

In a scathing report published early this week, MPs on the Transport Select Committee criticised the rollout of smart motorways. MPs said that the rollout of smart motorways must be halted as they questioned the safety record of stretches in which the hard shoulder has been turned into a live-lane. Ministers were told they should not open any more new smart motorways until they have data to prove that they are safer than traditional motorways. MPs also urged the Government to build more emergency refuge areas for existing smart motorways, meaning drivers are never more than a mile from one if they break down. The calls came as families who lost loved ones in live-lane crashes marched on Parliament, carrying coffins and demanding that hard shoulders be reinstated. It certainly made for a thought provoking sight. Some ministers argue that the motorways are as safe or safer than conventional ones and prevent drivers from spilling onto more dangerous A-roads.

The topic was debated on all the news channels with guest speakers who have experienced a death in the family due to breaking down on one. Sally Jacobs whose husband was sadly killed on one said: *"He didn't have time to get over the barrier, before he could get over the barrier, a car hit his van, crushing it onto him. In fact, I believe they had to cut the barrier away, but what people don't realise the emergency services cannot get down to them quickly because the lane is blocked. In his case, it was blocked for nine hours while they brought the emergency services in from the opposite direction,"* she said. She added, *"It would have been seconds between the tyre bursting and the van hitting him that's why the cameras are irrelevant, whether they're working or not. You have seconds to get to safety with traffic thundering down behind you, so it doesn't matter whether the cameras work or not."* Personally when I use them I don't feel 100% safe, it's not just what might happen to my own car in terms of breaking down but what could happen from any vehicle travelling around us. Getting out and to safety on a smart motorway seems to be fraught with danger in my opinion and I hope this is something that will remain high profile on the road safety agenda.

What have NJC been doing this month?:

- Having now sorted out the new membership structure for individual members we are moving on to send out information to our group members as the structure changes in January for groups. We are trying our utmost to make this as easy a process as possible.
- Contacting and meeting up with our sponsors as it's vital to NJC that we continue with those relationships, as a not for profit association we highly value each of our sponsors.
- Early planning for the 2 expos next year, it's vital to get it underway early.
- Attending the meetings I've already mentioned in this newsletter and completing reports on them.
- One of our committee was invited on to Times Radio with a debate on driving test waiting times, many thanks Fiona.
- I attended a zoom meeting with the North Wales Driving Instructors Association.
- Planning our Association Meeting with 2 speakers and looking forward to meeting members face to face again.
- Running our successful workshop sessions on zoom as well as a face to face SC training day hosted by Andrew Love our Head of Training.
- The ADINJC is all about its members and just like every other month we have been helping many of you with your challenges and providing valuable information and support.

From the Chair..... a monthly report



Finally:

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 and our services to you.

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.

Sue our Secretary wrote to all groups as follows:

Dear group representative

There will be an Association Meeting on Saturday 4 December at the Village Inn Walsall. This will be our first physical meeting and we are very much looking forward to seeing people.

Please find attached an agenda with the details of our speakers for the day, timings etc. Attendance will be strictly limited and we will turn away anyone not booked in advance, so please let me know if you would like to attend.

Hope all is going well with your group, if you're coming you will be able to let us know what's been happening in your area.

Best wishes

She Duncan

See those of you who've booked in advance for the association meeting next month!

If you haven't already booked your place on Saturday 4th December at Village Hotel Walsall, WS2 8TJ, we're now full however, it's possible to put your name down on the reserve list in case we get any cancellations, no guarantees etc. Please contact secretary@adinjc.org.uk

Please be aware that in light of C-19, the meeting had to be strictly limited in numbers, and it was therefore essential to book in advance. We're sorry that we will need to turn away anyone not registered. Teas and coffees will be available from 9.30 and the meeting will start at 10am, finishing no later than 1.15pm. Parking at the hotel is complimentary after 5pm on Fridays. Charges then apply from 3pm on Sunday. It may be necessary to register your car in to avoid charges, please check with the hotel on arrival.



Approved Driving Instructors National Joint Council

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 promote the interests of our profession

Association Meeting Agenda

**At the Village Inn, Walsall
at 10am on Saturday 4 December 2021**

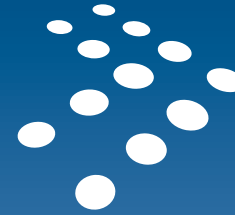
1. Meeting opened by the Chair – Lynne Barrie
2. Attendance register and apologies for absence
3. Minutes of the Association Meeting held on 5 June 2021
4. Matters arising
5. Correspondence
6. Chairman's report
7. Terry Bassingthwaite: Vice Chairman of the NTA and NJC GC Member: Updates on B+E including an accredited course for trainers
8. John Sheridan, DVSA Driver Training Policy Manager – discussion and question time concerning mainly Standards Check prioritisation
9. Open forum for members
10. Date and venue of next meeting
11. Meeting closes no later than 1.15pm

This agenda may be amended by the Chair before the meeting.





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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.

The Changes to B+E: 27.10.2021

NASP are working closely with the National Trailer and Towing Association (NTTA) to develop an engaging and accessible training and assessment framework which we are asking DVSA and DfT to consider as a new accredited scheme. The aim of the NTTA/NASP scheme is to provide a training route which will not be costly and onerous for trainers to deliver (and their customers to undertake) and will result in recognised certification, and more importantly help drivers develop safe towing skills.



FAQs:

Is B+E still going to be shown on the driving licence?

B+E may still be shown on licences issued prior to the start of the new legislation but as an implied right of Category B.

When are the changes coming into effect?

The DVSA has already ceased the operation of the B+E practical test. This currently means that anyone wishing to tow a combination greater than 3500 kg will have to display 'L' plates ('D' plates in Wales) and be accompanied by a person who is over 21 and held B+E (or higher +E category) for three years. The maximum mass of the combination of category B prime mover and trailer must not exceed 7000 kg. This is the law until the new legislation comes into effect. However, it is accepted that the B+E threshold is for a combination of 7500 kg, but a combination must not include a trailer that is heavier than the towing vehicle, therefore the 7500 kg combination should not be encouraged. Changes will be implemented from November 15th 2021.

(Please see latest update from DVSA in this newsletter regarding November 15th 2021 as this information has altered since these FAQs.)

Does this mean that there will be no test for B+E?

The DVSA stopped all B+E tests on the 20th September. The Secretary of State for Transport is encouraging professional training in towing to continue regardless in order to enhance road safety.

If any assessment, will it be mandatory?

The DfT's current thinking is it will be voluntary, as will all training.

Will any new assessment act as licence acquisition for B+E?

Any B+E vocational assessment will not be placed as a licence acquisition. All training will be voluntary.

How are the licence holders that passed their driving test prior to 1997 affected by these changes?

Licence holders who still have implied rights prior to 1st January 1997, may tow a category B vehicle and trailer combination up to 8250 kg unaccompanied and without 'L' plates and will be able to continue to do so after the new law comes into effect.

I have a B+E business and I am not an Approved Driving Instructor. What am I supposed to do with all my equipment now that the DVSA has stopped the trailer test?

Much of the towing clientele is business orientated and these businesses have Health and Safety criteria to meet, such as being able to prove that an employee is competent at manoeuvring a combination in any situation. Even though there is no DVSA test, a non-ADI is still able to train in this sector. We are now able to work far more closely with our customers and offer far more support to them, plus the ability for instructors to up-skill to provide a more comprehensive and attractive service for clients. The test may have been removed by the Government, but for all trainers this is an exciting time as we have the ability to adapt training to cover each individual's needs & requirements by keeping a baseline training and listening to our clients' needs. This is in your hands to promote what you can offer as a service to your current customers & prospective new clients.

Pandemic advice

During the pandemic, NASP advice is to continue with safe hygiene practices - sanitise your car between lessons, wear a mask if you can, and to encourage your pupils to also wear one if they can. And to have your car well ventilated - the advice is to have a window open a couple of inches on one side at the front, and on the opposite side at the back. Keep on keeping safe.

Report of Joint NASP/DVSA meeting – 2nd November 2021 held on Teams

In attendance:

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

DVSA:

Mark Magee, Head of Driver Policy
Laura Great Rex, Head of Enforcement Relationship Management
John Sheridan, Product Manager - Driver Training
Jacqui Turland, ADI Registrar
Nick Taylor, Deputy Registrar
Mark Winn, Chief Driving Examiner
Gordon Witherspoon, Deputy Chief Driving Examiner
Christopher Howes, Driver Trainer Policy Advisor
Amanda Lane, Vocational Policy Manager Technical Standards
Lianne Parkinson, Head of Driver Policy
Adam Poulson, Senior External Affairs Manager

At this meeting NASP met with the above representatives from key DVSA operational and policy areas to discuss issues within the industry. 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. New members of staff at DVSA were introduced:

Amanda Lane has joined Mark Winn and Gordon Witherspoon's teams.

Lianne Parkinson joined DVSA from DVLA on November 1st and will replace Mark Magee as Head of Driver Policy upon his retirement in February.

Chris Howes is the new Driver Trainer Policy Advisor, replacing John Carradine who has returned to being an enforcement examiner in the South West.



Outstanding Items:

Further to a query raised at the previous meeting concerning number plates being used to collect information the Registrar said that they would not routinely be used to prioritise ADIs for Standards Checks, but would be used for ADIs who strategically use badge removal when they think a candidate is likely to fail. NASP asked if ADIs would know that their number plate was being recorded and the Registrar replied that they had always been recorded, it was nothing new and the information was not captured for that reason, but it was now being utilised in these circumstances. Furthermore this information had recently been used to an ADI's benefit, the ADI had received their fault analysis report, which had under-reported the number of tests they had brought up. A search was carried out using number plate information to successfully find the missing tests. Examiners had been incorrectly using the ADI's certificate number instead of their PRN. Examiners try not to touch licences. John Sheridan said that he had attended the ADINJC Expo with Loveday Ryder and was pleased to see over 700 attendees. Their session had been well received, especially information about TIP (Test Information Programme). He said he had received lots of positive feedback about the messages delivered, with some ADIs saying they won't be removing their certificate in future. NASP asked about his statement on photocopied certificates as some ADIs want a second certificate if they have 2 cars and it was suggested it could be photocopied. The Registrar said this was incorrect, the certificate of registration is a Crown document and must be the original. However, they are looking at ways that ADIs can have a duplicate, but she said she couldn't understand why a certificate would be left in another car if the ADIs was conducting a lesson immediately before test when it is a legal requirement to display the certificate while giving paid instruction. It was noted that some ADIs are putting their PRN on the dashboard to ensure the examiner can see it clearly.

Service Recovery

DVSA had been facing industrial action from examiners over the move to 8 tests a day. This has not materialised because the plans to move to an 8 test day have been taken off the table. DVSA are now reviewing recovery plans, although trying to recover 20,000 tests a month will be challenging. Many DVSA non examiner staff are still working from home, with some going into the office at times, some warrant card holders conducting tests at weekends over and above carrying out their current role Monday to Friday. The Registrars team has been in the office at Nottingham throughout the pandemic to print and issue certificates. There has been an increase in Covid cases amongst staff as well with the CEO now testing positive. This flexibility had increased productive time but it is good to see people face to face as well.

DVSA are in discussion with the government departments on the overall plan B scenario if the COVID situation worsens and were waiting for direction. Measures under consideration include reintroducing face coverings in certain circumstance. DVSA were keeping under review its SOP including not allowing ADIs to sit in on tests and early termination upon failure. NASP asked if there was a timeline for returning to full tests, there isn't currently it is all interlinked and is still being considered. At the right time approval will probably have to come from Ministers to revert back, and they will need to be satisfied that plans fit with the wider Government direction. The aim is to recover tests as quickly and safely as possible. There is some progress on tests outside of daylight hours, this is being progressed and DVSA are preparing to launch a consultation that will include how eyesight tests are conducted. DVSA said there is support for being able to do it without good daylight, and it would be in a package for regulatory changes.

Updates on B+E

DVSA presented some slides that will be used for a wider audience and said feedback from NASP would be helpful. He stated that the Parliamentary process should take place on 15th November, after which a full cat B licence has full B+E entitlement. This will be physically added to a licence when any change is made. DVSA have been working with NTTA and NASP to develop a voluntary accredited training course to make sure drivers that tow have relevant skills and to support trainers.

The scheme will have core skills and additional sector specific skills to make sure those who tow do so safely and get the most from their chosen towing activity safely. There is a common desire to make sure the scheme is accessible to all. DVSA are currently developing information with follow up webinars for trainers wanting to know about the scheme, roadside enforcement and safety checks will continue. DVSA said they will make sure the new scheme is developed to make sure it is accessible for 3 groups – trainers, business users, and private people who tow for leisure. This would go to an all-party towing group of MPs.

NASP asked whether accreditation would be open to all? DVSA replied that they were currently determining whether there would be procurement at no cost, and were deciding the detail. Some providers are ADIs, some are HGV trainers, and the accrediting organisations will have to be fit for purpose and affordable. No timeline is currently set but DVSA said they appreciated the importance. Details of when the webinars are taking place were provided. The chief examiner said there are discussions taking place within DfT on how to move forward to procurement and writing the syllabus. He said there had been good work from the NTTA and contributions from the British Horse Society and updates will follow. NASP asked if the foundation was the work that NTTA and NASP had put together? The reply was that it was to a certain extent but it was necessary to make sure progress continued and a range of options were considered. He said NTTA had been significant contributors but they don't have the detail behind who does the accrediting and how that happens.

Prioritisation of SCs and Engagement Calls:

DVSA stated that the engagement calls are going well, with over 600 delivered. A small number of ADIs have refused the call, some ADIs had not been contacted. After a couple of calls and messages being left, the examiners move on. There had been good take up and positive feedback from the industry. DVSA want ADIs to perform to the best of their ability, and a conversation with the person delivering the SC is helping that. NASP asked about any common concerns ADIs bring to the call. Some ADIs don't know how the system works and find the call helpful, positive and reflective. NASP asked for figures on the percentage of people who have taken SCs following the calls, bearing in mind that some people would have been booked for a SC before the pandemic. DVSA explained that people pre-booked before lockdown were re-booked and the engagement calls are only being offered under the prioritisation system. It is a little too early to see how the next few months work out and to see the take up of the engagement call yet.

DVSA is currently meeting the demand for Part 2 and Part 3 tests, with demand remaining high. There are currently only a small number of book to holds on the system. DVSA said since the introduction of TIP (Test Information Programme) the overall pass rate has increased by 0.3%, however there hasn't been any huge changes in data but the numbers of people with 4 parameters has shrunk slightly and is moving in the right direction, early indications are that the system is going well. NASP asked about the number of people viewing the information power point slides, as it seemed to be quite small. DVSA explained that there are 2 platforms and would endeavour to find out viewing numbers. The Registrars team has noted a slight increase in the number of complaints from pupils saying their ADI wouldn't take them to test. DVSA fully support the ADI in these cases and do not record them as a complaint against an ADI, but it could be an



indication that ADIs are being more careful about who they are taking to test. DVSA are aware that ADIs are forming groups to swap tests.

ORDIT:

The Registrar explained that her team had been getting together with the enforcement examiners to discuss ways to reintroduce the scheme. There are a number of ADIs whose ORDIT has lapsed, and those who have applied to join, they will all receive correspondence shortly to see if they want to go ahead, and payment will be taken, or refunded if they have paid but no longer wish to proceed. Assessments will be by role play only, due to not wanting to risk 4 in a car in the current Covid climate. In order to make ORDIT the best of the best, the first to be invited will be those with 0, 1 or 2 TIP parameters. Those on ORDIT with a grade B will be invited to take a standards check to gain the necessary Grade A. The examiners are ready to do inspections countrywide.

The trainer of the ORDIT candidate will be allowed to listen in to the feedback by phone at the end of the assessment, as is also the case currently for Part 3. The examiner will be in touch with the ADI to set up an engagement call and the ADI will need to provide the examiner with their training records as part of the call. Although the records will be discussed as a part of the engagement call, the ORDIT assessment will still be an hour.

Body Cameras:

NASP noted that they had seen that bodycams would be used for some DVSA staff and asked whether it would include examiners. The chief examiner said they are used widely by enforcement staff if there are known existing risks for staff, they can be equipped to wear them. If there is evidence of a previous history of aggression there are robust arrangements to protect staff for future tests, e.g. candidates will have to attend in a 4 door, dual controlled car, in a location with a test centre car park with easy access in and out. In extreme cases then additional steps of security staff with bodycams will be put in place. However examiners will not be wearing them routinely.

Consultation on Fees:

NASP enquired about this consultation and any outcome. DVSA said that responses are being analysed and they were waiting for legal advice. There is no formal proposal that fees should go up every year by the rate of inflation.

Provision for SEN Candidates:

NASP asked for any updates and said that there had been some issues, mainly with theory tests. They felt after the last SEN meeting there were promises made that haven't been kept at some theory test centres. DVSA replied that Phil Coup is looking after the challenges arising in that area. John Sheridan said that he had been designing a learning pack for deaf candidates since 2018 and was now reaching its final stages, it has now gone to DDIA and BDA for input for approval. The aspiration is that the pack will be used by ADIs, and examiners on test with synergy between the two to improve the service for deaf candidates. TCMS had been updated on the process to ensure consistency and there will be presentations about SEN testing to ensure DEs have a better understanding of the restriction codes and are not over-restricting anyone attending for SEN testing. There is a full DVSA meeting with NASP and the Driving Instructors Disability Association in the following week as well.

Vocational Testing:

DVSA said agreement had been reached to changes to A2 of minimum test vehicle requirements, and a wider range of bikes, so bikes with a minimum of 245cc can now be used. For LGV manual and auto licences will be changed to make it simpler and fairer. The same rules to C1 and D1 now apply to C and D vehicles. The need for stage testing had been removed, there is no longer a need to take a test in a rigid vehicle before going on to take a towing test, so the route to larger vehicles has been streamlined. Manoeuvres can now be assessed by 3rd party assessors from the training industry.

Practical tests – future changes?:

DVSA said there had been an intention to trial reverse parking in public car parks, but this had been put on hold due to recovery and other priority work. DVSA will keep NASP informed and information will be sent out on when trials will take place and which test centres will be involved. One of the current test requirements is to carry out 2 normal stops, this is under consideration to be reduced to 1 to enable tests to flow better and to get out on to the higher risk roads, this would be across all tests. DVSA said this will not change the length of the test but it would allow more time on higher risk roads. A more meaningful stop would be carried out with a thorough assessment of ability. NASP asked if there was any consideration given to safeguarding issues if tests are going out later in the day, some TCs are in isolated places, and if there is no access to waiting rooms it could be a consideration of safety. DVSA said locations would be considered on a case by case basis, this was something they hadn't previously considered but would take away to consider.

Other Business:

DVSA said that in the next financial year fuel efficient driving may be marked in Part 2. This could include not using cruise control, not making block gear changes, not using all gears. There will be a need to give ADI trainers the opportunity to prepare PDIs. The Agency has to give evidence to government that the industry is contributing to reducing emissions. NASP asked whether the ability to ring to swap tests has been withdrawn? DVSA had not heard this was the case, but would encourage people to do this online if possible. NASP asked how people should do this if they don't use the Gateway facility? DVSA said it would be the customer services email but warned that they are very busy, DVSA agreed it would be good to make this transaction ability easier. They had not heard that the 25 facility will be removed.

The Registrars team said there had been some slight system changes, and that they are moving away from letters to emails. Renewal letters sent 6 months before registration lapses will now be by email, also correspondence regarding lapsed registrations. Reminders will now have a link in to click to get to the correct page to obtain a DBS disclosure. If there is no email address held for an ADI, they will receive a letter. Work has been done to check email addresses are valid, and to make sure data is accurate and up to date, the next stage will be to do first application theory test invitation letters. Emails come from the Registrars team's PADI address and it's hoped they won't go to spam. NASP were encouraged to tell members to look out for emails, and to update their emails with the Registrar's team (padi@dvsa.gov.uk), or log in and update addresses themselves at [Update your approved driving instructor \(ADI\) registration - GOV.UK](#)

Date of Next Meeting:

This will be held in late February and most likely will be held online.

Reach out to us on the following telephone numbers:

Peter our friendly treasurer can be reached on our usual ADINJC helpline - **0800 8202 444**. He loves to hear from you so please don't be a stranger where he's concerned!

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**

BLR - Sponsor Sue's leg!

It's that time of year again when the Big Learner Relay takes off for Children in Need. This year for obvious reasons it's more of a 'virtual' relay. We have drawn a big Pudsey across the country, and several hearts in different areas. ADIs have an app to record their leg, which when they're all put together make the Pudsey or a heart. We have a heart in Devon! And I am delighted to be doing a leg!! Well you know what comes next folks, a plea for sponsorship!

It's easy to do, you can do it on your phone simply text to **70085** - in the text box put SUEBLR and the amount with no space or £.

So if you want to donate **£5** you put SUEBLR5, to donate **£20** you put SUEBLR20.

The facility for card donations -

Big Learner Relay: Pass | Supporting Children in Need (donr.com)



0330 111 7230

info@greenpenny.co.uk

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COVID-19 remains a serious health risk

You should stay cautious to help protect yourself and others

<https://www.gov.uk/guidance/covid-19-coronavirus-restrictions-what-you-can-and-cannot-do>

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

As we head towards autumn/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 latest blanket Government advice for England remains as follows:

- Let fresh air in if you meet indoors. Meeting outdoors is safer
- Wear a face covering in crowded and enclosed spaces where you come into contact with people you do not normally meet
- [Get tested](#) and self-isolate if required
- If you haven't already, [get vaccinated](#)

New campaign to 'Stop COVID-19 hanging around'

<https://www.gov.uk/government/news/new-campaign-to-stop-covid-19-hanging-around>

NHS COVID Pass

[How to get the NHS COVID Pass](#) and demonstrate your coronavirus (COVID-19) status when travelling abroad and domestically at events and venues in England.

Coronavirus:

How to stay safe and help stop the spread of COVID-19 - Click PDF icon for easy read



Book or manage a booster dose of the coronavirus (COVID-19) vaccine

People who are eligible for a booster vaccine can now [book an appointment](#) online or [get their vaccine at a walk-in site](#) without an appointment if it's been at least 6 months since their second dose. To book or manage a 1st or 2nd dose of the vaccine [click here](#)

Coronavirus (COVID-19) vaccines side effects and safety - Click to read

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>

If you live in an area receiving an enhanced response to COVID-19

The government will work with local authorities in areas which need an enhanced response to COVID-19 to avoid the NHS facing unsustainable pressure. It is particularly important for people living in these areas to follow the guidance on this page which will help to reduce the spread of COVID-19 and to help protect yourself and others. Enhanced Response Areas will also receive additional targeted support, such as surge testing and logistical resources to maximise vaccine uptake, for a 5 week period. If you live in one of the affected local authority areas, you should read the local COVID-19 information and advice for your area:

- Cambridgeshire and Peterborough - [Click here](#)
- Suffolk - [Click here](#)

Guidance from NHS

Long COVID - [long term effects](#)

Your COVID recovery - <https://www.yourcovidrecovery.nhs.uk>

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

[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 15 November

If you are over 18, you must show the *NHS COVID pass* to enter theatres, cinemas and concert halls.

Eligibility for the 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@caledonianldt.com



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

Regulations updated on 3rd November

The regulations are available on the Department of Health website:

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

Make safer choices - Location, Proximity, Time



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

- **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 what restrictions mean for you.

Latest information on driver theory and practical testing:

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

Get the Stop COVID NI contact tracing app

<https://www.nidirect.gov.uk/articles/coronavirus-covid-19-stop-covid-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)

5 November 2021

PCS members vote to accept agreement in DVSA 8-test schedule dispute. [Click here to read](#)

2 November 2021

Remember to vote in DVLA ballot. [Click here to read](#)

1 November 2021

Union leaders write to leaders of the COP26 nations. [Click here to read](#)

29 October 2021

Why we are voting yes in the PCS DVLA ballot. [Click here to read](#)

28 October 2021

A budget of smoke and mirrors. [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.

Forthcoming car and trailer legislation change

We wrote to you previously 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. Subject to Parliamentary processes, this change will be introduced on Monday 15 November 2021. We've updated the [guidance on GOV.UK](#) about how the changes work.

***Please see latest update from DVSA issued on 11/11/21**

Staying up to date

This page tells you about changes to the rules for towing trailers and caravans with a car. It will be updated if anything changes. [Sign up for email alerts if this page changes.](#)

There are [different rules for towing if you live in Northern Ireland](#).

*11/11/21: Update - Car and trailer and vocational changes

The rules about towing a trailer or a caravan with a car will not be changing on 15 November 2021. The change will be introduced in autumn 2021, subject to Parliamentary approvals. We will confirm the date as soon as we can. You can [sign up to email alerts](#) to be told when the date is confirmed. You must continue to follow the current rules until the law changes.

Car and trailer accreditation scheme

An accreditation scheme is being developed with help from the trailer industry and training providers. This will provide voluntary training opportunities for car drivers wishing to tow a trailer of any size, for either business or leisure. The scheme is planned to be launched early next year and will focus on a core module for all drivers, with sector specific modules for different towing activities.

Update on changes to staging for HGV and bus licences

Parliament has now approved the changes to remove the requirement for staging for lorry and bus licences. This change will come into effect from this Monday (15 November) and will support the government's plans to tackle the shortage of lorry drivers by creating an extra 50,000 lorry tests. The changes to allow approved third parties to provide the Driver CPC part 3a test will also come into force on 15 November. We will share more information on the car and trailer accreditation scheme and the vocational changes as soon as we can.

Further information

[Read the guidance on HGV and bus driving test changes](#)

[Read the guidance on rule changes for car and trailers](#)

Update on driving test waiting rooms

We want to give you an update on driving test waiting rooms. 12 waiting rooms remain closed, and we are working to reopen as many of these as we can for the benefit of you and your pupils.

Poor ventilation

The safety of our customers and staff is our top priority and good ventilation helps stop the spread of COVID-19. Unfortunately, the 12 remaining closed waiting rooms have poor ventilation as they have no opening windows. These are as follows:

England & Wales

Bangor MPTC	Barking
Buxton	Carlisle MPTC
Crewe	Halifax
Hartlepool	Horsforth
Northallerton	West Wickham

Scotland

Castle Douglas	Dumfries
----------------	----------

We are currently working to see how we can offer waiting room facilities at these centres.

[You can check for updates on the current full list closed waiting rooms on GOV.UK](#)

Loughborough Driving Test Centre's waiting room

Loughborough Driving Test Centre's waiting room has reopened during normal business hours but is closed for tests taking place before 8am or on the weekend.

This is due to the waiting room needing the reception area to have staff cover.

Revised rules for waiting rooms

We have introduced revised temporary rules for using driving test centre waiting rooms during the pandemic. They include:

- limiting how many people are allowed in at any time, which is shown on posters outside and inside the waiting room
- limiting the use to people who are with candidates out on a driving test
- expecting you to wear a face covering unless you have a good reason not to wear one in England
- requiring you to wear a face covering unless you have a good reason not to wear one in Wales and Scotland

[See the latest driving waiting room rules.](#)

Clean the inside of the car before you come for test

It is still important to remember that you must clean the inside of your car before your test and make sure that you've left fresh air in. Your car must have at least one window open on each side throughout the test, so your pupil needs to wear clothing suitable for the weather.

[Find out more about the rules for the car used for the driving test.](#)

Planned changes to the rules on driving licence acquisition and the motorcycle riding test

On Tuesday 19 October 2021 draft legislation was published around the planned changes to the rules on [driving licence acquisition and the motorcycle riding test](#).

If the draft legislation is approved by MPs, the changes will be introduced in the new year. The recommended changes are:

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

We will keep you updated on progress.

How are we going to encourage learner drivers be better prepared for their test?

To shape our campaign aimed at helping learner drivers and their parents to understand how long it takes to learn to drive, we are working with external researchers. In our latest blog, we update you on our how our plans for the 'Be prepared' campaign are going. We also highlight 2 interesting pieces of new research we are about to launch, one that will explore the influence that families and friends have on learners. The other will look in depth at the learning to drive process from a learner's perspective, and where we can provide more timely support and information. Mark Magee is head of DVSA's Central Policy Team, which provides policy advice and support across the agency. [Read the blog](#).

Provide Driver CPC part 3a (off-road exercises) tests for HGV and bus drivers

Thank you to those of you who were able to join the 2 recent webinars to update you on the changes to vocational and car and trailer tests and completed the feedback survey. This feedback was extremely useful and has helped us to shape our future webinars.

Watch a [recording of the webinar](#) if you were unable to join.



This recording is from the webinar that was held on Thursday 4 November and the Q&As from both webinars as we included more topics. So if you attended the Wednesday event we'd suggest you watch it back as it might address some questions or concerns.

We've now published guidance to help you prepare to apply for permission to provide Driver CPC part 3a tests. The guidance includes:

- eligibility information
- deciding how you want to operate
- what information you'll need to apply
- what happens after you've applied
- what happens when you're approved
- the full terms and conditions

Applications to get approved will open at 8am on Monday 8 November. We'll email you again to tell you when you can apply. DVSA will continue to offer Driver CPC part 3a tests until training organisations have been approved to carry out the test.

Find out [how to provide Driver CPC part 3a tests](#).

More information about the changes to the test

From 15 November 2021, the test will start to be split into 2 parts:

- Driver CPC part 3a (off-road exercises) test
- Driver CPC part 3b (on-road driving) test

If you use the services to book driving tests:

- before 15 November, you'll have to book the single Driver CPC part 3 test
- from 15 November, you'll have to book the 2 separate parts of the test.

If your test date is from 29 November onwards and you'd booked a single Driver CPC part 3 test, it might be split into 2 parts. DVSA will contact you if your test is affected. We've also updated the guidance about how the changes to the test will work. It includes:

- what candidates will need to take to the tests
- what the tests will include
- how much the tests will cost
- what happens if you pass or fail the tests

Find out [how the Driver CPC part 3a and 3b tests will work](#).

Changes to the test times

To allow this change to happen, from 15 November we will change the start times of some vocational tests taking place from Monday 29 November. If any of your tests are affected, you will be notified through your normal booking system. We will do all we can to minimise the disruption to you and your pupils. You will need to let your pupil know if their test time changes.

Temporary changes to the online booking service

To prepare for the upcoming changes to vocational testing, there will be 2 temporary changes to the booking service:

- when you choose the vehicle type, the choices will say 'on-road'
- you will not be asked to give the dimensions of the vehicle

These changes will be on the system from 8 November up to and including 14 November.

Further information

- [Read the guidance on HGV and bus driving test changes](#)
- [Read the guidance on rule changes for car and trailers](#)

The government to review Driver CPC

The government is carrying out a review of Driver Certificate of Professional Competence (CPC) to see how it can be improved to help ease HGV driver shortages. The review is the latest of 30 government measures to support the road haulage sector and encourage more drivers to return to the profession. The review will be informed by input from a wide range of stakeholders, including representatives of drivers, road transport operators, employers, trainers and road safety groups.

Scope of the review

The review will explore whether:

- different training requirements should apply for more seasoned drivers
- the current requirement for 35 hours' (5 working days') periodic training should be more evenly spread over the 5-year period, advice is already to even it out
- drivers new to Driver CPC should cover a specific range of topics
- durations for each training course are rigid as they currently last a minimum of 7 hours (or split into 3.5 hour sessions across 2 days)
- the scope of Driver CPC including where it includes non-professional drivers
- there should be more of an obligation for employers to support drivers with the cost of training
- Driver CPC qualifications obtained in the EU should continue to be recognised in the UK for drivers moving to live and work here

The need for the review

The government continues to work with the industry to look at new ways to encourage vocational driver recruitment and retention to help tackle the driver shortage. Industry leaders have told the government that Driver CPC needs reform.

Whilst Driver CPC aims to keep driving standards high, some drivers are left to pay for the training themselves and are not paid whilst attending their training course.

The review will look at how it can be updated to reduce the burden on returning and new drivers, and ensure it does not act as a barrier to working in the sector whilst maintaining road safety standards.

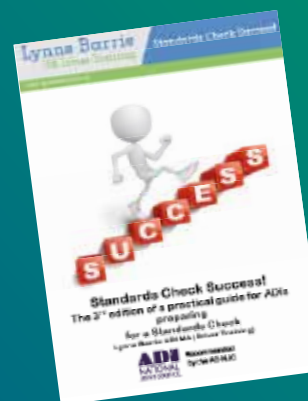
Lynne Barrie, MA Driver Training

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Standards Check Success!

"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

Next steps

We will keep you updated on the review and how you can have your say as the review progresses. Recommendations from the review will be made by the end of the year.

ADINJC sent a Freedom of Information request to DVSA:

Further to your email of 18 October 2021, I can confirm that we have handled your request for information within the terms of the FoIA.

Your request and our response is as follows:

In relation to the first question, we quite understand that for an individual ADI a rolling 12 month period is used. However, what we would like to know is what period of test results were used when formulating the triggers on which an individual will be judged. Is the period used to decide that a pass rate of less than 55% will be a trigger; etc.

All of the other requested responses were for data derived from the same formulation period, so if this could be released for this time frame that would be very helpful.

Our response:

We used 2 years-worth of data to determine the parameters. As the analysis was carried out in autumn 2020 the data would be from autumn 2018 onwards. It should be noted that using the current data provides the same averages, so little has changed in the three intervening years.

The data is from a rolling year and is updated weekly. It is not static, so it doesn't have a set start date; it's 12 months prior to the week it is run.

Please see Annex A for data relating to your previous request in the Autumn 2018 timescale.

Please note:

At the point the parameters were determined, following extensive analysis, the average pass rate for ADI's on the TIP was 52%. We set the indicator at 55% as this should be an achievable professional standard for all ADI's.

The averages of all parameters has remained very static during the past 12 months including the 52% average pass rate for ADI's currently on the register.

If you are unhappy with the way we have handled your request, you can ask for an internal review to be conducted by our Information Management and Security Team by emailing: FOI@dvsa.gov.uk
Corporate Reputation Team - DVSA

Supporting our vocational training industry with recent changes to vocational testing

We are currently going through a significant period of change with our vocational driving test service to help tackle the current vocational driver shortage. These changes are important for vocational learner drivers and transport operators as they will help get more drivers on the road to meet the demand for supplies. In addition, the off-road elements of the test will soon be carried out by approved vocational trainers and DVSA. In our latest Moving On blog, we look at how we have worked alongside vocational trainers to make sure these changes will benefit the HGV and bus industries through increased testing. [Read our blog.](#)



Helping prepare learner drivers for their test.

Letter from Loveday Ryder, CEO, DVSA about the recovery of driving test services, driving examiner recruitment and helping prepare learner drivers for their test which was sent on 12 November 2021 to all approved driving instructors (ADIs).



If you're an ADI and did not get this letter by email, you should check your junk or spam folders. Please also check and update your ADI registration online to make sure the email address DVSA has for you is correct.

Road Safety Information

Graham Feest ADINJC
Road Safety Advisor



The November edition of Traffic Safety Roads is out now. Many thanks to Graham Feest, our Road Safety Advisor.



Items this month include:

- Road Safety Week
- Learning to Drive
- Autonomous Vehicle Projects
- Road Maintenance Budgets Face 400m Cut
- Gritting the Roads
- Music to the Ears of Pedestrians
- Road Casualties GB 2020
- Cycling Infrastructure on Rural Roads
- Environmental Speed Limits
- The Run and Dry Traction System (RDTS)
- All Lane Running on Motorways
- Driverless Vehicle Trial
- Commemorative Access Cover
- Unloading Incident
- Call to Improve Motorcycle Training and Testing

And much more!

SOS! Speed of Sight - Driving the Difference

How much?!!!

Firstly, thank you to everyone - you're an extremely generous bunch who helped us raise over £1300 for our nominated charity Speed of Sight. It's a magnificent sum of money which will help them greatly. ADINJC Charities Liaison Officer Tina and her just as fab daughter Leah who worked so hard on our Tombola stand at Expo will be delighted as will Speed of Sight I'm sure.

Date for your diary - Saturday 23rd April 2022

Friendship, Fun and Fundraising!

Speed of Sight 10th Year Anniversary Gala Celebration Ball

Being held at De Vere 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/>



Paragard lawsuit

We were contacted by Erica from drugwatcher.org, a site dedicated to providing independent, unbiased information on dangerous drugs and devices. Erica wanted our readers to be kept well informed about the Paragard lawsuit - a number of women implanted with the birth control IUD Paragard have suffered a broad range of medical issues caused by the intended use of the product, including fractures, ectopic pregnancy, and other complications. [Read more here.](#)

Erica also asked for our help to spread the word, helping as many women as possible. In return, ADINJC will be given a 'shout-out' on their social media channels. Thank you everyone.

Fiona on Times Radio

Thanks to Fiona on the Governing Committee who following on from contributing to the Daily Express, was invited to discuss the current driving test delays on Times Radio. **Go Fiona!**

Job opportunity with RED Driving School

Customer Services and Fleet Operations Manager

RED Driving School operates throughout the UK and provides fully maintained training vehicles to more than 1,000 RED Driving Instructor franchisees.

We are seeking an experienced customer services and operations manager to lead a small team that delivers an excellent fleet service to these franchisees.

Main Responsibilities

Management of an internal support team, external logistics suppliers and our own body shop and repair facility.

Overseeing third party suppliers and providing support in negotiations and service level agreements.

Control over budgets and the production of KPI's and other management reports.

Maintenance of up-to-date records and cost analyses of the vehicle fleet.

Making recommendations for improvements to the service and cost efficiency of the operation.

About You

You will have a very strong customer service orientation and will have commercial leadership experience in a busy B2C office environment.

You will be well organised and an excellent communicator.

You will be a confident user of Microsoft Excel, Word and PowerPoint.

You will be a self-starter and happy in a hands-on environment.

Candidates with an ADI background will understand the high levels of customer service required to be successful in this role.

Fleet management experience would also be advantageous, but commercial and administrative skills are essential.

This is a full time and permanent managerial role at RED that offers a competitive salary and other benefits. The role requires the job holder to be based at our Billingham and Stockton sites for at least 3 days of the week.

Further details can be found at www.reddrivingchool.com/job-advertisement-customer-services-and-fleet-operations-manager

Please apply with a CV and covering letter to jobs@go-red.co.uk



Latest links from Road Safety GB



Click the article to read

Brake launches toolkit ahead of Road Safety Week 15-21 Nov

Don't rush to legalise private e-scooters, PACTS warns

Zebra markings on side roads 'the way forward' for pedestrian safety

PTW riders urged to 'gear up' as winter looms

ALR motorways: MPs call for 'evidence-based policymaking'

WHO launches Global Plan for road safety

Latest from DVLA



Drivers miss out on more than £2 million of savings by not renewing photocard driving licences online

Click here to read

Government announces major review into HGV driver training

Click here to read

DVLA seeks views on widening pool of healthcare professionals completing medical questionnaires

Click here to read

DVLA Coronavirus (COVID-19) update including processing dates

Click here to read

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 these selected NJC online courses using 'ADINJC30'

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

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.



Consultation on establishing an independent RCIB

DfT have published a consultation on establishing an independent Road Collision Investigation Branch (RCIB), with contributions from the RAC Foundation. The Consultation document can be accessed [here](#).

Please get involved - this consultation closes at 11.45pm on December 9th 2021.

Cycle Savvy Project needs you and not just during Road Safety Week!

Please help the search to find driving instructors just like you for this innovative project - there's still time to apply as DfT scheme has been extended...

You'll be helping to shape the future of driver instruction and improve safety for learners & cyclists.

Cycle Savvy is a new educational initiative, funded by the Department for Transport, designed to improve understanding and cooperation between drivers and cyclists. We're looking for driving instructors like you to take part in this exciting project and help make our roads safer for everyone. As a participant, you'll be assigned to a control or treatment group, with both groups given free online training at different points of the study. Some will also be offered free practical training on the road, too.

This training is the perfect opportunity to shape the future of the driving instructor industry, and gain valuable additional training to help you stand out from your competition.

When you sign up, you'll also be automatically entered into a draw for five £100 Amazon vouchers.

Visit the website to sign up. <https://www.cyclesavvydriving.co.uk/>



Find your child/children the perfect bike

Loved this idea - I was recently carded about a subscription service where you can exchange at anytime as your child grows so they'll always have the perfect bike. bikeclub.com

They're currently offering first month free on all bikes and scooters - could be handy with Christmas coming as long as you haven't been put off by the following article...

Talking of cycling and cyclists...

We were contacted by Matty Hall from ingenuitydigital.co.uk with the following attention grabbing headline and further information:

London, Bristol and Hull named 'the most dangerous' GB cities for cyclists

Analysis of Road Traffic Accident data highlights the areas and roads that have seen the highest number of accidents involving cyclists. London has been named as the most dangerous city for the country's cyclists, according to a new study from personal injury experts [Boyes Turner Claims](#).

Key findings:

- According to the latest data requested from the Department for Transport, there were 16,455 reported casualties involving pedal cyclists across Great Britain in 2020.
- The figures show there were record numbers of cycling deaths in 2020, with 140, accounting for 10% of all road fatalities and the highest single year figure across the last 10 years.
- The areas with the most reported accidents involving cyclists were Surrey (493), followed by Hampshire (376) and Westminster (348).
- The A3211 between London Blackfriars and Embankment was named as the most common location of serious cycling accidents in the Capital.
- Further information on the roads with the most cycling accidents per area can be found [here](#).



Kim Milan, Senior Partner of the Personal Injury team at Boyes Turner said:

"Cyclists are some of the most vulnerable road users, with the weather, road and traffic conditions, their smaller size relative to other vehicles, and the awareness and attitude of other drivers around them can all reduce their visibility and safety. While it is heartening to see that the Department for Transport data shows the country has seen an overall reduction in casualties caused from RTAs over the past 10 years, the increase in the percentage of all accidents involving cyclists highlights there is still an increasing danger for cyclists on British roads. The recent rise in casualty figures between 2019 and 2020 could indicate that if the people who took up cycling last year continue to use their bicycles, the number of accidents could continue to rise. While it is helpful to see the areas and roads in the country where cyclists should take extra care, it is imperative for all road users to be mindful of other road users at all times, to reduce the risk of suffering a serious injury from a road accident, collision or fall."

Frustration with B+E situation

This month, ADINJC member Steve Cocks aired his extreme frustration concerning the current B+E situation with Lynne and Terry and also Loveday Ryder, CEO DVSA in response to the recent DVSA update - progress on recovering driving test services. See both items of correspondence below:

Good evening Lynne and Terry

Thank you both for your recent, informative and helpful communications regarding the BE situation.

We at Drivex, and the entire BE training sector, are simply getting weary and fed up with being treated as an 'inconvenience' on this matter and constantly having to wonder what new problems we will be facing each and every day from government and DVSA.

I have sent the email below to DVSA chief exec.

In my comments I intend no criticism of your roles in the current situations regarding the accreditation scheme and understand that you, along with the rest of us, are having to work with totally unacceptable situations beyond your control.

However, enough is enough and DVSA hierarchy need to get some sense of the reality for those businesses who need their staff to tow, for training businesses trying to provide a service to those businesses, and for the many individuals in the BE training sector constantly having to deal with this utterly unacceptable and changing situation.

Many thanks as always, kindest regards

Steve Cocks B.Sc. - Director - Drivex Ltd. 01983 810012 - steve@drivex.co.uk

Good evening Ms Ryder,

Thank you for your message updating us on current situation regarding DVSA. Firstly, I apologise if this email is somewhat more blunt than the spin we are used to receiving from DVSA, but there are things that need to be said.

In your latest communication I note that you fail to mention one word about the situation regarding BE. On this matter I have a number of issues which I would be grateful if you could please clarify for me, namely:

1. Last week the Statutory Instrument regarding the decision to scrap mandatory BE testing did not pass through Parliament. The Lords and various MP's from across the political spectrum echoed the continued, widespread, concerns of professionals and others involved in the road safety and driver training industry regarding the road safety implications of this move. This includes every single DVSA driving examiner (vocational and car) we have spoken to. Bottom line, both DVSA and government have been heavily criticised for trying to implement these changes without providing ANY evidence supporting this move that shows there will be no detrimental impact on road safety. We have constantly asked for this supporting evidence, from yourself (email 16 September, unanswered), from DVSA as a whole, from government, directly and via our constituency MP.

Guess what? Nobody has been able to give us this information. Indeed, seeing DVSA officials being unable to answer road safety concerns during the recent BE webinars was embarrassing. Instead we receive endless spin regarding the shortage of LGV drivers as a justification for playing hard and loose with road safety. Answer me this: When we at Drivex have made these enquiries, how come not one single DVSA official pointed us in the direction of the government's own Trailer Safety Report?

Trailer safety: statutory report (publishing.service.gov.uk)

This report is very clear on it's recommendations regarding BE testing, and I quote (P.55 incase you are unfamiliar with the contents):

Testing of drivers

5.25 The rules relating to testing of drivers vary according to when the car driving test was passed. If this was passed on or after 1 January 1997, the driver can:- drive a car or van up to 3,500kg maximum authorised mass (MAM) towing a trailer of up to 750kg MAM - tow a trailer over 750kg MAM as long as the combined MAM of the trailer and towing vehicle is no more than 3,500kg

5.26 In order to tow heavier trailers, or an increased MAM, the driver must undertake an additional practical driving test, often called the "B+E" test. Given that a range of stakeholders and data sources pinpoint driver error as a key factor in towing incidents, it is sensible to consider improvements to this test.

5.27 DVSA will be considering revisions and improvements to the B+E safety questions, which form part of the practical test, over coming months. These will seek to address issues which have been raised during this report.

5.28 Additionally, DVSA will consider ways to promote the B+E syllabus in the national driving standard⁴², especially to increase awareness of safety issues among new and learner drivers and those who may only tow rarely.

5.29 DVSA will also explore the potential implications of a revision to the minimum test vehicle requirements. At present drivers undergoing the B+E test are required to use a trailer with a maximum authorised mass (MAM) of at least 1,000kg, carrying a load of at least 600kg. DVSA will explore whether increases to this requirement, for example requiring a combination over 3.5 tonnes, would lead to tests being undertaken in a more representative vehicle combination, and whether any safety benefits would be proportionate to the cost of amending the requirements

Is this report an inconvenient truth, written at a time when there was no political agenda regarding the removal of BE testing? Do the contents of this report become invalid just because there is a 'sudden' shortage of LGV drivers?

Indeed, the contents of this report are so clear that the suspicion now is that the forthcoming impact statement regarding the safety implications of scrapping BE testing will simply be a tickbox exercise, just as the public consultation was, and will fudge whatever figures the government needs to justify it's position.

2. Our clients are almost exclusively businesses, largely in the utilities sector, but also including smaller businesses such as those involved in inshore rescue, highways maintenance, landscaping, etc. These businesses require their staff to tow heavy trailers, namely digger trailers, bowlers, pipe coil trailers, boat trailers and the like. Since 20 September the employees of these businesses have been unable to gain their BE licence. We were informed by DVSA that they would be granted automatic BE entitlement on 15 November and we have been working with clients in preparing them for this date. The aforementioned Parliamentary debate was on Monday evening. DVSA chose to wait until 16.28 on Thursday evening to advise us, by email, that the 15 November change was being delayed until 'Autumn 2021.' We work closely with our clients and we had already advised them that this change was unlikely to go ahead, as we wanted to give them as much time as possible to communicate to their managers and staff that they cannot now tow from 15 November. Frankly, it is unacceptable that DVSA delayed the official announcement until Thursday evening, effectively giving UK PLC just one working day's notice before the change was due to take place.

3. Now let me turn to the proposed BE accreditation scheme. From our own business perspective, despite the safety concerns regarding the abolition of mandatory BE testing not being answered and the 15 November deadline not occurring, we also have to contend with the proposed BE accreditation scheme.

Frustration with B+E situation

Firstly, the aforementioned DVSA webinars, specifically about the accreditation scheme, told us nothing new. They could not inform us of what type of trailers should be used, what weight parameters they should meet, whether they should be loaded or not, who was going to administer the scheme, what the costs were likely to be, when it was going to be implemented etc.

This current, vague situation is simply unacceptable. Our clients need their staff to tow heavy trailers now. We are highly experienced in the field of driver risk management, including 18 years of working in the BE sector. Our BE sign-off document is a 6-page, HSE compliant, e-report. We are confident in the validity and quality of the work we do for our clients.

In the business world, we need to know definite, workable information in order to make business and investment, decisions. 'Autumn 2021', 'next year' are too vague.

How do you realistically expect businesses and trainers in the BE sector, a vast number of which have had zero or very little income since the almost immediate cessation of BE testing, to make decisions when all we get from DVSA is vagueness? Decisions need to be made over whether to keep vehicles, trailers, practice sites etc. Decisions need to be made on marketing, employment of staff, repayment of loans. PEOPLE NEED TO FEED THEIR FAMILIES AND PAY MORTGAGES. To think that those people who work(ed) in the BE sector can simply hang on while you lot at DVSA keep feeding us meaningless spin with vague dates attached is simply unacceptable.

Let me give you an example of just one example of how out of touch DVSA is with the reality of this situation. In one of my early communications with DVSA regarding this matter, I had a reply from Alison Wilson in the DVSA Corporate Reputation department. Within her reply she said:

'We understand this change is disappointing to car and trailer trainers.'

DISAPPOINTING!!!!

When the potential loss of your business and livelihood is announced, would you agree this is somewhat of an understatement?

Indeed, within the contacts I have across the UK in the BE training sector, there is a very strong feeling that the DVSA, at the top level, has cast them adrift without any concerns whatsoever.

Trust and respect has been lost. In this email I have outlined both our position at Drivex and also the concerns of other businesses and trainers in the BE sector. This constant 'jam tomorrow, everything is in hand, everything will be fine', attitude of DVSA is not cutting it in the real world.

I challenge you now to start treating those businesses and individuals involved in the BE sector with some respect and to get this situation sorted with the utmost urgency.

Thank you, kindest regards

Steve Cocks B.Sc. - Director - Drivex Ltd. 01983 810012 - steve@drivex.co.uk

A GUIDE TO ADINJC

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

Public Liability Driving Tuition

Why is Public Liability cover so important?

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

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

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

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

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

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

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



Marmalade teams up with IAM Roadsmart

Our sponsors, Marmalade have teamed up with IAM Roadsmart, and are looking for ADIs to join the team. As some of you may be aware, Marmalade offers an improvement course to young drivers who have been identified as being in need of additional skills development.

The course has been developed by Marmalade's training partner, IAM RoadSmart, and is delivered via their nationwide network of ADIs. As the initiative continues to grow, IAM RoadSmart requires more ADIs to join their network in order to deliver the course for Marmalade's delegates. This is an innovative scheme aimed at improving the skills and safety of young drivers. As a driving instructor, this is a great opportunity for you to be part of this initiative, and gain you access to a new source of customers. This is an innovative scheme aimed at improving the skills and safety of young drivers and ADIs are paid a set rate for their time. It's not essential that you are a member of the Marmalade Network in order to register, no extra qualifications are needed and there is opportunity to do more with IAM Roadsmart in the future should you so wish.

To find out more and to apply, please visit iamroadsmart.com/marmalade-adi

New promotion! Introduce your pupils to Marmalade's Insurance this Christmas!

Pay As You Go - They'll enjoy a £10 Amazon.co.uk Gift Card and you can earn £40 in commission!*

This flexible insurance on a parent's car offers seamless cover from learner to full licence with no increase in the price when they pass. Plus, there's no risk to their parents' No Claim Discount.

You'll need to be signed up with Marmalade Network to earn commission and you can do that [here](#)!

*Terms and conditions apply. Please visit wearemarmalade.co.uk for details.

For those of you who may not be aware, Suzy Walsh will be leaving Marmalade at the end of December 2021. We will miss you Suzy and won't let you be a stranger! ;-) Matt Adams will be taking over Suzy's role and has written the following as an early introduction, welcome Matt!

"Hi all, happy to be part of the team. A little bit about me, I have worked for Marmalade Insurance for 4 and a half years as a team manager in the contact centre and now looking to get stuck in to the Network side of things. I'm happy to answer any questions or issues you may have so anything you all need, feel free to get in touch and I look forward to meeting you all!"

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

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

JOIN THE MARMALADE NETWORK



NO FEES!

Powering ADIs Nationwide

- ✓ Deals on brand new tuition cars!
- ✓ Earn commission from £15 to £250!
- ✓ Free booklets, leaflets and ADI cards
- ✓ Competition giveaways for your pupils

...and much more!



marmaladenetwork.co.uk
0333 323 2615



An absolutely HUGE and heartfelt thank you to each and every one of you for joining us last month alongside our partners Intelligent Instructor, making it another fantastic and memorable event! Whether you were an exhibitor, sponsor, presenter, award winner, competition winner, visitor, magician, stilt walker or one of our 'happy to help' helpers, many of them hard working 'other halves' of GC members, we do hope you all enjoyed yourselves. We are looking forward to seeing you next year when as if by magic we'll be back not once but twice in 2022! YAY! :-)))



As always, we are extremely grateful to our varied industry speakers for taking the time and trouble to come and join us on their day off! If you missed expo this year, word on the street is that you missed out on some serious fun! Do please come and join the fun on May 8th and Oct 2nd next year!

Highlights from the day!

The ADINJC & intelligent Instructor Conference & Expo took place on Sunday, 10th October and saw the largest gathering of UK instructors EVER! Whilst some naturally stayed away due to Covid concerns, over 750 people attended which was more than at the inaugural event staged back in '19. Those instructors who took time out of their busy schedules were not disappointed. Over 30 experts in the driver training industry delivered seminars throughout the day. 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 hugely popular DVSA session with their CEO, Loveday Ryder. There was a ceremony for winners of the Intelligent Instructors Awards 2021 presented by Quentin Willson, the ADINJC Patron, who then went on to give a lively insight into electric vehicles and how that may impact ADIs in the future. Outside, in the glorious sunshine, Rob Cooling coordinated an impressive array of electric vehicles provided by passionate ADIs who were happy to pass on their experiences to interested parties. AcciDON'T had their prize draw car on show too which was given away in the afternoon along with a one-year franchise. Other giveaways on the day included marmalade, DTS and MyDriveTime teaming up to give away an I-pad and amazon vouchers, those finishing on the podium on the giant, eight-lane Scalextric received cash prizes from Bill Plant Driving School which, along with the NJC Tombola, helped raise over £1,300 for Speed of Sight too. Pass N Go's Gran Turismo simulator was an instant hit with long queues of instructors throughout the day battling to claim the £1,000 cash prize for the fastest lap.

List of lucky winners at Expo '21:

Acciden't winner

One year franchise including dual control car: **Matt Clemson**

Pass N Go winners

£1,000 cash prize: **Henry Bates**

12-mile driving experience day: **Jamie Traynor**

6-mile driving experience day: **Michal Zielinski**

Marmalade, DTS & MyDriveTime winners

iPad: **Paul Whitehead**

£100 Amazon Voucher: **Sam Bristow**

£50 Amazon: **Heidi Horn**



With 50 exhibitors showcasing their products and services, instructors were delighted to hear from companies, both new and old, who can help streamline their business, make cost savings, add additional revenue streams whilst also offering advice learning about important other matters such as road safety too. If that wasn't enough, a roving ADI magician from the Magic Circle bamboozled guests, The Incredible Ice Cream Company served up delicious treats all day, whilst the stilt walker bode farewell to guests at the end of a jam-packed and highly entertaining day. Delegates left with both their minds and delegate bags bursting at the seams. [Check out our video](#), which gives you a flavour of the event and why not see if you made our image gallery – [click here](#).



Don't miss out on next year's events taking place at Kempton Park on **Sunday, 8th May 2022** and back at the Heart of England Conference and Events Centre, Meriden **Sunday 2nd October 2022**. Visit www.events.intelligentinstructor.co.uk to find out more and to register your place.

Quote from Loveday Ryder, CEO DVSA:

Thanks Lynne – it was lovely to be there and the organisation was excellent – I felt very looked after. How good to meet people and interact face to face after all these months.

Quote from an ADINJC member:

Firstly I would like to say a huge thank you for the incredible amount of organisation that must have gone into today's Expo. It was excellent. My colleague and I thoroughly enjoyed it. The exhibitor stands were very professional, with engaging hosts and we attended several interesting presentations and could have done more. The whole atmosphere was great, a really good buzz. Secondly, thank you for asking all the questions I submitted for the DVSA representatives, namely Loveday Ryder and John Sheridan. I was pleasantly surprised by the positive attitude given by Loveday to tackle issues that are clearly felt nationwide by ADIs. It feels like the new guard as it were. I actually believed that she would do her best to address the things over which she had some control, and was heartened to hear that the driving tests will, at some point, revert to their full length with us able to sit in. I do hope this signals a new era of co-operation with the DVSA. Thank you all once again for your tireless efforts to support us.

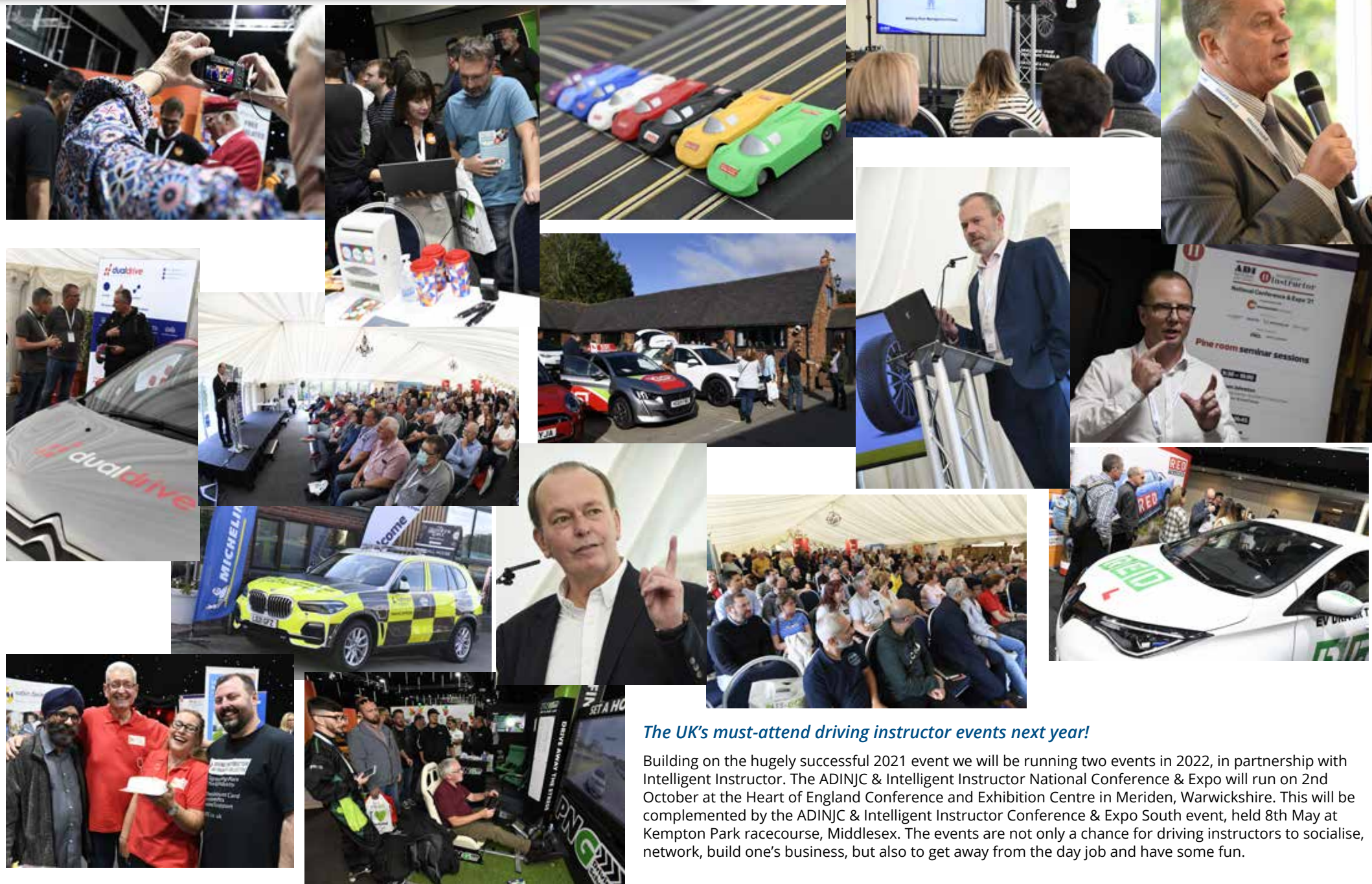


Clive the magnificent magician helped us continue to help ADIs and PDIs with the instructor fund

If you came to the recent Expo you may have bumped into Clive, the magician, as he walked round entertaining the delegates. As well as being a member of the Magic Circle, Clive is an ADI, and very kindly donated his fee to the fund set up to help ADIs and PDIs during Covid. The fund continues and grants are available for anyone in need, through having to isolate for example, or because of other financial problems. [Details and the form to apply can be found here](#).

If you wish to make a donation you can [do so here](#).

Clive also made a video on his journey round the Expo entertaining exhibitors and visitors, [you can view that here](#).



Building on the hugely successful 2021 event we will be running two events in 2022, in partnership with Intelligent Instructor. The ADINJC & Intelligent Instructor National Conference & Expo will run on 2nd October at the Heart of England Conference and Exhibition Centre in Meriden, Warwickshire. This will be complemented by the ADINJC & Intelligent Instructor Conference & Expo South event, held 8th May at Kempton Park racecourse, Middlesex. The events are not only a chance for driving instructors to socialise, network, build one's business, but also to get away from the day job and have some fun.

ADINJC face to face training came to Southend!



Our Head of Training, Andrew Love received some good feedback from the Standards Check workshop at Southend last month. Our thanks to member Michelle for taking the time to send it in!

'Thank you so much for the brilliant Standards Check Workshop that you ran in Southend on Monday 18 October. It was great to see you again and to finally meet the lovely Peter. This was the first CPD course that I've attended since passing Part 3 last October (which you gave me excellent training for). I didn't know what to expect but came away from the course feeling confident and having had a great day. There was a lot of content in the course and I have made some really useful notes. I have a much better understanding of what will be required in the Standards Check and feel prepared for it now. I would recommend anyone to go to one of your courses. You made it interesting, informative and fun which meant I kept my eyes open for the whole day! I used to dread training courses in my previous job because I knew I would be nodding off a little way into the course...Thank you again and I look forward to attending another ADINJC course before too long.'

Still making your mind up? You can also view further feedback from previous attendees of NJC training courses here: <https://vimeo.com/611473560>

This is when and where we'll be training next! When and where will you be training next?

New face to face and online dates announced!

New training dates have been announced across the country in the company of Andrew Love, our Head of Training and various members of our training team. These events are not to be missed - book now for 'Mock test madness' and Standards Check & Part 3 training days as shown on our latest poster and detailed below. If you're already booked on Standards Check & Part 3 training dates this month with Lynne and Andrew, please do let us have your feedback, you know we love to hear from you! <https://www.adinjc.org.uk/product/sc-part-3-made-easy-nov-21-event/>

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

Monday 13 December - Mock test Madness (online)- £25 members £30 lite members

It's important that ADIs prepare their candidates for the tests, which includes what is likely to happen on the day. The driving test is different from normal driving lessons because the candidate is driving on their own, without any interventions from the passenger. During the session the differences will be discussed, highlighting the benefits of recreating what it would be like during the driving test.

Monday 10 January 2022 - Standards Check Workshop at Holiday Inn Corby, NN18 8ET

Tuesday 15 March 2022 - Standards Check Workshop at Holiday Inn Cardiff, CF15 7AD

Monday 17 May 2022 - Standards Check Workshop at Holiday Inn Southampton, SO15 1AG

£99 members - £120 lite members

The Standards Check workshops will leave you feeling more confident and prepared and our expert trainers who are themselves ADIs will be there to help guide and support you throughout the day. Your workshop is an opportunity to meet fellow ADIs and take time for yourself to consider and improve your teaching ready for your Standards Check.

You can book these events at <https://www.adinjc.org.uk/shop/> or ring **0800 8202 444**. If you're an existing Silver, Gold or Platinum member and haven't yet migrated to the new membership structure or signed up to the new website, you'll need to call **0800 8202 444** and speak to Peter our friendly treasurer.



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**

Intelligent Instructor Masterclasses - subject to availability, there's still time to book your places for Lou's and Lynne's in the final round for 2021!

If you wish to develop your 'Teaching and learning strategies' or need help with your 'Questioning skills', these sessions could be right up your street!

We can't underestimate the power of good questioning skills and how they can enhance the work of an ADI and help their client to improve. Learning to ask the best question at the most suitable time is a skill and needs practice and understanding. The workshop with Lynne will help you understand the process and how you may be able to improve. If you find you tell clients what to do rather than ask them then this workshop could help you to improve or it could enhance your questioning skills.

The workshop with Lou will highlight the standards check/part 3 test expectations and how you can incorporate these into your preparations. Focusing on teaching and learning strategies, Lou will give easy to understand explanations of the related competencies, examples of what works and how to avoid some common traps.

We've had some amazing feedback from previous sessions and hope to see many returning and of course new faces in the upcoming sessions. It's so easy to book to join Lynne & Lou on their respective masterclasses, just click on the links.

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/>

Intelligent Instructor Awards 2022 has launched



There are 10 different award categories, with nominations and entries now being encouraged.

The Intelligent Instructor Awards 2022 in association with Kwik Fit and Michelin has officially launched with the search on once again to find the very best instructors, driving schools and suppliers within the industry now underway. This year, the awards will continue on from 2021 as [a virtual event](#).

We are delighted to welcome two very well-known brands as joint headline sponsors, Kwik Fit and Michelin. Roger Griggs, Communications Director at Kwik Fit, said:

"Even with all the advances in automotive technology, the most important factors in road safety are

still the behaviour and skills of the person behind the wheel. It's vital that good habits are instilled from the first moments in the driving seat, and Kwik Fit is delighted to be supporting the instructors and organisations who are setting young drivers off on the right road." Simon Winstanley, Key Account Manager for Michelin, said: *"The professionalism and knowledge of driving instructors are the foundations for a lifetime of good motoring habits. That's why Michelin is extremely happy to be supporting young drivers and the industry in this way."*

ADINJC will also be supporting these awards for a 2nd year.

Intelligent Instructor Awards 2022 Categories

- Driving Instructor Insurer of the Year
- Product of the Year – sponsored by Kwik Fit & Michelin
- Professional Support Provider of the Year – sponsored by ADINJC
- Car Supplier of the Year
- Driving Instructor Car of the Year
- Local Driving Instructor Association of the Year – sponsored by ADINJC
- Regional Driving School of the Year
- National Driving School of the Year
- Driving Instructor of the Year (12 regional awards, one overall winner) – sponsored by Kwik Fit & Michelin
- Services to the Driver Training Industry Award

The Driving Instructor of the Year nominations will come directly from learners and those who have recently passed their driving test. Intelligent Instructor's parent brand, FirstCar, will reach out to its learner audience to encourage nominations via an online nomination form. Driving instructors can also encourage their own pupils to share the [nomination link](#).

12 Regional Driving Instructor of the Year winners will be selected by the judging panel with one being crowned the Intelligent Instructor Driving Instructor of the Year 2022.

Our judging panel

- Adrienne Carter – Owner, The Face Whisperer
- Alan Hiscox – Director of Safety, The British Horse Society
- Andrew Drewary – Road Risk Consultant, Road Safety Smart
- Charles Moffat – Deputy Chair, ADINJC
- Emma Kelly – Development, PR and Advocacy Manager, Road Safety Support
- Emily Coughlin – Community Safety Manager, Network Rail
- Francis Noakes – Founder, Driving School TV
- Graham Feest – Owner, Road Safety Consultancy
- James Evans – Director, The Honest Truth
- Liz Brooker MBE – Chair, Road Safety GB
- Neil Worth – Chief Executive, GEM Motoring Assist
- Peter Harvey MBE – National Chairman, MSA
- Phillipa Young – Chair, Road Safety GB

Key dates

- 2 November 2021 – Awards nominations open
- 2 December 2021 – Awards entry deadline
- w/c 13 December 2021 – Awards shortlist announced and public voting opens
- 7 January 2022 – Judging panel submits votes
- 14 January 2022 – Public voting closes
- 13 February 2022 – Winner announced

If you would like to enter the awards, please click on the category below to download the entry form, it's free to enter!

[Intelligent Instructor Awards Entry Form Product of the Year 2022](#)

[Intelligent Instructor Awards Entry Form Professional Support Provider of the Year 2022](#)

[Intelligent Instructor Awards Entry Form Regional Driving School of the Year 2022](#)

[Intelligent Instructor Awards Entry Form Services to the Driver Training Industry Award 2022](#)

[Intelligent Instructor Awards Entry Form Car Supplier of the Year 2022](#)

[Intelligent Instructor Awards Entry Form Driving Instructor Insurer of the Year 2022](#)

[Intelligent Instructor Awards Entry Form Local Driving Association of the Year 2022](#)

[Intelligent Instructor Awards Entry Form National Driving School of the Year 2022](#)

Find out more.

<https://www.intelligentinstructor.co.uk/awards-about/>

FREE TICKET ADMIT ONE

**Intelligent Instructor**

Conference & Expo South '22

Kempton Park Racecourse | Middlesex
Sunday | 8 May 2022

**Intelligent Instructor**

National Conference & Expo '22

Heart of England Conference Centre | Coventry
Sunday | 2 October 2022

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.



For the second month running, my lead story has to be (you've guessed it) smart motorways. All the media, both visual and written, on November 2nd were full of it. The reason was that a report by the Commons Transport Select Committee had been published and it found that there were insufficient safety and economic data to justify pressing on with the expansion of smart motorways and called for the policy to be paused. In particular, the cross-party panel warned that the Department for Transport had failed to address risks associated with removing the hard shoulder on 'all lane running (ALR) motorways'. Concerns are growing about the safety of smart motorways following a spate of fatalities involving vehicles breaking down and being hit from behind because of the lack of a hard shoulder. The report calls for the expansion of smart motorways to be paused until at least five years of safety data have been collected to ascertain whether or not they are safe. The committee is also calling for the data to be independently verified. The i newspaper (from which I am quoting) understands the process could take years, adding significant delays to the Government's proposed expansion of smart motorways to increase capacity on the road network. According to Conservative MP Huw Merriman, who chairs the committee, only 29 miles of ALR smart motorways have operated for longer than five years. "It therefore feels too soon, and uncertain, to use this as an evidence base to remove the hard shoulder from swathes of our motorway network", he added. Tory MP Sir Mike Penning, who chairs the All-Party Parliamentary Group on Roadside Rescue and Recovery and was the minister who introduced smart motorways, (you couldn't make it up, could you?) called the report "another significant step in the fight to improve safety". The Department for Transport said: "We welcome the committee's scrutiny and will now consider its recommendations in detail". Well, that's all good isn't it?

And there was a piece in the Mail of October 11th with the headline 'E-scooters on the roads next year'. It said that the controversial machines could be let loose on the roads 'within the next 12 months' despite at least eight riders dying in accidents this year, it has emerged. Currently the vehicles are subject to a limited trial in public spaces. They are only allowed for hire in London and a small number of provincial cities. Elsewhere, owners can only use them on private land. Riders must also have at least a provisional driving licence. But the surging popularity of the £300 vehicles means they have become a common sight across the country regardless of the law. Sales soared 71% in the pandemic and police have seized thousands of e-scooters ridden illegally. The National Federation for the Blind UK has called for the trial of e-scooters to be suspended to ensure public safety. But the Department for Transport said the trial was due to continue to the end of March, adding: "Safety will always be our top priority." Well, they would say that wouldn't they?

There was a rather quirky story in the Mail of October 22nd. It told how speed cameras were invented by Dutch racing driver Maurice Gatsonides to record his own lap times. He later sold his device which measured how long it took him to travel between two wires and then calculated his speed to the police. The cameras known as 'Gatsos' are still in use, although the systems now use radars and lasers. "I am often caught by my own speed cameras", he later said, "and find hefty fines on my doormat". Well, there we all are then.

There was an interesting front page story in the Bournemouth Daily Echo of October 19th. (If you are wondering, Mrs Adrian and I spent a week at a Holiday Bond cottage there recently). It told how a drink driver who caused the death of a motorcyclist has been jailed for five-and-a-half years. Dumitru Radu, 27, was almost twice the drink-drive limit and 'fiddling with his phone' when he failed to stop

at a Bournemouth crossroads. He pulled out into West Cliff Road and crashed into motorcyclist Colin Lazenbury. Mr Lazenbury then collided with a car travelling in the opposite direction to him after the initial impact. The 54-year-old was rushed to hospital but died from the injuries he sustained around seven weeks later. Radu, of no fixed abode, was sentenced at Salisbury crown court, having previously pleaded guilty to causing death by driving dangerously. The fatal crash took place on May 26th, 2019, but the court heard bringing Radu to justice was delayed as he fled the country following an initial arrest. Radu was arrested in Germany on Tuesday, June 1st, and subsequently extradited to the UK to appear before the courts. Sentencing Judge Robert Pawson said: "No sentence this court can pass can possibly compensate the Lazenbury family. He cannot be brought back, nor will any sentence provide any real comfort to those who have lost him. As appalling as this case is, there are inevitably more serious cases but you made a deliberate decision to ignore the rules of the road. You were drink driving. You flagrantly disregarded those rules by at the same time of driving over the limit, you were fiddling with your mobile phone – a wholly avoidable distraction. You weren't speeding, that is accepted but as I say, according to your own account in interview, you had been drinking up to half an hour earlier – wine and brandy". The judge added: "I accept that you are remorseful, you feel genuine sorrow for what you did, but you left this country and that has meant, as has been made clear from all of the statements from Mr Colin Lazenbury's family, they have had to wait. Their pain has been drawn out by you fleeing the country". Alongside the prison term, Radu was disqualified from driving for three years. He will automatically be deported upon reaching the appropriate point in his prison sentence and his disqualification will start then. Quite right too.

There was an alarming piece in the Mirror of September 10th. It told how a trucker was caught driving a lorry despite having only one leg. He said he had used his crutch to work the clutch when police spotted him broken down on the M6. The trucker, who was also banned from driving, was arrested together with his passenger at Wednesbury, West Midlands, after stolen car parts were discovered in his lorry. Good grief!

There was an amusing story in the Mail of October 18th. It was headlined 'You knittwits!' It said that when David Knight received a fine for driving in a bus lane in Bath, he knew immediately that there had been a mistake. After all, the builder had been nowhere near the spa city – and he lives 120 miles away in Dorking, Surrey. But when he and his wife, Paula took a closer look at the photographic 'evidence', they were left in stitches. The picture showed a woman walking in the bus lane with the word KNITTER on her tee shirt, which the council computer had mixed up with the personalised registration plate on Mr Knight's Volkswagen van – KN19TER, a nod to his nick name 'Knighter'. After much amusement, Mrs Knight, a bookkeeper, contacted Bath and Somerset Council to alert officials to their mistake. Luckily, they saw the funny side and agreed to cancel the £90 fine.

And there was a funny piece in the Mail of October 18th. It had the headline 'Got any books on how to drive? It told how wreckage and rubble was left strewn around Hythe library after a car crashed through the wall. The local fire station said the two people in the car understood to be an elderly couple were able to escape the vehicle without major injuries. But they then found themselves trapped inside the library in Hampshire, which is closed on Sundays. Fire crews used a winch to steady the car, and 'tunnelled through' to reach the pair and help them out.

There was a story in the Mail of November 1st which said that almost half of ministerial cars still guzzle petrol and diesel despite the Government's pledge to make its vehicles green. As the Cop26 begins, the Daily Mail can reveal that 14 cars used by ministers run on diesel and 29 on petrol – 44% of the total. Just 28 are fully electric and a further 26 are petrol hybrids, out of ministerial cars, figures released under Freedom of Information laws show. In July, the Government said it was committed to



making its entire car and van fleet 'fully zero emission at the tailpipe' by the end of 2027. And in 2017, then prime minister Theresa May said the Government car service was 'working to remove diesel vehicles from its fleet'. The Liberal Democrats, who obtained the data, accused ministers of 'dragging their feet' on replacing the cars. The party's transport spokesperson Sarah Olney said: "The Government must lead by example...If this Government cannot manage the simple task of making their cars all ultra-low emission in four years, then how can we expect them to be a world leader in tackling climate change? It is shameful, incompetent and a dismal failure." I tend to agree with Ms Olney.

The Guardian of October 30th had an interesting piece with the headline 'Privacy fears as police plan long-range drone cameras'. It said that police in England and Wales are considering using drone-mounted cameras that could film high-quality live footage from 1,500ft (460 metres) away, raising concerns among civil liberties campaigners. The National Police Air Service (NPAS), which provides air support to 46 police forces, has asked private companies for information about systems that offer both 'airborne imaging' and 'air to ground communication'. The callout, on a government outsourcing website, states: "The imaging systems are intended for use on BVLOS (Beyond Visual Line Of Sight) remotely piloted aircraft systems: 'Drones'." The NPAS told potential bidders that the systems should be capable of transmitting live, high-quality images even in low light, using "electrical-optical" or "infra-red" systems. It said this would enable officers to pick out detail such as "facial features", as well as clothing and vehicle registration plates, at a distance of between 500ft and 1,500ft, more than three times the length of a football pitch. The cameras should be able to operate on a drone that stays in the air for up to four hours and can fly about 30 miles from the base station from where they are controlled, the NPAS said. A Home Office spokesperson said: "Drones are not currently provided as part of the National Police Air Service fleet but are used and funded by individual forces. Use of drones is an operational matter for police forces, who are subject to the robust requirements of the Air Navigation Order and General Data Protection Regulations." Well, there we all are then.

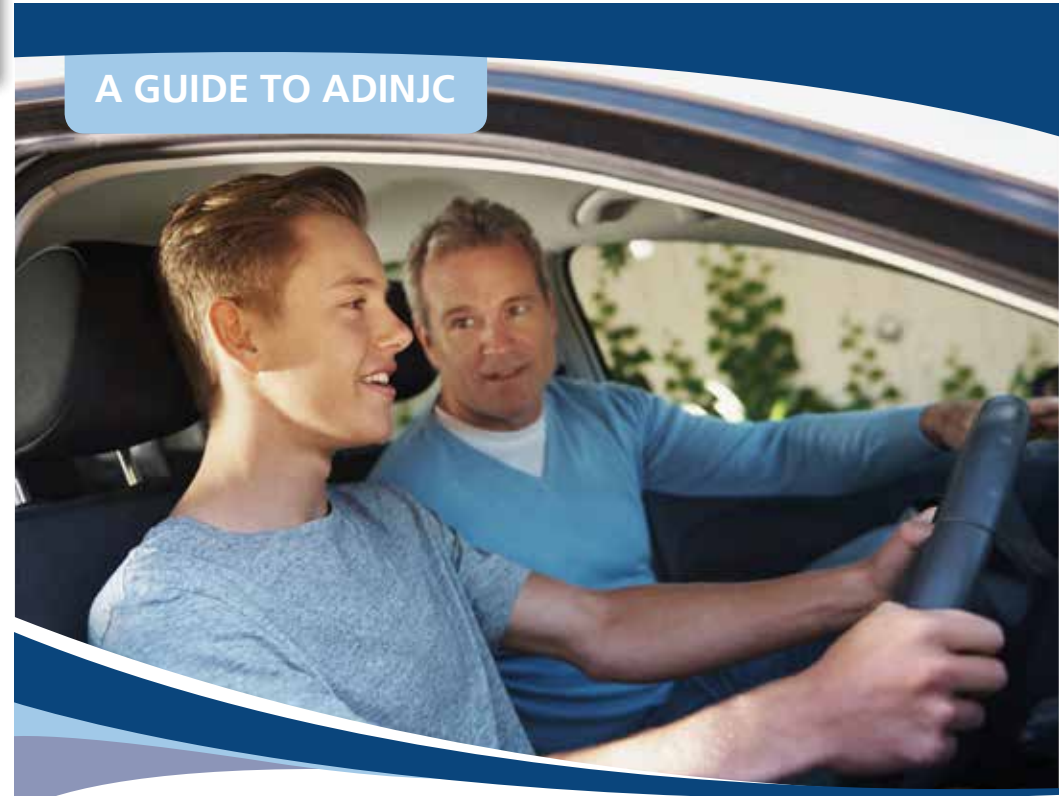
And there was a story in the Mirror of October 18th which told how a man was killed by a wheel which flew off a trailer as he walked his dog. Widower Peter Smith, 79, was struck in the chest and died at the roadside. An inquest heard the wheel had not been serviced for more than 4 years before the accident. This prompted calls for a change in the law, which at present does not require trailers of a certain size to have MoTs. The accident happened near Newton Abbot, Devon (my neck of the woods), while a Mitsubishi pick-up truck was towing a livestock trailer. Deeply sad.

And finally,
An employment agency sent me for an interview at a poultry farm as a stock taker. I'm optimistic, but not counting my chickens.
'Where are you going on holiday?' 'Seychelles' 'OK, I'll say "shells", but where are you going on holiday?'

Til next time

Adrian

A GUIDE TO ADINJC



Professional Indemnity Driving Tuition

Why is Professional Indemnity cover so important?

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

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

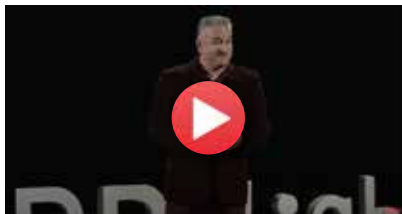
The ADINJC Professional Indemnity insurance, provides the valuable protection you need as a driving instructor offering professional advice to the public, to prevent this happening. It covers you when, as a result of negligence, you are sued for losses or damages by a third party. In short, it gives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

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

Waveney
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Tuition Insurance



Hope you enjoyed the article from Life Coach Laurence Knott last month entitled 'How becoming a better listener will improve your relationships'. This month I'm featuring a TEDx RBHigh talk from Paul Messerle entitled 'Be. Believe. Become: Reclaiming the Authentic Self'. Hope you enjoy the message as much as I did - there's a lot in there to digest and definitely something for everyone. 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.

2021 facts and statistics for learner drivers

We were contacted by Amelia Johnson, Media Consultant/Web Researcher with the following data driven piece that shares interesting stats as well as practical tips and advice for learner drivers in the UK which you may find of interest.

<https://www.comparethemarket.com/car-insurance/learner-drivers/#learner-driver-statistics>

Covering:

- Interesting statistics around learner drivers including the best and worst places in the UK to pass your first-time driving test.
- The top ten (10) reasons young and inexperienced drivers fail their driving test according to data from the DVSA.
- Timely and important advice on staying safe and healthy as learner drivers resume taking their theory and practical tests in 2021.
- Useful tips, practical advice and FAQs to help learner drivers pass their tests.

Research findings:

- The Isle of Mull (Scotland) is the best place in the UK to pass a driving test (with a 90.9% first-time pass rate)
- 17-year-olds had the best first-time pass rate (55.8%) while 20-year-olds had the lowest (44.8%) out of all young driver age groups.
- Female drivers are more likely to pass the driving theory test (49%) compared to males (45.4%).

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

Don't know about you but I've been finding November a bit of a 'heavy' month and I don't mean on the weighing scales. It may well have been the clocks changing because despite gaining the extra hour, it really felt like we lost so much well needed light but whatever it was in my case, I'm opting to keep it light hearted again this month. I read an excellent article by Sarah Fielding 'Singing is great for mental health even if you can't carry a tune!'. Ok, perhaps it really resonates with me because my singing is glass shattering and cat scaring for miles around here. If I ever decide to sing out loud, I know the power of music. Whether we're feeling up, down or somewhere in the middle, it can often determine how we choose the next song on our playlist. Hope you enjoy the article and most definitely sing your hearts out like nobody is watching (or listening!) You just know I'll be doing my extra special version of 'Always on my mind!' in honour of you all of course! But will it be the Elvis or Pet Shop Boys version though? :-)))



With COP26 coming to a close, I couldn't resist including [this link from the guardian](#) which highlights perfectly in photographs why we all need to ACT. Please be warned though, not all images will make your heart sing.

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.

Lead Generation

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- Priority on our intensive course register.
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- 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!

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- Diary overview.
- Prioritisation on bookings.
- Instructor billing.
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- 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



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DRIVING INSTRUCTOR INSURANCE EXPLAINED

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

What is the difference to standard car insurance?

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

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

Why is it more expensive?

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

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



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

01603 753 888

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

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DRIVING INSTRUCTOR INSURANCE EXPLAINED

Driving Instructor Insurance - features explained

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

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

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

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

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

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

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

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

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

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

Driving Instructor Insurance discounts

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

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

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

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

01603 753 888

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

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DVSA fast track telephone number

We were contacted by a member asking for the fast track telephone number to contact DVSA to change an existing booking. It's 0300 200 1122 then option 25.

DVSA Biker licence query

Sue our Secretary contacted DVSA recently on behalf of a member who had taken on a new student, carried out the normal licence check because the student has a full bike licence, but his licence doesn't show that it is also a provisional for him to drive a Cat B vehicle. The DVLA online licence check shows that this is the case and DVSA's system has allowed him to book a theory test, so presumably it recognises the provisional for Cat B. The issue for the member was that if his student turned up for his theory test, will he be allowed to take the theory test, and subsequently practical test, as his licence doesn't show Cat B? Obviously he doesn't want to turn up for a test and not be allowed to take it.

DVSA response:

With regards to a full category A driving licence, once the candidate receives a full photocard licence, this will only display the full entitlement and no provisional entitlement as the licence checks will have been carried out to allow the licence to be issued.

Any further full categories that are required to be added to the licence following a licence acquisition test are indicated by a line though the blank area corresponding to the category on the rear of the licence, as indicated on the picture that you supplied in columns 10 & 11.

Therefore the licence that you have sent pictures of can be used for a Cat B Theory test and practical driving test as entitlement checks will have been carried out at the time of booking the tests.

Gordon Witherspoon, Deputy Chief Driving Examiner and Head of Driver and Training Policy, DVSA

Big Learner Relay edges closer! Get your spots on this month!!!

It was such great news to hear that 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 www.mydrivetime.co.uk for his hard work designing an app for them to use.

SO!!!! This is your last call before the big BBC television extravaganza/appeals day. BLR needs YOU, your spots and your Pudsey headbands/hoodies/goodies. BLR has become an institution and remember all donations go towards such a worthwhile cause, in aid of BBC Children in Need!

Buy buy buy!

Please do visit the online BLR shop to buy your hoodies and goodies!

<https://biglearnerrelay.geigershops.co.uk/BLR/shop>

Donate donate donate!

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



DIPOD - The Driving Instructors' Podcast -

Sponsored by ADINJC for the discerning ADI!

Show 186 - Expo reflections

Ah the beautiful memory of our Conference & Expo lives on in the latest DIPOD show! In show 186, Peter, Nick and Elliot take a reflective look back over the recent event we held in partnership with Intelligent Instructor. Listen to a selection of interesting interviews and feedback from the day recorded over a jam-packed 90 minutes. If you didn't manage to make Expo this year, remember we're offering you 2 chances next year on Sunday May 8th at Kempton racecourse, Middlesex and Sunday October 2nd at Heart of England Conference Centre, Coventry. Book ahead <https://events.intelligentinstructor.co.uk>

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

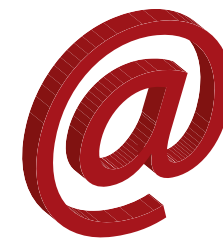
Leave an audio message straight from your PC with the widget on our [contact page!](#)



Articles we have sent out via Email this Month

- DVSA - Forthcoming car and trailer legislation change
- DVSA - Update on driving test waiting rooms and Driving
- DVSA - Update: Planned changes to the rules on driving
- licence acquisition and the motorcycle riding test
- NASP - The Changes to B+E: 28.10.2021
- Traffic Safety Roads - November
- Future Training Opportunities
- Webinars for B+E trainers
- Help needed for Cycle Savvy project
- The government to review Driver CPC
- Report of Joint NASP/DVSA meeting – 2 November 2021
- Update on car and trailer and vocational changes

And much more!



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!

And Finally - a quote...

"Few things can help an individual more than to place responsibility on him, and to let him know that you trust him." - Booker T. Washington