



It's the end of an era

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Members News:

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

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Welcome to the February edition of the newsletter and I hope you are all having a great start to the new year. My name is Richard I'm also the ambassador for Wales and I will be taking over as editor of the newsletter from this month onwards. Firstly, I would like to say a big thank you to Parv for covering for me last month and from everyone at the ADINJC for doing such a fantastic job with the newsletter over the last few years. Enjoy your well-earned retirement!

From the Chair..... a monthly report



A consultation, survey and new Highway Code Changes:

The end of January and into February has been very busy with DVSA news coming through. You can read more details in this newsletter and of course as news breaks we send out a newflash to members. You do need to be signed up to receive the breaking news flashes so if you want to do that simply go to our website and sign up as a LITE member and you will get the news and newsletter for free. Please do let other ADIs and PDIs know this as well. It's so important that ADIs keep up to date with what's happening in the industry at this busy period. I hope that you read the consultation on new driving test measures and that you gave your views in the survey which ran until February 8th. It's interesting it has been reported on in the national press mainly due to the possible 28 day wait for a practical test after a failed test and the cancellation time possibly changing to 10 days from 3. Most important to ADIs will be our certificates having to be displayed as mandatory on test and not just when we are charging for our services. Also the suggestion of pass rates being shown to the public or a new "band rating" being given to ADIs to help the public choose an ADI. Personally whilst I realise it is not currently a legal requirement to display my certificate on test I have never removed mine, I take my candidates when I know they are at a good standard and could pass. However that doesn't mean they will! Any good ADI knows that on the day a candidate can make unpredictable moves and nerves can take some of them over badly. Personally as an ADI I am totally against our crystal report information being used for the public to see or even pass rates being given out, especially as we are very aware of ADIs who know that the figures sent to them are not correct. If an examiner makes a mistake on copying our PRN number then it could mean this happens and at NJC we have examples of that happening to colleagues.

As part of NASP and representing **ADINJC** within it this is the statement that was made about the consultation: NASP welcomes the opportunity for an open consultation on proposals designed to ensure pupils are better prepared for their test and those which could be useful in ensuring the best use of DVSA resources, particularly examiner resources. However, we have concerns surrounding suggestions that additional performance metrics could be developed and applied to ADIs, and that those performance indicators could be published and used by customers in their selection of trainers.

NASP has previously raised misgivings about the veracity of the data already being used in DVSA's new approach to managing ADI performance and prioritising Standards Checks. As these performance management measures have only just been introduced, and are still to be reviewed in terms of their effectiveness, we'd like to see that evaluation take place before the agency considers developing further performance management indicators and encouraging the public to use those to help determine their choice of trainer.

In my opinion if ADIs are going to be subjected to their performance data being looked into for quality assurance then equally the public and our industry should be able to see individual examiner pass rates. A recent case in the press of an ADI securing test slots for candidates and charging them 5 times over the normal £62 names the ADI. I do not condone what he has done in my opinion he is not "trying to do good" he is making money and being entirely selfish. However what about the examiner who it is claimed gave the ADI the dates, his name is not published. Hopefully the DVSA will complete their investigation on them speedily.

Our AGM and my role at ADINJC:

Due to possible new variants and the fact that we can't socially distance at the hotel when we meet face to face we have decided to hold the March AGM and Association Meeting by Zoom.

Details of the meeting are further on in this newsletter and Sue Duncan our secretary will be sending out details via our newflashes and to groups, the date is Saturday March 5th to be held in the morning. After 10 years in the Chair at NJC I've made a decision to stand down this year, it's a decision I've thought long and hard about. Over that time I have thoroughly enjoyed helping to raise the status of the NJC and forming such a formidable team on the committee. They have become more than colleagues and I will cherish their friendship and support. It's been an absolute pleasure to help so many ADIs during this time and my standing down is tinged with some sadness as I have enjoyed the role. However as I'm sure you are aware the NJC is run by volunteers and as such it demands a vast amount of time to undertake the demands effectively. I now feel I want to play a less demanding role at NJC, I'm certainly not leaving altogether, you will still see me around but my time as Chair will end in March. I have some really exciting events coming up with my family and this will enable me to enjoy those and plan my own work around them. I also want to give more time to my work as an ORDIT trainer and ADI, hence my decision. I firmly believe the NJC now needs new motivation, new ideas and will then continue to succeed for many years to come and I will give my support fully to the new Chair as the roles pass over.

I've realised have written 120 of these monthly reports so I very much hope you will enjoy and learn from this last one!

Important changes to the Highway Code in 2022:

Whilst change can seem challenging and we often don't embrace it we are currently faced with the largest changes to the Highway Code in years and as they went through Parliament from the 29th January they became part of not just driving on the road but in driver testing as well.

Personally I feel that the hierarchy of road users is an important development in embedding a responsibility in all road users to look out for the most vulnerable of us. However I like to deal with reality and so I do have some concerns surrounding the communications or lack of them on such changes to make sure all road users are aware of the developments and understand why the changes have been made and then how to change their road-based behaviours as a consequence. Many road users knowledge of the Highway Code is not where it should be, some ignore the guidance or misinterpret it. Whilst this is no doubt an opportunity to educate and re-educate it must be communicated well.

I'm sure like the majority of you I have started to help my clients understand the new legislation. In practice on the road with clients it has raised a lot of questions and you have also been sending many of those on to us. In meetings with DVSA we have been told that "there is no definitive answer" to some of those questions. One major concern is around the potential for risk at junctions, with the change in priority to pedestrians. This concern comes from the potential danger of large vehicles behind those which are stopping or slowing as they turn at a junction to allow a pedestrian to cross and not having enough time to stop causing a rear end collision. This could be an issue until motorists learn to recognise the change in the code to allow pedestrians priority will mean some motorists halting or slowing their car as they turn in. It's really all about the speed on approach and using our judgement with the pedestrians waiting: are they holding back, do we have eye contact, is it actually safer to continue as we have a large lorry behind us are all the type of questions we will need to be asking ourselves. Safety and using common sense will always have to come first. Remember the important word is "SHOULD" give way to pedestrians not "MUST", safety must come first and that's what we need to teach. If you are in lane 1 of a dual carriageway about to turn into a minor road with an LGV following close you would need to be at a safe speed to deal with the pedestrian but are unlikely to stop in a live lane.

My other concern is the press coverage that has begun, whilst a press campaign is needed it has to be accurate. Hopefully one day the press will stop confusing the DVSA with the DVLA and vice versa.

From the Chair..... a monthly report



One example of recent inaccuracies concerns the Dutch Reach method to open a car door to avoid hitting a cyclist in their blind spot. It is already an offence to open a car door, or cause or permit it to be opened, so as to cause injury and could be punishable by a maximum fine of £1,000. However two major press outlets have headlined their coverage of the advice that will be contained in the new version of the Highway Code by suggesting incorrectly that motorists not using the Dutch Reach technique will face being fined, suggesting that it is a new law. That simply isn't true.

I was also disturbed to see a photo in the press of a motorist showing how to use the Dutch Reach where they had completely opened the window and had their arm and hand outside the vehicle to open the door, again that is not the correct Dutch Reach. So we as ADIs play a vital role in educating and helping our pupils and their families to understand the changes. We will definitely need a public awareness campaign and I hope for much more detailed information and advice from the DVSA on how it will be marked on test.

We hope you found the 2 recent industry webinars useful, one from NASP on the work they undertake and one from NJC on the Highway Code changes. Do make use of this free continuous personal development and learn from items like these.

Save these dates:

We have 2 conferences and expos planned for this year with Intelligent Instructor so please do register and save the dates. I will definitely be there helping on those days so please do come and say hello! These are:

Conference and Expo SOUTH Sunday May 8th at Kempton Racecourse

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

Finally:

I want to thank you for your support, feedback and encouragement during my 10 years in the Chair. It's been fascinating, rewarding and very hectic at times but I have thoroughly enjoyed the role. It does sadden me that currently NJC are receiving many calls and emails from ADIs who simply feel overwhelmed with all the changes I have been mentioning but mostly are just very tired and worn out from the huge volume and demand on our services at the moment and trying to help all our pupils. Please take care, look after yourselves so that in turn you can look after your clients. Time for yourself is really important so you don't become too stressed and unable to cope.

Remember that the NJC is here to help.

Best wishes,

Lynne

Lynne Barrie - Chair

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



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

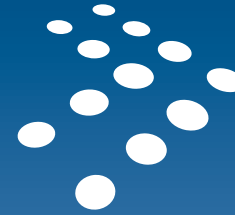
“Thank you for speaking up for ADI's and producing an excellent letter. A big thank you to the whole ADINJC team.”
- Mike, Vice Chair Sutton Area Driving Instructors Association

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Thanks to all those who managed to join us for the first in a new series of National Associations Strategic Partnership webinars on Tuesday. As well as giving attendees an opportunity to ask us questions on any topic related to the work of our industry, or the work of NASP, we focused on three key hot topics in the webinar:

- the continuing impact of COVID
- changes to the Highway Code
- the use of performance data in prioritising Standards Checks now, and in potentially helping the public to choose a trainer in the future (something which DVSA's latest consultation appears to open the door to).

These three areas alone stimulated some valuable conversations - questions and feedback from which we've already been feeding into DVSA in the last 48 hours, and which will form part of our discussions with their senior management team when we meet with them at the end of this month. As with this week's session, future NASP webinars will be timed so as to take place ahead of each of our key meetings with stakeholders such as DVSA and Department for Transport etc, so we can gather your views and insights beforehand to input into such discussions.

NASP will also be carrying out regular surveys to gauge opinion in the industry on key issues impacting it. The first will be a survey looking how trainer performance data could and should be used (so thanks to suggestions from participants in Tuesday's session on that point).

It was great to see so many trainers joining us and engaging in this week's session and we thank those who participated for their questions, comments, insights and suggestions.

Watch the full video of the NASP webinar here

[View the post here](#)

[NASP statement on changes to the Highway Code](#)

In response to feedback and concern expressed to us by members on forthcoming changes to the Highway Code, the National Associations Strategic Partnership released the following statement.

Firstly it is important to note that these revisions still have to be approved by Parliament.

Secondly we would like to make it clear NASP shares in the frustration of our members at the lack of communication on these developments, and the lack of guidance as to when these changes will come into effect.

We spoke with DVSA this week (as we have previously on this matter) and made it clear that, given the impact these changes will have on trainers, their pupils and upcoming practical tests, it is imperative that the industry receives guidance as a priority.

We have also expressed concerns as to the efficacy of these changes in practice and flagged areas where we feel the changes may even cause road safety issues. For example, we have highlighted

changes which grant priority to vulnerable road users in certain scenarios. NASP feels the risk here is that vulnerable road users could automatically assume all road users are aware of this priority which could lead cyclists and pedestrians to abdicate responsibility for their own risk to motorists. We have urged DVSA/DfT to ensure any communications surrounding the revisions to the Code impress upon vulnerable road users they still need to be responsible about the risks they face and not assume that every road user will follow the Code or know about the changes.

We also have particular concerns that granting pedestrians priority at junctions could lead to rear end collisions.

We have asked DVSA to provide a clear breakdown of the changes to the industry as soon as possible - rather than key stakeholders in the delivery of road safety education having to rely on the media, and their interpretation of the changes, for this information.

[NASP Survey](#)

We would like to hear from you your views on current matters affecting the industry. We've had nearly 1,000 completed surveys but would like to increase that ahead of the NASP meeting with DVSA next week. Your views matter to us! [Please click this link.](#)

The survey closes at 5pm on Monday 21 February.

NASP has also updated its guidelines on COVID matters and you can [access them here.](#)

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



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.

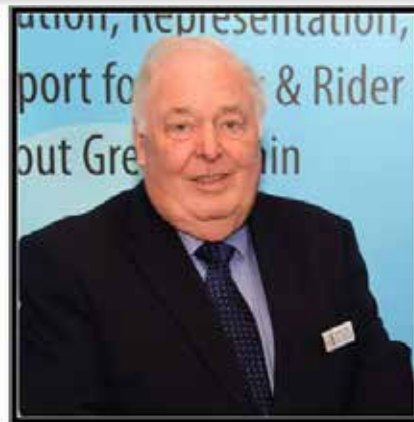
ADINJC Business Support Line

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**

Sad News

We were very sad to hear of the death of Geoff Little. Geoff was Deputy National Chairman of MSA GB, Chairman of West Midlands MSA GB and past President of the Institute of Master Tutors of Driving and very well known throughout the driver trainer industry, which he served well during his life.

We were proud to work with him through NASP and were aware that his health had been failing for some months. Our thoughts are with his family and friends, as well as his colleagues at MSA GB at this sad time.



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England has moved to Plan A in response to the risks of the Omicron variant

COVID-19 remains a serious health risk. You should stay cautious to help protect yourself and others <https://www.gov.uk/coronavirus>

11 February

If you're fully vaccinated you will no longer need to take a COVID-19 test either before or after you arrive in the UK. You still need to complete a passenger locator form. If you are not fully vaccinated you will need to take a pre-departure test. After you arrive, you will need to take a PCR test on or before day 2, but you will only need to quarantine if it's positive. You still need to complete a passenger locator form.

27 January

You no longer need to wear a face covering, but consider wearing one in crowded, enclosed spaces where you may come into contact with people you do not normally meet. You no longer have to show your NHS COVID Pass at venues and events.

20 January

Staff and pupils in secondary schools and colleges are not required to wear a face covering in classrooms.

19 January

You no longer have to work from home if you can. Talk to your employer to agree arrangements to return to your workplace.

- Wear a face covering in most indoor public places and on public transport
- [Get tested](#) and self-isolate if required
- Work from home, if you can
- [Get vaccinated](#)
- [Get your booster dose](#)
- Let fresh air in if you meet indoors. Meeting outdoors is safer

[Find out how to stay safe and help prevent the spread](#)

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

Omicron the current COVID-19 variant of concern is circulating across the UK and 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 this and other variants.

'Stop COVID-19 hanging around' - Let air in... [Click to read](#)

- Open windows for 10 minutes each hour when socialising indoors
- New research reveals how only a third of the public understand importance of ventilation

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 (COVID-19) vaccines

[Book or manage a booster dose of the coronavirus \(COVID-19\) vaccine](#)

[Find a walk-in coronavirus \(COVID-19\) vaccination site](#)

COVID-19 booster dose

A booster dose of the COVID-19 vaccine is available on the NHS for people most at risk from COVID-19 who have already had 2 doses of a vaccine.

[Find out more about the COVID-19 booster dose](#)
[Coronavirus \(COVID-19\) vaccines side effects and safety](#)

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](#).

(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

- [Theory Test](#)
- [Driver CPC Part 1 Theory Test](#)
- [Motorcycle Theory Test](#)
- [ADI Part 1 Test](#)
- [DVSA Enhanced Rider Scheme Trainer](#)

Driving tests

- [Driving tests](#)
- [Car Trailer Driving Test](#)
- [Driver CPC Part 3 Driving Test](#)
- [Motorcycle tests](#)
- [Driving tests for tractors and specialist vehicles](#)
- [ADI Part 2 Test](#)
- [ADI Part 3 Test](#)

Instructor guidance

Detailed guides from industry groups:

- [NASP Coronavirus advice](#)
- [MCIA Guidance](#)

The Welsh Government has confirmed that Wales has fully moved into alert level 0 from Friday 28 January as coronavirus cases begin to stabilise.

You can read more about the restrictions on [GOV.WALES](https://gov.wales)

Vocational, driving and riding tests and training

Vocational, driving and riding tests and training were unaffected by the previous restrictions and continue to take place.

Candidates should continue to wear face coverings on car and vocational driving tests.

Their tests will not take place without a face covering if they do not tell us in advance.

Theory tests

Due to the lifting of social distancing restrictions, bookings at Bala, Carmathen, Cardigan and Dolgellau theory test centres are returning to previous testing levels

Driving test centre waiting rooms

Driving test waiting rooms in Wales no longer have the additional restrictions that we put in place as a result of the 2m social distancing measures introduced before Christmas.

This means that Brecon, Monmouth and Carmarthen driving test centre waiting rooms will reopen from 28 January 2022.

We continue to suggest you keep your distance, practice good hand hygiene using the hand sanitiser provided and follow the other [waiting room rules](#).

From 28 January Nightclubs will be able to re-open COVID Pass needed for large indoor events, nightclubs, cinemas, theatres and concert halls. Working from home remains important but moves from law to guidance. In hospitality, no restrictions on meeting people and no requirement for table service or 2 metre physical distancing. Face coverings still required on public transport and in most indoor public place.

Help keep Wales safe:

- get [both of your jabs](#) and booster when invited
- limit your contacts
- do a lateral flow test before seeing others
- 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](#)

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

What you should do if you have COVID-19 symptoms, have tested positive, or have been in contact with somebody who has COVID-19.

[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



Living Safely This Winter

6 January

If you're a close contact of someone with COVID-19 and you're fully vaccinated along with your booster dose, you can take daily rapid lateral flow tests for 7 days instead of self isolating. If you test positive or develop symptoms during this time you should self-isolate for 10 days. If you test positive for COVID-19 you should self-isolate for 10 days. You can end self-isolation early if you do not have a high temperature and get 2 negative lateral flow test results on days 6 and 7, taken at least 24 hours apart. If you do not have symptoms and get a positive rapid lateral flow test result, you must self-isolate. You do not need to take a PCR test to confirm your result.

[Find out more on gov.scot](#)

Follow the [rules and guidance on how to stay safe](#) and help prevent the spread of COVID-19.

To help protect yourself and others:

- [get the vaccine](#) or the [vaccine booster](#)
- if you don't have symptoms take a [lateral flow tests](#) test each time before you visit someone in a hospital or care home or before mixing with other people
- think carefully about unnecessary contacts with other people, especially in crowded places – it would be sensible to postpone work Christmas parties [wear a face covering where required](#)
- if you have symptoms - [self isolate and book a PCR test](#)
- wash your hands regularly, and cover your nose and mouth if coughing or sneezing
- open windows when meeting indoors
- if you can, keep your distance from people not in your group
- work from home if possible
- use the apps: [COVID status](#) (vaccine passport), [Protect Scotland](#) and [Check-in Scotland](#)

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



HM Government

NHS

COVID-19 OMICRON EMERGENCY

18+ GET BOOSTED NOW

Every adult in the country now needs to get a Covid-19 booster vaccine, because two doses does not give you enough protection against catching Omicron.

GET YOUR BOOSTER NOW
NHS.UK/COVIDVACCINATION



5 January

If you get a positive rapid lateral flow test result, you should isolate immediately. You no longer need to book a PCR test.

COVID-19 Certification Scheme

It is now a legal requirement to provide proof of your COVID-19 status before entering a number of premises including licensed hospitality premises, cinemas and theatres. Information on the COVID-19 Certification Scheme and ways to provide proof of your COVID-19 status is available at the following link: [Coronavirus \(COVID-19\): information on the COVID Certification Scheme](#)

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

The regulations are available on the Department of Health website:

[The Health Protection \(Coronavirus, Restrictions\) Regulations \(Northern Ireland\) 2021](#)

Get a COVID-19 vaccination and booster in Northern Ireland

Health and Social Care (HSC) Trust vaccination hubs across NI are available for first and second COVID-19 vaccine doses to everyone aged 12 and over, as well as booster doses to those who are currently eligible. GPs and participating pharmacies are also providing boosters for those currently eligible, while pharmacies are available for first and second COVID-19 vaccine doses to everyone aged 18 and over.

Make safer choices - Location, Proximity, Time

Regulations and guidance remain in place to help stop the spread of COVID-19. Continue to protect yourself and others. By making safer choices and following public health advice, you can help lower the spread of COVID-19 in the community.

Do your part to keep yourself and others healthy:

- [book a test](#) and [self-isolate](#) for 10 days if you have COVID-19 symptoms
- get a PCR test if you've been identified as a close contact and [self-isolate](#) if you haven't been fully vaccinated
- wash your hands
- wear a [face-covering](#)
- keep your distance from others

- limit your contacts
- avoid large gatherings and busy places
- spend time outdoors rather than indoors
- don't travel to or from places with higher COVID-19 infection rates

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-stopcovid-ni-proximity-app>

Book a test

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

Face coverings - 'wear one for everyone'

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

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

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

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

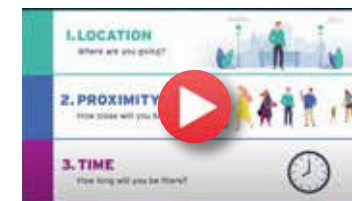
<https://www.publichealth.hscni.net>

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

Political and business news links

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

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



Staying informed...

Because this latest Omicron variant is bringing with it such rapidly changing news, please do keep checking your local and national news channels for the most up to date insights to ensure you are always informed. In reality, this is as much as you, your students and your wider communities can realistically do whenever/wherever possible to help curtail the virus from rapidly spreading which we know this particular strain is effectively doing already.

You'll find the latest updates regarding DVSA via www.n-a-s-p.co.uk

Update: training more examiners to be vocational examiners

DVSA remains committed to supporting the government in addressing the HGV driver shortage.

We are working with the Ministry of Defence (MoD) and using their facilities and vehicles to train 22 of our existing examiners to do vocational tests.

The training is taking place at the MoD training base in Leconfield, in East Yorkshire, where examiners will be trained to carry out HGV and PCV tests.

Limiting the effect on car driving tests

When the 22 existing car test examiners are fully trained, their scheduled test appointments will be carried by local driving test managers and other warrant card holders where possible.

This will help to minimise the disruption to car tests.

Any tests that cannot be covered in this way will be rearranged to the next available date. We will contact the person who booked the test to let them know how their test has been affected. If you have booked an affected test on behalf of your pupil you need to let them know.

We are sorry for any inconvenience this may cause.

What will be the impact on car driving test waiting times?

We are doing everything we can to minimise the impact this will have on car driving test waiting times.

We are currently training new car driving test examiners and more will start their training soon. We plan to use these new examiners to cover the tests of new vocational examiners to minimise the impact this will have on car tests.

Will vocational examiners still carry out car driving tests?

We need to make sure we make best use of our resources including using all available test appointments.

Any vocational test appointments not booked the day before they are due to take place will be converted to a car test appointment. We will keep this approach under review.

When the demand for vocational tests in their local area allows, these examiners will still be available to carrying out car driving tests.

Changes to The Highway Code: hierarchy of road users

From 29 January rules for all types of road users will be updated in The Highway Code to improve the safety of people walking, cycling and riding horses.

As a professional trainer or instructor, you know how important it is to stay up to date with the Highway Code.

We are asking for your support to remind your pupils to "check the Code" regularly, even after they finish their professional training or instruction with you.

New hierarchy of road users

The changes being made by the Government on 29 January introduce a new 'hierarchy of road users'.

The new hierarchy explains that those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others.

This principle applies most strongly to drivers of large goods and passenger vehicles, cars and motorcycles.

Other more vulnerable road users have a responsibility to reduce danger to people walking. None of this detracts from the responsibility of ALL road users, including people walking, cycling or riding a horse, to have regard for their own and other road users' safety

[You can read more about these changes on GOV.UK.](#)

Changes at a glance

The latest changes to The Highway Code include:

- Giving people walking across and people cycling going straight ahead priority when turning in and out of junctions
- Leaving at least 1.5 metres when overtaking people cycling at speeds of up to 30mph, and give them more space when overtaking at higher speeds.
- Passing people riding a horse or driving a horse-drawn vehicle at speeds under 10 mph and allow at least 2 metres of space
- Allowing at least 2 metres of space and keep to a low speed when passing a person who is walking in the road
- Encouraging people driving vehicles to open their doors with the hand furthest from the door, to help them look over their shoulder behind them to see people cycling or walking nearby
- People cycling may ride in the centre of the road or two abreast for their own safety, whilst allowing others to overtake when it is safe for them to do so

Changes to how the practical test is assessed

Most of the changes reinforce existing good driving behaviour and do not alter how we assess driving tests. But some of the changes will result in a change in assessment.

The new rule H2 results in a change of assessment during a driving test. This says: "At a junction you should give way to people crossing or waiting to cross a road into which or from which you are turning".

People driving or riding a motorcycle will need to take this new requirement to give way to people walking into account as they plan their approach to the junction.

We are reminding our driving examiners that it will take time for everyone, including people driving, riding, cycling, walking and horse riding to adapt to the changes. Our examiners will take all of these factors into account as some people may not be aware of the changes and may react differently to the way novice drivers might be expecting.

You can read more about this in [Chief Driving Examiner Mark Winn's blog](#).

How to stay updated

It's easy to keep up to date with The Highway Code, and any other future changes, online.



GOV.UK includes a list of the [latest updates](#) that have been made, so it's quick and easy to see what has changed. You can also [sign up for email alerts](#) whenever the Highway Code is updated.

[The Highway Code](#) on GOV.UK allows you to:

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

There's also an official [Highway Code app](#).

Help spread the word

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

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

Future changes and print editions

Over the coming months we anticipate some further changes to The Highway Code; we will keep you informed of these by email, on GOV.UK and on social media.

We will write to you again with further details about the next, new printed edition of The Official Highway Code later in 2022.

Consultation on new driving test measures

Today (25 January) DVSA has launched a consultation on measures to encourage learner car drivers to be properly prepared before taking their driving test. We believe these measures will help reduce the driving car test waiting time and give us greater flexibility to provide more tests.

You can find out more, and give your views on the consultation, on [GOV.UK](#).

Test-ready learners

We know you're doing all you can to get your pupils ready for their driving test. And you're encouraging your pupils to only book a test when they're ready.

However, we want to do more to prevent learners from booking their test too early. And we want them to listen to your advice about when they're ready to take their test.

This will help more learners pass their test and reduce the number who fail and need to book another test.

Our proposed changes

The measures we're consulting on are:

- extending the period that unsuccessful car candidates must wait before applying for another car test, from 10 to 28 days. This will give learners more time to practise before resitting a car test. It will also discourage learners from booking and taking their car test before they are ready, as they know they will have to wait longer to re-sit.

- extending the period in which a cancelled car test will result in a lost test fee, from 3 to 10 days. This will encourage those learners who need more practice to give DVSA more notice when cancelling. This gives better prepared learners drivers have more chance to take advantage of short-notice test appointments.
- changing the eyesight test so it is carried out in any light conditions or check it by reading from a tablet. Changing the eyesight test will help more tests go ahead in the darker winter days. This will mean more driving tests can be taken during darker, winter days.
- introducing digital pass certificates for all theory and practical tests and asking your candidates what they use their theory and practical certificates for
- requiring approved and trainee driving instructors to display their registration certificate during all tests to help us improve our ability to identify and prioritise the instructors that most need support and ensure greater fairness for all instructors. Read [our latest blog](#) for more information on this proposal.
- finding out what information learner drivers and their families would find useful when choosing a driving instructor, and whether they would benefit from having better information about driving instructors and their performance in preparing people to be safe drivers.

Meeting the demand for tests

These proposed changes are just one of many ways DVSA is working to reduce car waiting times. Other measures include:

- offering overtime and annual leave buy back to our driving examiners
- asking all those qualified to conduct tests, but who do not do so as part of their current day job, to return to testing
- inviting retired examiners to conduct tests
- conducting out of hours testing, such as at weekends and on public holidays
- recruiting additional examiners
- DVSA will also be running a campaign to help your pupils and their parents better understand how long it takes to learn to drive with the aim of encouraging your pupils to only book and take a driving test only once they are properly prepared.

NASP Comments

NASP welcomes the opportunity for an open consultation on proposals designed to ensure pupils are better prepared for their test and those which will could be useful in ensuring the best use of DVSA resources, particularly Examiner resources.

However, we have concerns surrounding suggestions that additional performance metrics could be developed and applied to ADIs, and that those performance indicators could be published and used by customers in their selection of trainers.

NASP has previously raised misgivings about the veracity of the data already being used in DVSA's new approach to managing ADI performance and prioritising Standards Checks. And as these performance management measures have only just been introduced, and are still to be reviewed in terms of their effectiveness, we'd like to see that evaluation take place before the agency considers developing further performance management indicators - and encouraging the public to use those to help determine their choice of trainer.

Join the team behind the National Associations Strategic Partnership (the recognised consultative stakeholder and steering group for the driver and rider training industry, made of the three main

national associations - ADINJC, DIA and MSA) for the first of a new series of webinars where we'll update you on NASP activity and the key issues we're currently lobbying and campaigning on.

[View the webinar here.](#)

Have your say

The consultation will last for 6 weeks and end on 8 March at 11:59pm.

We know you're very busy now, but we value your views and hope you will take the time to respond. Also, please feel free to share this consultation with your friends and family.

Our latest survey and results

In addition to the consultation, we are also rerunning our ADI survey. It seeks to learn more about the challenges faced by instructors, and if they are changing over time. We really appreciate your responses to this. The survey also includes questions relating to some of the consultation proposals and will help us to finalise the supporting impact assessment.

The [results of our last survey](#) have now been published on GOV.UK, so you can see the results from last year and understand how your feedback has helped shape our plans.

Trialling reverse parking manoeuvre in non DVSA car parks for practical car tests

DVSA is to launch a reverse parking trial at 15 driving test centres across Great Britain. This will enable the reverse parking manoeuvres on the car driving test and ADI part 2 test to be carried out in non-DVSA car parks.

The trial will start on 1 February 2022 and run for around 6 weeks. This will give our driving examiners greater flexibility to conduct reverse parking manoeuvres at the selected locations.

Driving test centres set to take part in the trial are:

Stafford, Newcastle-under-Lyme, Barnsley, Wakefield, Chester, Northwich, Upton, Wallasey, St Helens, Wolverhampton, Gillingham, Bishopbriggs, Gateshead, Durham and Abergavenny.

We will write to you with the next steps in the trial and provide any updates as they become available.

Fees consultation results

We wrote to you in August 2021 about our proposals to increase most DVSA statutory fees by a modest 1.5%

We wanted to let you know that we have now published the results of the consultation.

DVSA received 2,573 responses to the consultation. 68% of respondents said that the proposed fee increases were fair. 21% said they strongly disagreed with the increase.

You can [read the full report](#) by visiting GOV.UK.

What happens next

Ministers have agreed to increase most of our statutory fees.

As an example, at an increase of 1.5%, a weekday car practical test will increase by 90 pence and an MOT slot fee will increase by 3 pence.

To allow time for the necessary changes to regulations, the fee increases will not be introduced until later in 2022.

Keeping you updated

We will keep you updated of our progress and will let you and our customers know, in advance, when fees are going to be increased.

Thank you for taking the time to respond and share your thoughts with us in the consultation period.

Restarting practical test trainer booking monitoring

Throughout the pandemic and during the changes to help address the HGV driver shortage, DVSA suspended routine trainer booking monitoring of the online booking system.

To help ensure fair and efficient use of the booking system and the trainer booking allocation DVSA now plans to restart monitoring and we will do so from 31 January 2022.

We will restart to monitor the use of the system in the same way as before the pandemic to make sure that it is being used fairly and in the way it was intended. This includes:

- the volume and percentage of tests cancelled within 10 working days
- the overall volume of tests cancelled
- trainer's use of the booking system

If we see any trainer bookers using the system in a way that is not in line with the trainer booking agreement, we will contact them to discuss if any further action is needed.





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



Items this month include:

- Closing the Loophole
- Danger from E-Scooters Catching Fire
- Parking on the Pavement
- Views from the Over 60's
- New Approach in Greater Manchester
- Biggest Gyrotory Upgraded
- Work Halted on M3
- First Chief Road Safety Adviser
- Getting a Driving Test –Still a Problem
- New Director of Communications
- Re-launch of Honest Truth Resources
- Driving Test –Wasted Appointments
- The Right BPM When Driving is Critical!
- Non-Injury Crash Data would be Helpful
- Reducing Casualties by Stopping Crashes
- Networking Lunches
- Opportunity with RoSPA

And much more!

Revised membership structure for Groups



As you're already aware, our revised membership structure for groups started on January 1st 2022. Please ensure you and your groups don't get left behind. Here's a summary about Group membership for you all here:

- The group pays £120
- Once you've paid your subscription you will get a unique link to give to your group members, they can use this link to sign up for premium membership
- The link automatically applies a discount code giving free premium membership for the first six months when they sign up before 30th June 2022
- Following the initial 6 months free period they will then pay £2 a month for premium membership (this is half the price they would pay as an individual)
- If they don't want to do that they can sign up as a lite member to get all our mailshots for free. However they would not be entitled to the full benefits of membership
- For each member that signs up to premium membership using your link your group will get a once only commission of £5, payable at the end of the year
- Premium members can buy PI/PL insurance for £30 per annum through the shop

If you have any remaining queries about the changes, please do contact us.



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

SOS! Speed of Sight

- Driving the Difference



Inspire 25 members

Could you be one of a generous group of inspiring '25' members who contribute £25 monthly to the Speed of Sight charity giving the gift to drive to blind and disabled people throughout the UK?
<https://www.speedofsight.org/inspire-25-club/>

You shall go to the ball! The time is now! :-)))

Book your early bird ticket price before it's too late and help support our nominated charity Speed of Sight!

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/>



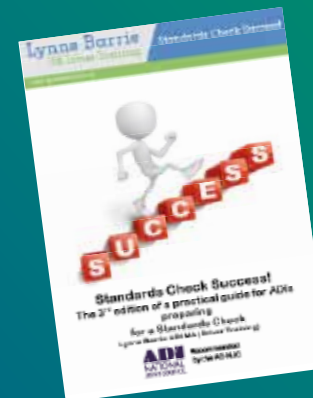
Lynne Barrie, MA Driver Training

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Additional insert with latest requirements during COVID-19



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ALSO AVAILABLE: COME TO COACHING

Latest links from Road Safety GB



Changes to The Highway Code designed to enhance safety for all road-users – particularly those most at risk. [Click here to read](#)

A new executive agency has been launched to drive up the standards of cycling and walking infrastructure – alongside £5.5 million in funding for active travel schemes. [Click here to read](#)

A new 'hard-hitting' campaign is urging drivers in Scotland to wear a seatbelt on every journey – on the back of a survey showing nearly one in ten 'always drive' without one. [Click here to read](#)

Human drivers should not be legally accountable for road safety when behind the wheel of an autonomous car, a new report has concluded. [Click here to read](#)

Motorcycle collisions could be caused by riders and car drivers seeing different things, despite being on the same stretch of road. [Click here to read](#)

The Warwickshire Road Safety Partnership has published a new strategy, setting out an 'ambitious' target to halve the number of deaths and serious injuries on the county's roads. [Click here to read](#)

The first two Surround a Town events of the year have seen the Safer Essex Roads Partnership deliver important road safety messages to nearly 1,000 people. [Click here to read](#)

Catching those who choose to drive under the influence of alcohol or drugs 'will always be a priority for officers', whatever the time of year. [Click here to read](#)

2Wheels Greater Manchester is encouraging e-scooter retailers to make sure customers are made aware of the legal restrictions surrounding their private use. [Click here to read](#)

Learner drivers should expect to face another two years of delays, extra costs and frustration. [Click here to read](#)

Latest from DVLA

DVLA Coronavirus (COVID-19) update including processing dates
[Click here to read](#)

Application to deregister a vehicle (form V996)
[Click here to read](#)



Latest news from DfT

Government takes action to strengthen airline passenger rights
[Click here to read](#)

Declare you're transporting goods inside the EU, Iceland, Liechtenstein and Norway
[Click here to read](#)

Reforming aviation consumer policy: protecting air passenger rights
[Click here to read](#)



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.





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

DIPOD - The Driving Instructors' Podcast

DIPOD - The Driving Instructors' Podcast -

Sponsored by ADINJC for the discerning ADI!

Show 188 - Hierarchy On The Road

In which we take a deep dive into the upcoming law changes relating to the Highway code, and we also re-introduce our 'How Do You Teach That' feature and we look at Parking On The Right.

- | | | |
|-------------------|-------------------------|---------------------------|
| • H1 - H2 & H3 | • Back On The Road | • Road Users and Learners |
| • Lorries Turning | • Instruction Standards | • Park On The Right |
| • Deaf Packs | • Covid Effects | • Phone Use In Car |
| • KSI Stats | • Test Centre Closures | |



Catch up now on all 94 minutes 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!](#)

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Held in partnership with ADINJC and Intelligent Instructor, we bring you:

Expo South - Kempton Park racecourse on Sunday 8th May and
Expo National - Meriden near Coventry on Sunday 2nd October.

Book your free tickets now!

These events are a must for any instructor, so save the dates in your diary and register for free. The events follow hot on the heels of the very successful event held in October which welcomed a record breaking number of instructors on the day. We would also like to extend a huge thanks to our returning headline sponsor Marmalade Network, who will also sponsor the ADINJC & Intelligent Instructor National Conference & Expo '22. Marmalade Network support and reward driving instructors through their innovative referral programme. [Book your FREE ticket here.](#)

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. So please do come and join the fun on May 8th and Oct 2nd! Visit www.events.intelligentinstructor.co.uk to find out more and [to register your place.](#)

All of our speakers will be running free seminar sessions aimed specifically for the instructor audience right throughout the day. A wide variety of expert speakers, delivering insightful presentations and workshops will help you develop, build and enhance your business.

Expo South Speakers announced so far:

David Crundall – Professor of Psychology, Nottingham Trent University

Is VR useful for driving training and assessment? We look at the viability and potential pitfalls of VR for training and assessing hazard perception. Current and future possibilities for the use of VR in training will be discussed.

Lisa Dorn – Professor of Driver Behaviour, Cranfield University

There are known risks when drivers overly trust assisted and automated vehicles leading to driver distraction and fatigue. Drivers must develop competencies in the ability to operate systems safely and this has implications for ADI knowledge and skills. What do ADIs need to know about human factors to deliver on the expected safety benefits of future vehicles?

Michael Carr – Managing Director, GoRoadie Pro

Technology moves at an unrelenting pace. Your learners now learn to use a tablet and touchscreen before they learn to walk. Let's look at and demystify recent innovations and see how you can use them to move your business and the driver training industry forward today.

Mike Newman – CEO, Speed of Sight Charity

Mike will explain how the Speed of Sight Charity provides people with life limiting disabilities exciting opportunities to drive race cars on a race circuit. This couldn't be possible without the help and support of ADIs throughout the country.



Shaun Harrington-Lunt – Business Development Manager, Superdrive Academy

Growing your driving school and knowing which business strategies to implement can be tricky when trying to expand your business. I'll be discussing the "How To's" and giving you an insight on which marketing strategies and tools to use to help you meet your business goals to expand.

James Evans – Founder and MD, FirstCar & The Honest Truth

We know that most ADIs want to go over and above for their learners and give them the knowledge and skills required to drive safely for life. The Honest Truth Campaign has been created to make it easier for ADIs to deliver these vital messages, seamlessly within normal driving lessons.

Andrew Love – Head of Training, ADINJC

This session will examine how the reason for the journey affects the driver's choices, the difference between instinctive & considered choices & how it affects road safety. Helping drivers to consider situations during their training will help them with driving choices in new situations or experiences.

Ray Seagrave – Owner, Ray Seagrave Instructor Training

Advocate for Coaching and client-centred learning, Ray is an industry award-winning trainer and public speaker. A grade 'A' (51/51) ORDIT Instructor trainer and grade 'A' ADI, his passion is helping ADI's and PDI's develop their client-centred teaching and coaching skills to deliver the National Driver and Rider Standards around safe driving for life.

Patrick Maguire – Partner/Lawyer, HCC Solicitors

Patrick, represents people who have suffered serious or catastrophic injury and families who have lost a loved one. Patrick's session looks at Serious and Catastrophic Road Collisions - The Role of a Specialist Lawyer.

Ruedi Preiss – Managing Director, YES! School of Motoring

Originally from Austria, Ruedi settled in Dorset in 2008 and after passing his Part 3 in 2009 founded YES! Driving School a year later. Ruedi's session: Driving Electric – The Start of a New Era.

Bob Morton – Client Centred Learning

ORDIT Trainer, ex Director of Training LDC driving school, Teacher, assessor & verifier. Bob's session title: Maximising your exam potential - How to make sure the real you turns up on the day.



Professor Lisa Dorn



Professor David Crundall



Mike Newman



James Evans



Andrew Love



Michael Carr



Shaun Harrington-Lunt



Face to face and online dates available

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 definitely not to be missed - the combined expertise from our range of trainers is second to none. Book now for our face to face and online courses, covering Standards Checks, Part 3s and Mock Test Madness! <https://www.adinjc.org.uk/training/#adinjc-courses>

Upcoming training dates/venues (some online)

Monday 28th February 2022 - Mock test Madness (Online)

£25 members - £30 lite members

Monday 4th & 25th April - Standards Check Made Easy with Lynne & Andrew (Online)

2 x 2 hour online sessions

£50 members - £65 lite members-Online

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

£99 members - £120 lite members

These workshops at various venues 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. PDIs are also most welcome to join us on these courses.

Do you know what's not worthy?

Over the last few months it has become even more important for trainers and trainees to know when they are deemed ready to sit the test. During training to become an ADI there would have been a great emphasis on assessing what had been learnt during the lesson (Formative assessment). For most there will have been very little information about conducting a Mock Test (Summative assessment)

The Mock Test Madness session is delivered online and a great place to meet like minded ADIs and PDIs. The session is hosted by Andrew Love & Leigh Brookes. It's vitally important that ADIs prepare candidates for their 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.

What it includes

- Reason for the journey
- What must happen
- Understanding the marking system
- Fault assessment
- What are you going to do next?

This session is 2 hours and a useful reminder for experienced ADIs and recently qualified ADIs to be introduced to the DVSA marking criteria. To secure your place please book at <https://www.adinjc.org.uk/shop/> or ring 0800 8202 444.



ADINJC Training and Development Courses

Face to Face and Online Workshops

Standards Check Workshop

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

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

Two 2 Hour Online Workshops

Premium Members £50 Lite Members £65

Mock Test Madness

~~13th Dec 2021~~ ~~7th Feb 2022~~

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

ADINJC training dates - booking now for 2022!



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.

Members price £25 - Non Members £35

Still making your mind up? You can also view further feedback from previous attendees of NJC training courses here:



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/>

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.

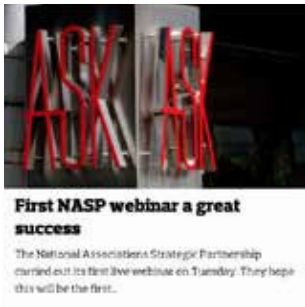
On their website, featured recently:

- Intelligent Instructor award winners 2022 [click here to read](#)
- Road pricing comes closer [click here to read](#)
- First NASP webinar a great success [click here to read](#)
- Drivers unaware of new rules on phone use behind the wheel [click here to read](#)



Road pricing comes closer

Parliament's Transport Committee is calling on the Government to redraft motoring legislation. The cross party review wants to see...



First NASP webinar a great success

The National Association's Strategic Partnership carried out its first live webinar on Tuesday. They hope this will be the first...



Intelligent Instructor Awards 2022 winners

The Intelligent Instructor Awards 2022 in association with Kwik-Fit & Michelin recognise and reward the very best products and services within the...



Drivers unaware of new rules on phone use behind the wheel

New mobile phone laws while driving will come into force from March 25. However, new research suggests many drivers are...

Upcoming ADINJC Association Meeting & AGM



The AGM of the ADINJC will be held at 10am on Saturday 5 March by Zoom.

The AGM will be followed by the Association Meeting.

Please find the links to PDF's for the meetings below:

The Agenda for the AGM

Motion from the Governing Committee to update and modernise the Constitution

Balance Sheet and accounts for year ended December 2020

Balance Sheet and accounts for year ended December 2021

Minutes of the AGM held in December 2020

Agenda for the Association Meeting

Minutes of the Association Meeting held on 4 December 2021

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;



I'm taking the unusual step of writing the first story in this month's column on January 29th – some 12 days before my deadline. The reason is that it is the day that the changes to the Highway Code come into effect. I received an email at 20 minutes past midnight this morning. Of course, this momentous news has been in all the media for days now. In fact, my regional bulletin on BBC Breakfast featured a piece by your own, your very own General Secretary, Sue Duncan. (Readers as old as me may remember 'The Good Old Days' which was a BBC television light entertainment programme which ran for 30 years from 20th July 1953 to 31st December 1983. Take a bonus point if you can remember the name of the presenter). Most of the media carry the same criticism that the public is unaware of the changes. In my experience, the last time members of the public read the Highway Code was the night before their driving test. So how on earth can they be aware of these changes when the new Highway Code will not be published until April?

And Littlejohn had his usual amusing column in the Mail of February 1st. He reported that 'there were 882 accidents involving e-scooters including three fatalities, in the year to June 2021, according to the latest figures available. Injuries caused by these contraptions cost the NHS £1,000 a pop. More than 500,000 are in circulation, even though it is illegal to use a privately-owned e-scooter on public roads. Yet, bizarrely, you can use one if you hire it as part of an approved scheme. Eh? In London, they're a menace. I've seen them weaving in and out of traffic, going the wrong way down one-way streets and cycle lanes, evening riding on pavements. Playing chicken with motorists is an increasingly popular sport among teenagers. The Government is still deciding whether to make all e-scooters legal or ban them altogether. In the meantime, "experts" have come up with a plan to make them safer. They say the scooters should be fitted with a device which makes a sound like a tuba so pedestrians can hear them coming. How long before the anti-car authors of the absurd new Highway Code giving priority to cyclists, make this official? Why not insist all road-users carry musical instruments? Tubas for e-scooters, trumpets for cyclists, bugles for bus drivers, saxophones for motorcyclists. Pedestrians could be kitted out like one-man bands. You can just imagine the traffic reports. "There's severe congestion in Central London. Seventy-six trombones on the Euston Road, 110 cornets in the Strand..."

And Auto Express of January 20th had an exclusive story with the headline 'Police federation slams "invisible" traffic policing'. It said that one of Britain's topmost experienced police officers has said that people using our roads every day have a right to feel secure and be kept safe. "They deserve dedicated, professional well-trained officers and it is frustrating to witness them being let down by roads policing that has become virtually invisible," he said. Tim Rogers enrolled as a police officer in 1995, spending most of his career as a traffic cop – including 10 years as a road death investigator. He is now the Police Federation's national driver training and pursuits lead, and he opened up to Auto Express about the dire state of UK roads policing following the magazine's expose of cuts to traffic officer numbers and the rise of policing by citizen-supplied dash-cam footage. "Back in 2009, West Midlands – which is my force – had 20 different small traffic divisions, and we'd be putting out around 30 cars every day," Rogers said. "Then you think about what we'd have inside those cars in terms of the training, skill and ability needed to be classed as a traffic officer able to deal with myriad road-traffic offences. These standards have slipped over time due to budget cuts." He added. What a sad situation.

And the Mail on Sunday of January 23rd carried a piece which told how Arnold Schwarzenegger's massive SUV collided with and ended up on top of a Toyota Prius in Los Angeles, sparking a police investigation. Photos of the scene resembled the aftermath of a stunt from one of his Terminator films, but the actor walked away unscathed after a real car crash. The driver of the crushed Prius was taken to hospital after the incident, which happened as the former governor of California tried to turn on to Sunset Boulevard near his home. A witness told NBC news: "It looked like a set from one of his movies. His giant black SUV was on top of the Prius, totally crushing it. Arnold was clearly shaken up but was mostly concerned with the wellbeing of the woman". Police said the Prius driver's injuries were 'serious but not life-threatening'. Schwarzenegger, 74, was returning from lunch with two of his children, Patrick, 28, and Christina, 30, at a local restaurant when the crash happened. Airbags in the actor's £50,000 GMC Yukon SUV deployed on impact, possibly protecting him from injury. Drake Madison, of the LA Police Department, said no arrests had been made and neither alcohol nor drugs 'are suspected as a factor in this collision'. Well, there we all are then.

And there was a story in my regional daily paper, the Western Morning News of January 31st, which told how police arrested a man in Tavistock who was five times over the drink-drive limit – the highest the team has ever seen. Tavistock Police took to Twitter to publicise the shocking incident which happened last month. One officer said the man was arrested and taken into custody, where he provided two samples of his breath at 5pm. According to drink aware, 35 micrograms per 100 millilitres of breath is the limit in the UK. Police were astonished when the man's samples revealed he had tested five times over the limit, at 178. The officer said in all his years of policing, he had "never seen anything this high". The Devon town's police team added that the man was a "serious danger to innocent members of the public." Good grief!

And, as I predicted last month, the Mail of January 12th carried a story with the headline 'Victory for Mail as plans for 11 smart m-ways are axed'. The story said that ministers have halted the rollout of 120 miles of smart motorway as safety fears about the 'death trap' roads continue to grow. Transport Secretary Grant Shapps also said £390million would be spent on building 150 extra emergency laybys so drivers whose vehicles have broken down don't have to stop in live traffic. It will boost the number of laybys on smart motorways by about 50 per cent and mean they are no more than a mile apart. Currently they are up to 1.5 miles apart, which motoring groups warn is unsafe. The paper said that the development is a victory for itself, having campaigned for better safety on the controversial roads. It came after a damning report by the Commons transport committee last year called on ministers to act over deadly flaws. Mr Shapps said he was adopting the report's recommendations in full. But despite halting the construction of 'all lane running' (ALR) smart motorway – in which the hard shoulder is replaced with a lane in permanent use – a further 100 miles will go ahead because these stretches are more than 50 per cent complete and it was deemed safer to finish them. The 120 miles will be paused until April 2024 so five years of safety data can be collected from more than 200 miles of schemes before a decision is made on whether it is safe to roll out new ALR roads. Mr Shapps also agreed to consider letting the Office of Rail and Road sign off all new roads on health and safety grounds. The watchdog will also review radar technology meant to detect vehicles marooned in live lanes within 20 seconds. Officials claim that it isn't effective. AA president Edmund King said: "At last we have a Transport Secretary who has taken a positive and pragmatic approach." But he added: "The AA view remains that controlled motorways with a hard shoulder are the safest option." I couldn't agree more with Mr King.

A few days ago, Mrs Adrian told me about an email she had received from our Neighbourhood Alert. It was about Rural Crime. It said that the Devon and Cornwall police rural affairs team highlight rural issues throughout the year to focus problem solving activities for police, partners



and public. They have produced a series of short videos with key messages and prevention activity and in February they are looking at illegal off-road riding and driving. You can find the latest video in the series [here](#).

And there was a piece in the Mail of February 2nd that said electric cars may not be as green as we have been led to believe, the Environment Secretary has warned. George Eustice said this is due to the polluting particles produced by the heavier battery-powered vehicles. This means the gains from switching to electric cars from petrol and diesel ones 'may be less than some people hope' because of particles they create which do not come out of the exhaust. Wear from brake linings and tyres on the roads may be greater than with petrol vehicles because of the weight of the battery in electric cars, he suggested, which in turn generates more polluting fine particles. Electric cars are typically about 20 to 30 per cent heavier than their petrol or diesel counterparts. Mr Eustice was being quizzed about steps to reduce polluting particulate matter, known as PM2.5 on the environment, food and rural affairs committee. PM2.5 is considered the most dangerous type of air pollution as it can penetrate deep into the lungs and worsen respiratory diseases. It contributes to tens of thousands of deaths each year. Mr Eustice said: "The unknown thing is how far switching from diesel and petrol vehicles to electric vehicles will get us." The Government has banned the sale of new petrol and diesel cars by 2030 to help the UK meet its goal of net zero emissions by 2050. Well Mrs Adrian has a hybrid Kia Nero, and I am about to order a new hybrid Suzuki Swift Sport. I reckon that we are doing our bit, don't you?

And two days later on February 4th, the Mail had a story entitled 'Desperate buyers send price of used cars higher than new ones'. It said a report has shown that more than one in five cars that are up to a year old are selling for more than they cost new. The average price of second-hand cars has risen by 31 per cent in a year as record numbers changed hands. Figures from Auto Trader show 8,000 used cars registered in the past year, 21 per cent of the total, are on sale for more than the showroom price. Some are fetching a premium of up to £7,000. Second-hand prices have been driven by a fall in new car production caused by a shortage of semiconductor chips, a key component. Impatient buyers have turned to the nearly new market. The price of second-hand Fords is up by 42 per cent in a year, Skodas are up by 41 per cent, and Suzukis are up 39 per cent. Richard Walker, of Auto Trader, said: "The ongoing squeeze on new and used car supply, combined with exceptionally strong consumer demand has ensured that the record price growth we saw last year has continued into 2022." Well that's all good then, isn't it?

And finally,

Yes, I know St Peter, but according to the new Highway Code, it was my right of way." I went to a conference about the benefits of dried grapes. It was all about raisin awareness.

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
Group Schemes
PART OF THE TOWERGATE GROUP
Tuition Insurance

Highway Code Changes

Here is a link to a very useful table explaining the HWC wording, word for word.

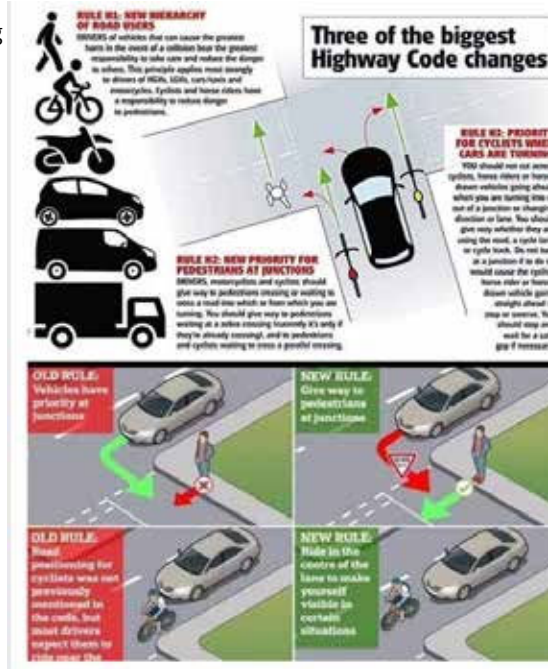


Here is a link to the ADINJC latest factsheet on the changes to the HWC



Consultation outcome - Summary of the consultation proposals on a review of The Highway Code

[Click here to view](#)



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Pupil Handout Packs

Our pupil handouts are the perfect tool to reinforce your in-car tuition!
 25 A4 handouts per set, 20 sets in a pack – that's enough to support 20 pupils!

Quality

"I wish to congratulate you on the quality and format of your pupil handouts."

PC DVSA ADI

Professional

"It adds immensely to the overall professional image. They give the student something to refer to in practice and in between lessons to keep the knowledge fresh."

RL DVSA ADI

Value

"I ordered the pupil handouts and I must say for the price I paid I am totally chuffed, and so are my pupils. They are fantastic."

HT, Salisbury DVSA ADI

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

www.ideas4adis.co.uk



DRIVING INSTRUCTOR INSURANCE EXPLAINED

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

What is the difference to standard car insurance?

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

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

Why is it more expensive?

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

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



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

01603 753 888

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

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



DRIVING INSTRUCTOR INSURANCE EXPLAINED

Driving Instructor Insurance - features explained

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

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

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

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

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

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

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

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

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

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

Driving Instructor Insurance discounts

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

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

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

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

01603 753 888

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

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Good news

A nice email from a grateful member that Charles helped –

I would like to express my gratitude to you as you advised me to get testimonies from professionals to support my request to consider me to remain on the DVSA ADI register. We talked over the phone and you gave me some valuable advice.

Upon your advice I asked both my present and past pupils, who are professionals, to write testimonies about my professional teaching and my character. I then forwarded these testimonies to the DVSA registrar who thankfully gave the decision in my favour as the allegations were false. I am grateful to ADINJC who provided me with the right advice and guidance.

I am very grateful for your support.

Sad news

The funeral of Peter Fraser took place recently and our valued member Alison Saggars was kind enough to send in some photos of the funeral cortege and a copy of the eulogy that she wrote.

Peter Fraser Eulogy .

From the 1970s until his retirement last year, Peter's profession was as an Approved Driving Instructor with his own Driving School, Escort of Bushey. He started in Barnet and Potters Bar with a 15 strong fleet, and later downsized to be a sole trader in Bushey and the surrounding area. Over those years he witnessed many developments in the way in which learning to drive was taught and tested.

In 1996, there was a major change with the introduction of the theory test. Having been a founder member of the Watford & District Driving Instructor Association (WADDIA) in 1994, Peter was concerned that there was no training information available and felt that local driving instructors would welcome some help. So he invited them to a meeting, from which a group was formed to design the WADDIA Theory Test Training Programme. This, and his input, was to prove invaluable, and in fact he remained Chair of WADDIA for over 20 years.

The value of Peter's commitment to WADDIA cannot be overstated. The job of a driving instructor is, by definition, a very solitary and potentially lonely one. Being able to share experiences, ask for, and give advice, and chat with other instructors in a comfortable and friendly environment has been a godsend for many of us over the years. Keeping a group like that going requires the dedication of a special person.

In 2002 he and others joined a consultative group to the Driving Standards Agency when they proposed the introduction of compulsory log books. This also prompted a surge in WADDIA membership and, with the help of the committee, Peter led the organisation of and chaired regular meetings, with speakers, discussions and social contact for members.

Colleagues and clients alike describe Peter as 'a true gentleman'. Modest and unassuming, he had a wealth of knowledge, and was always ready and willing to advise or help other instructors, particularly those who were new and younger.

In the latter part of his working life, he was involved with the New Driver Scheme, Driver Improvement Courses and Speed Awareness Courses and was supportive and welcoming towards any ADIs joining these training groups. Everyone loved and respected him, and he was very popular with the clients. He will be sorely missed by all his friends in the profession.



Articles we have sent out via Email this Month

- DVSA – Changes to the highway code
- DVSA - Trialling reverse parking manoeuvre in non DVSA car parks for practical car tests
- DVSA - Consultation on new driving test measures
- DVSA - Driving Instructor Survey
- Traffic Safety Roads - February
- Expo South Update
- Sunday news items
- AGM and Association Meeting 5th March by Zoom
- Unexpected Test Centre closures

And much more!



Calling all budding writers out there. Would you like to write for ADINJC in 2022? Perhaps you'd just like to see your name in digital ink? Please do send us in articles and indeed anything of interest. We welcome your views and ideas and as your new editor, I look forward to hearing from you. Email richspiers@icloud.com

This month as every month, thank you to everyone who contributes and helps ADINJC, most especially our magnificent Sponsors. Thank you especially to Rob aka the magician at the design studio!

And Finally - a quote...

"When you have a dream, you've got to grab it and never let go."

- Carol Burnett