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Your ADINJC Governing Committee for 2021

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Members News:

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Challenging times:

Staying positive throughout these difficult times is a challenge for all of us. Personally I'm missing my family and friends and all the outings we had together before the pandemic began. I'm longing for the trips out for meals, picnics and drinks, cinema and theatre trips and for a holiday again. I enjoy thinking back to all the things we did together and looking back through photos but I am looking forward to being with family, friends and colleagues again as soon as it's possible and safe, it will be really exciting. I'm also missing my work as an ADI and ADI trainer and of course most of us are struggling financially and having to adjust to not having an income, times are indeed tough. It helps me to think ahead to better times to come and one date already in my diary is Sunday October 10th which is the date we have arranged for the 2021 ADINJC and II Conference and Expo. I am beginning to feel hopeful that we will be able to get together by then. What a wonderful event that could be if we are allowed to hold the first major industry conference since the 2019 one which was such a huge success and a very memorable day. Fingers crossed we will be able to get the industry together on that day, we will of course let you know as we get more news.

It is beginning to feel as if the outstanding vaccination process and the lockdowns we have gone through are resulting in brighter looking future months. We just need to "hang on in there" until we can safely start to work again and return to normal. Meanwhile we will continue to hold our meetings by zoom and our fortnightly webinars to help you with up to date facts and information. Please just email us or pick up the phone if you need any help at all, we are here to help and listen. Email: chairman@adinjc.org.uk or secretary@adinjc.org.uk or 0800 8202 444. You can keep up to date from day to day with our constant newsflashes and the latest news section of the website. www.adinjc.org.uk

You can also talk to a friendly voice of a member ADI if you need someone to help with any mental health issues you are experiencing, the details are on our website and at the end of each newsflash that Sue, our very hard working secretary sends out.

Meeting with the new CEO, Loveday Ryder:

During my time in the industry and as an ADI I have known at least 5 CEOs and worked through the ADINJC and NASP with 4 of them. Each has been very different in their approach to ADIs and listening to us so I was pleasantly surprised to receive a letter from the new CEO and an invitation to talk to her on a one to one basis via an internet team's meeting. I was able to talk frankly and honestly about issues that we are all concerned about and can confirm that she is a good listener. She was interested in talking to me not just as Chair at the NJC but also as a working ADI as she hadn't at this point in time talked to that many. Obviously anyone entering a new role and coming from a different background has a steep learning curve to understand how an industry works, we have a lot of jargon and items that are unique to this industry and so holding interviews with key stakeholders is an excellent way to start to understand and learn how this industry operates and vitally how it can be improved. The conversation was confidential but I can say that some of the items we discussed were about communication with ADIs, how the pandemic has disadvantaged ADIs and PDIs, the inability to seemingly be able to change legislation, the plans for returning to work, the backlog of testing and plans for the theory test, CPD and how in my opinion ADIs feel undervalued. I left the meeting feeling very positive that over time we will see changes for the better.

Helping ADIs and PDIs, a hardship fund, moves on:

We gave you the initial news that Bobbie Hicks and Susan McDonald 2 ADIs set up a fund to help

others who are struggling financially. As ADIs they wanted us to help each other and share what little we do have and by doing so show those less fortunate that we care about the predicament they are in. They are asking ADIs and Driving Schools if they could donate as little as £1 (more if possible) to a fund to help instructors who will not receive Government assistance. We all know it is hard for everybody at the moment, but with around 39,000 ADIs on the register, if everyone was able to donate £1 to this fund it would show that while we may work alone and vie for the same customers, we don't have to be alone when we need help. I then reported that all of NASP (the NJC, DIA and MSA) will be working to help support Susan and Bobbie in promoting the fund. It really is time to get the whole industry involved in this excellent initiative. Grants will be considered by a panel, consisting of some of the members of NASP. The panel will be unaware of the identity of the applicant, who will have had to provide supporting evidence of their need. Small grants will be made and will be on a one off basis only. Payments will be made via bank transfer into the recipients' bank accounts. Although this fund has been set up as a result of Covid 19, and to help people through the current situation, it is hoped that if funds can be secured on an ongoing basis this project can continue to help those in our industry who need it in the future. Currently as I write this the fund stands at around £24,500. We must thank Marmalade Insurance for their kind donation of £10,000 and for inspiring others to join in. Please do help us by donating to this fund. You can find the link to donate from the home page of our website: www.adinjc.org.uk or at Fundraiser by Bobbie Hicks : [Helping ADI's and PDI's \(gofundme.com\)](https://www.gofundme.com/helping-adi-and-pdi)

I'm pleased to confirm that the application process is well underway and the panel has started to meet to process the applications and make decisions on them. One payment was made immediately to an ADI who had suffered a very sad loss and was in an unusual situation and needed help. This was the reaction to the help received: "Omg you guys it's times like this that just breaks my defences (tears pouring down) we are really grateful for your sympathy and generosity, I can't believe how at times like this how many good people there are. Thank you soooo much".

My interview with Intelligent Instructor:

I was asked recently for an interview with II via Paul Caddick. This is the link to where the full interview can be seen:

<https://www.intelligentinstructor.co.uk/feature/lynne-barrie-surviving-the-pandemic/>

A few of the answers you may like to see immediately are:

ADINJC has been at the forefront of helping ADIs and PDIs throughout the industry. How do you think the industry is fairing through this crisis?

It's been really badly hit. So many ADIs didn't see this lasting as long as it has. They've become anxious and stressed with the financial implications and this has only increased the negative mental health impacts on themselves and their families. The industry has undoubtedly lost quite a number of ADIs and PDIs during this time. Many have had to find other jobs to earn essential money and others have decided to take early retirement as an option. It's certainly been a time for reflection for ADIs, especially with so many not having savings to see them through the pandemic and have struggled financially. I've been surprised by the number of ADIs who just live from week to week, never saving money for unforeseen events like this. It's why I think learning how to run a business is a very important part of becoming an ADI and we need to make sure it becomes a much more prescient part of training to become a driving instructor. It's not just about teaching. Many ADIs have young families and child care responsibilities, so those responsibilities, often with home schooling on top, has been a real pressure point and worry for some instructors, adding to the mental health challenges. But it's not all doom and gloom. Many ADIs and trainers have sought other ways of working and training online, adapting to the current situation. It will only help them improve their business when we come out the other side and make our industry stronger and fitter.

From the Chair..... a monthly report



This has been a learning curve for everyone, and demands for help have increased along the way. How has the ADINJC coped?

We hit the ground running. Being ADIs ourselves, we could see the effect on our colleagues and not being out working on the roads ourselves, it gave us more time to organise and help. It's also allowed us to look at future goals for the NJC as a whole. We realised immediately the importance of getting news out to the industry. We set up newflashes and newsletters, sharing whatever information we had beyond our membership and out to the whole industry. We're certainly proud of what we've managed to achieve and the way we've achieved it, providing direct personal support to anyone needing it. We were even at the forefront of setting up webinars to provide advice and answers, but also allowing ADIs to improve or upgrade their professional and business skills. I hope they've been effective in their aim, and the hundreds of supporting emails we've received suggest a high level of satisfaction and gratitude. Whilst it's been a challenge, it's also been very rewarding to be part of the team here. It's also been good to see different parts of the industry supporting each other. The recent hardship fund for "Helping ADIs and PDIs" is an example of where the industry has really come together following a great idea by two thoughtful ADIs.

Post pandemic, how do you see the future for our industry?

The future is actually bright for the industry. With approximately 400,000 driving tests to catch up on, there will be a significant amount of work for driving instructors in all categories. Moreover, less people want to use public transport, so more will be wanting to learn to drive and refresh skills not used in a long time. There's also a whole year of new 17 year olds looking to learn. There will be more people wanting to train to become ADIs. Numbers on the register have undoubtedly reduced during the pandemic, let alone preceding it, so there is plenty of space for new blood. It's going to be a busy time and we can all get back to doing what we do best.

Association Meeting:

Our next meeting will be held by zoom on Saturday March 6th, details are included in this newsletter and will be sent out by our newflash system and to all our groups. Whilst we are looking forward to seeing everyone in person again at meetings in the future we have found the zoom ones over the last year very beneficial and for safety reasons will continue to hold them in this way until we are in better times.

Finally

Thank you for all the kind messages to the team we really appreciate them, thank you for your thoughts and feedback to us as well we do take it on board and act on it where we can and it's appropriate to. Welcome to the new groups and members who have recently joined us, a new group of driving instructors in York called York Instructors and DLA Driving School Ltd, welcome on board to them both. We have to also thank our sponsors who to date are all staying on board to help us through another year at least.

Stay safe, best wishes

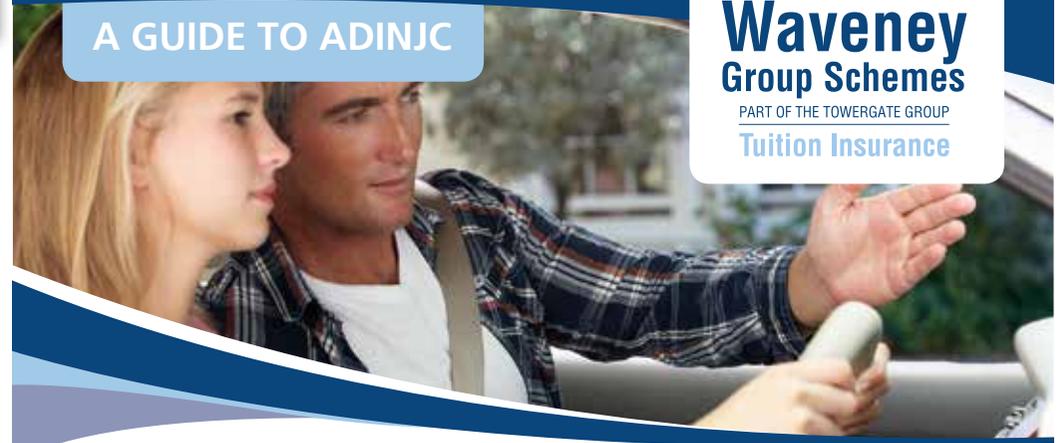
Lynne

Lynne Barrie - Chair

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

A GUIDE TO ADINJC

**Waveney
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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.

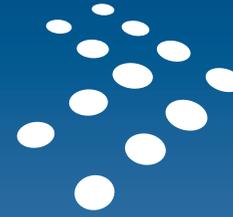
Compensation arising from Public Liability claims can be substantial, and may include loss of earnings, future loss of earnings and damages awarded to the claimant. In addition, considerable legal costs in defending the claim can be incurred, and the claimants' legal costs may also be awarded against 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;



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Latest news from Marmalade



'Learner drivers have paid £2.2million to DVSA officials through cancelled theory tests' was the headline in the Express:

<https://www.express.co.uk/life-style/cars/1383494/dvsa-driving-theory-test-cancelled-covid-uk>

Analysis from insurance experts at Marmalade has warned 49,543 theory test certificates expired throughout 2020. Learner drivers would then need to pay £23 to retake their tests and would effectively lose the £23 they initially paid to pass.

How about this for news then? Marmalade are reimbursing the cost of expired theory certificates to their customers!

Fancy a change?

You can also find your next instructor car by browsing the wide range of brand new makes and models to suit you!

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

For all Marmalade needs!

If you have any enquiries about the Marmalade Network affiliate scheme, please call the friendly Marmalade team now on **0333 323 2615** or visit their site <https://www.marmaladenetwork.co.uk>



High Wycombe Driving Test Provision

The local ADI association had a meeting on 4th February with an operations manager from DVSA regarding High Wycombe driving test provision. The main points were;

- HubSpace Office on Cressex Business Park being explored as a low cost option.
- Planning permission needed to operate a DTC from there.
- The key issue is likely to be parking availability.
- If planning fell through, search would continue and tests would take place at Slough and Uxbridge.
- Option of writing to/lobbying their councillors to encourage planning consent if they feel it would help is their choice and it may be helpful for councillors to know local constituents want a DTC
- If demand increased, options could be looked at providing additional resources.
- Looking to launch an examiner recruitment campaign imminently. NASP will be consulted in advance.

A message from our Patron, Quentin Willson

Lynne wrote to our Patron, Quentin Willson about the theory test situation. Here's a quote from him in support of the campaign:

'Making learner drivers who have passed their theory test go through the expense and stress all over again because of Covid-related delays is deeply unfair. We need to do everything we can to support this generation struggling with qualifications of all kinds. The government extended MoT certificates - they can also extend Theory Test Certificates.' - **Quentin Willson**

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You should all be receiving the latest **ADINJC** and NASP newflashes from our very own beyond superhuman Secretary/Caped Crusader Sue! If in doubt, you'll find the latest links below for all ongoing NASP developments including latest NASP guidelines, DVSA Standard Operating Procedure, Q and A with DVSA and much more. Peter Harvey, National Chairman MSA GB is now in the NASP chair until July 2021.

NASP shows their support to ADIs in financial hardship

NASP is delighted to be supporting a new fund designed to help ADIs in financial hardship.

Late last year, 2 driving instructors - Bobbie Hicks and Susan McDonald - started a fund for ADIs and PDIs who are facing severe hardship due to the COVID pandemic. They were concerned for their colleagues who were unable to work in what has been an incredibly challenging year for this profession and wanted to help them. With support from many in the driving instructor industry the fund has taken off and has now raised in excess of £20,000 - which was the first milestone.

Thanks must go to everybody who has been involved so far and especially to Marmalade Insurance who have not only donated a total of £10,000 but also helped to inspire others to take part in the fund raising. Each individual association within NASP has also made a significant financial contribution and NASP are additionally helping to raise further awareness and funds by promoting the cause to their respective memberships. They are also donating key resources such as the design of a website, application forms for the fund and will be assisting with the panel who make final decisions on the applications.

Whilst the funds raised to date are an amazing achievement, we feel that now is the time to develop this fund further and to get the whole industry involved, with the hope that it can continue well beyond this pandemic to help ADIs & PDI's in need. NASP is proud to be able to help support and promote this fund amongst their memberships and to work with Bobbie and Susan on making it the success it deserves to be.

Small financial grants of up to £500 per individual will be made from the fund to ADIs evidencing extreme financial hardship. A criteria will apply and applications will be considered by a panel, consisting of members from NASP along with Bobbie and Susan. The panel will be unaware of the identity of any applicants, who will have had to provide supporting evidence of their need. Grants will be made on a one-off basis only. There will be an independent auditor, who is not an ADI, to monitor and audit the income, expenditure and bank account of the fund. No expenses will be taken by the organisers or by the panel and all monies received will be used wholly for the fund to help ADIs and PDIs (other than any bank charges that may be incurred). Payments will be made via bank transfer into the recipients' bank accounts.

Applications are now being accepted by email to, support@instructorfund.org. Once your interest in applying has been registered an application form will be sent to you.

Donations can still be made by following [this link](#). All donations, no matter how big or small, will be gratefully accepted to help this very valuable cause.

Some of the FAQs regarding the fund can be [viewed here](#). The website will be open soon.

In the meantime, the following comments have been received from many of you regarding the fund:

'Sorry for rambling on and I am so overjoyed with what you have managed to achieve here and regardless as to whether I am successful or not I am happy knowing some more people maybe even worst off than I am will be helped out.'

'Dear Bobby and Susan, May I firstly begin with a huge thankyou to yourselves and you're colleagues and supporting partners, for making the opportunity for financial assistance, to be available for colleagues within our industry through these unprecedented difficult times.'

'Many thanks for replying as I imagine it must be very difficult and busy at this time. I have been granted a local assistance grant from my council so I shall not be going ahead with my application. Hopefully Some one in more need than me benefits instead. I would like to just say thank you and good luck.'

'Listening to Nichola Sturgeon yesterday there may be something for new driving instructors in Scotland at the end of the month. If this is the case, I would not want to take something that could be given to another person, so I will wait to see at the end of the month if we can get anything from the Scottish government, as if so it would be wrong for me to take from yourselves. If we don't get anything then of course I would apply. If this is the case then I believe that what would be supplied to me can help someone else.'

'You are all doing an amazing job trying to support ADIs/PDIs' in my position. I would like to thank your team, marmalade, and the instructors generosity in setting up the fund to help people in my Position, for helping new instructors under so much pressure with no support. It is very gratifying to see you all pulling together to help the forgotten souls in our industry.'

'Thanks for replying but I shall pass on this thank you as I'm sure others are in a worse position than I. Thank you so much that's fab.'

'It is very much appreciated from all us instructors who have so far received no help :(I'll fill mine in now. Many thanks. Good luck with your future and helping others'

'I have decided that there are ADIs out there who would deserve this fund more than I do. I have no children I have to support, it is just me so I am sure that there will be a way through this. Times are very hard for everyone right now and I think what you have done is amazing.'

'It was so overwhelming to see the lengths you have gone too, to offer help to ADIs' and PDIs' who fell through a huge gap.'

'I'm sure there are people worse than myself and I feel bad emailing but as my anxiety grows thinking about next year I suppose pride can't come into it. To whoever reads this email I wish you and your family well and here's to a better 2021, just sending this email has helped to off load some stress even if nothing comes of it it's nice to know how amazing the ADI industry is supporting and offering advise to instructors I just wish the government had more support for our industry.'

'I think it's brilliant that someone is there to try to help us ADI's through this tough time.'

'This is truly a wonderful thing you have done ... it will 'save' us forgotten! Give us a renewed hope!'

'I would love to think we can have this one off support and then going forward we shall be happy to support such a worthy cause once we are up and running again.'

Theory Test Certificate Updates

Firstly thank you to everyone who has either written to their MP or encouraged their pupils to do so. We received a reply from Baroness Vere:

<https://www.adinjc.org.uk/wp-content/uploads/2021/01/1st-Responce-from-the-Baroness.pdf>

We decided we should point out some issues we felt were not properly addressed:

<https://www.adinjc.org.uk/wp-content/uploads/2021/01/NASP-Reply-to-Baroness-Vere-15-Jan.pdf>

The Baroness replied as follows:

<https://www.adinjc.org.uk/wp-content/uploads/2021/01/2nd-Responce-from-the-Baroness.pdf>

In response to Baroness Vere's refusal to extend the theory test certificate, NASP sent the following:

Dear Baroness Vere

Further to your replies regarding the extension of theory certificates, many of our joint membership have been very upset with the tone you seem to adopt regarding DVSA qualified ADIs. In your quote 'Although ADI's are well qualified and proficient in driving and instruction, they are not experienced assessors, this is evidenced by the current practical pass rate of 47%.' Although we agree there are different skill sets used between an instructor/teacher and an assessor/examiner, you appear to be suggesting the low pass rate around the country is purely down to ADIs, which is deeply offensive to the profession, most of whom spend their life trying to help novice drivers to learn a life skill. It appears by your statement, examiners or indeed candidates play no part in the eventual result at the end of a practical test. We would like you to evidence your suggestion, it's easy to look at pass rates and point the finger, however if we look at the amazingly 'consistent' pass rates over the last 10 years, a growing number of ADIs wonder how with around 1.5 million tests in a year that pass rate figure can remain virtually the same. Surely there must be more than one contributing factor, as you state road safety is paramount, that being the case, why did DVSA allow testing to begin on exactly the same day as the last lockdown ended in England, this exposed some candidates to take their practical exam with no professional instruction merely some private practice and in some instances no training at all. Surely in the interests of road safety this message should be consistent, and those tests should have waited until training had been underway, we would welcome your views. You also quote "candidates who have taken their theory test in early 2019 are likely that their knowledge base and hazard perception skills will have diminished", this will clearly have a negative impact on road safety of new drivers. Surely if this is correct all drivers should have their Theory knowledge retested periodically? In addition, we should consider the hundreds of drivers who pass a practical test and do not drive for some years later, they are not even required to take any retraining before setting out in their vehicle, we would invite you to quantify how these examples fit with your assumption that extending this two-year period on a temporary basis would clearly have a negative impact on road safety of new drivers. If you truly consider 'The 2-year period for Theory Tests should remain for safety reasons to ensure that new drivers have current and relevant knowledge and skills' and will not take any action to have this regulation amended, we urge you find a way to allow all the people required to retake the theory test, to take it for free and offer them priority slots, as none of this is their fault, this would also help the DVSA by taking the strain of both theory and practical test waiting times..

I look forward to your reply, kind regards, Peter Harvey - Current NASP Chair

Latest reply from Baroness Vere: [Click here](#)

Writing to MPs works, see below!

Dear Ms Fotheringham,

Thank you for contacting John Nicolson MP, and raising your vary valid concerns around theory tests.

I can confirm that the SNP Shadow spokesperson for Consumer Affairs Patricia Gibson raised extending driving theory test certification with the UK Transport Secretary on the 14th of January 2021. She highlighted the pandemic and successive lockdowns which is affecting the ability of learners to complete their practical test prior to the expiration of their theory certification.

The UK Transport Secretary detailed how the validity period is enshrined in legislation and that currently there are no plans to make changes to legislation to extend this. Through a Freedom of Information request, it was found that 49,543 theory certificates expired during successive lockdowns and it is estimated that another 14,000 could expire before the end of the current one. So it would appear that the UK Government are content for this woeful situation to continue and have no plans to extend the expiration of theory test certificates, and appear to have disregarded the disadvantages that decision places on learner drivers. Inevitably this will lead to a significant backlog of learners who will have to seek a new test and create a domino effect for those seeking to take their test for the first time, compounding the disadvantages yet further, which could be so easily avoided.

The Northern Ireland Executive implemented automatic extensions for all valid theory pass certificates for learner drivers whose theory expired in the first lockdown period from 1 March 2020 to 31 October 2020 by eight months, and recently an additional four months extension was agreed. Learners who's theory certification expires in the second lockdown between 1 November 2020 and 30 June 2021 will also receive a validity extension of eight months. Clearly, it is not impossible for the UK government to do likewise, thus reducing some of the negative effects of this pandemic. However, there appears to be a lack of will.

Despite previous unsuccessful attempts, SNP MPs will continue to advocate for an extension to theory test certificates.

Kind wishes, **Jane McTaggart** - Constituency Caseworker on behalf of John Nicolson MP

Spokesperson for Digital, Culture, Media & Sport Email: jane.mctaggart@parliament.uk

If you have not already signed the existing petition, please consider doing it now to reach 100,000 names to force this to be raised in the house. With some help from you, your pupils, their parents and friends, we could still have a chance to have this debated properly and get the result our learners deserve. We would also advise if your MP replied to your first letter, you advise them you have now signed this petition and would look for their support when it gets to the house. Together we can make a difference. <https://petition.parliament.uk/petitions/558160>

View Parliamentlive.tv:

Adjournment: Extension of driving theory test certificates during the covid-19 outbreak
<https://parliamentlive.tv/event/index/63587f53-a412-4d17-ac94-3d95908cd9f4?in=17:01:27>

If you haven't done so already, please consider writing to your MP. You can find a [template here](#). Please also encourage your students and their parents to write and of course to sign the petition.

Someone else not letting this rest is John Rogers of the Disability Driving Group, and his statement is on the next page:

Disability Driving Instructors continues to support the campaign for the extension of the validity period of theory test certificates

Disability Driving Instructors considers that, under the current COVID-19 restrictions, when driving test candidates are not able to take practical driving tests, it is unfair to implement the two year restriction on the validity of theory test pass certificates; Disability Driving Instructors are, along with NASP, asking for a twelve month extension to all theory tests that expire in 2020/21. In addition we consider that some disabled and deaf candidates taking the theory test are being disadvantaged when compared to other candidates, this is having an additional impact if their theory test expires before a practical test can be taken and a re-sit is required; this additional impact would not be an issue if the twelve month extension to theory test validity is granted. We appreciate the road safety concerns raised by the government and given as the reason for not implementing the requests for a twelve month extension to the theory test validity period, but consider these concerns could be addressed by using DVSA ADIs to assess pupils' knowledge and understanding of the rules of the road and their practical interpretation of hazard perception skills before they take a practical driving test. We are not advocating that ADIs should be used as examiners for the practical driving test nor are we suggesting that they should be used to test candidates taking the theory test for the first time. What we are suggesting is that ADIs could be used to assess the skills that pupils have already demonstrated by passing the theory test and ensure that their knowledge base has not diminished in the two years since they previously passed the test. The ultimate test of this knowledge though would remain with the DVSA driving test examiner and this knowledge would be tested in the normal way with a practical driving test. As stated, Disability Driving Instructors also considers that some disabled and deaf candidates requiring special needs tests, and using the new accommodations developed to adapt for COVID-19 precautions, are being disadvantaged when compared to those taking a theory test with standard accommodations. If these people have previously passed a special needs theory test but through no fault of their own have not been able to take their practical test before the theory test validity period expires they are now being doubly disadvantaged as not only are they having to re-sit a theory test that they have already passed but they are also frequently having to wait significantly longer than those taking a standard accommodation test before they are able to take a retest. They are then often being required to take the theory test using changed accommodations that they may not be familiar with, which they may not be prepared for and, in addition, it is probable that they would also be likely to find the test more difficult to complete because of the changed accommodations.

You can find John's fact sheets on booking a Special Needs theory test and Theory Test Special Needs Accommodation during COVID 19 in our Covid 19 Toolbox <https://www.adinjc.org.uk>

DVSA answers your questions through NASP

The following are questions sent to the NASP associations by members, and forwarded to DVSA for response.

Q: Is there an update of Fleet training?

A: Fleet driver training and assessment is an important part of occupational road safety. This activity provides additional training or assessment to a qualified driver ensuring they are competent to drive a company vehicle. Such assessments are often a condition of commercial motor insurance, condition



of employment and an important requirement of driver safety policy. We are currently working with Department for Transport and will provide further information shortly.

Q: Do we know if there are to be any Key worker privileges regarding training or testing?

A: The Driver and Vehicle Standards Agency (DVSA) is working with its theory test contract provider, Pearson VUE, to respond to requests for theory tests from organisations such as Ambulance Authorities on behalf of frontline mobile emergency workers who require a driving licence to carry out duties in their employment role. The DVSA will also respond to requests for practical driving tests from organisations on behalf of frontline mobile emergency workers, who require a driving licence to carry out duties in their employment role. This is a limited service subject to examiner resource and is restricted to candidates working in health and social care, and other public bodies involved in work responding to 'threats to life' such as the Environment Agency's flood rescue staff, or local authority gritter truck drivers. The DVSA will contact NHS Trusts to explain how to nominate candidates; candidates cannot apply themselves. Applications from other organisations will be considered if the mobile emergency worker criteria is met. Approved driving instructors and trainers can return to work only for the purpose of supporting a mobile emergency worker with a booked test. Further communication will be issued as soon as possible on the operational arrangements to implement this.

Q: Is it possible that when booking a theory test that DVSA open up the calendar more than 3 months in advance? It is very frustrating for a pupil when trying to book they can't go beyond the 3-month schedule. DVSA must know that appointments would fill easily.

A: I can confirm since 21 November the booking window was changed from 3 months to 4 months to give candidates more choice of future appointments.

Q: Pupils cannot get appointments locally and are having to travel maybe 30, 50 or 100 miles or more to get an appointment, would this be allowed under current restrictions?

A: DVSA booking systems were not designed to deal with a global pandemic. They cover Great Britain as a whole, with limited ability to section off parts for Wales and Scotland. Candidates must continue following government guidance, across the three nations, regards local travel restrictions that may be imposed following lockdown.

Q: Are DVSA now looking for a new service provider for the theory test?

A: The current theory test contract expires on 3 September so we can confirm we have been tendering for new suppliers. Contracts were awarded last month and we will shortly provide you with further details. The content of the test will not change.

Q: As pupils are not allowed to do private practice (even with members of their household) except for essential journeys are the DVSA going to let ADIs have 3 weeks training time to get our pupils back to standard before they start driving tests?

A: We continue to work with Government and NASP on the development of restart and recovery plans. We will provide further information as soon as we are able.

Q: If Government intend to allow training before testing can they announce it early to allow pupils ample time to arrange practice?

A: We are aware of recent announcements by Secretary of State for Education regards two weeks notice of return for schools, though we would highlight that driving lessons and tests were suspended in Tier 4 areas, whilst schools remained open. We continue to work with Government and NASP on the development of restart and recovery plans. We will provide further information as soon as we are able.

Q: When will tests recommence?

A: We are in discussions with the Scottish government over tests beyond the 2 February following the announcement from the first minister on the 19 January. We will keep the situation in England and Wales

under review. Tests will continue to be suspended until the relevant restrictions are lifted.

Q: Do DVSA know what the projected average waiting time for a test will be after lockdown?

A: Given lockdown has not yet ended, and there is no indicative date at this time, it is not possible for us to provide a definitive answer at this time. A range of scenarios are being considered as part of DVSA Recovery Planning.

Q: Are DVSA trying to ensure all examining staff will be vaccinated before returning to work?

A: We are looking at potential options as part of our planning for the resumption of services.

Q: Since we are now going to have very long waiting lists for both theory and practical tests, is now not the time for DfT/DVSA to reconsider allowing qualified instructors to sign off manoeuvres for the practical test, this would allow initially for less time on the test and more tests a day?

A: The Road Traffic Act 1988 only allows a full driving licence to be issued if the person has passed the test of competence to drive. The Motor Vehicles (Driving Licences) 1999 regulations also require driving test examiners to meet certain criteria and pass an initial qualification and examination before being authorised by the Secretary of State to conduct practical driving tests. The regulations also specifically prohibit an examiner from simultaneously being an active approved driving instructor (ADI).

Q: Has there been any rethink on extending ADI Certificates?

A: The maximum duration of two years between passing the Part 1 and Part 3 tests is in place to ensure that a PDIs knowledge is current. This validity period is set in legislation and the Government has no current plans to lay further legislation to extend it. However, through existing mechanisms, DVSA has made arrangements to provide additional support. Regulations require that a part 3 test is booked, not taken, before the expiry of the part 1. PDIs whose part 1 pass is due to expire soon can book a test online or if no tests are available they can book a test to hold. This meets the regulatory requirements. DVSA are advising anyone whose trainee licence commenced at the start of January that they can ask for the licence to be re-issued when restrictions are lifted. Anyone in that position should contact the ADI team at PADI@dvsa.gov.uk and we will advise them of their options. Furthermore, we are encouraging trainees not to apply for a trainee licence they know they cannot use, however, we need to take into account the regulatory requirements so advice for one trainee may not be appropriate for another so each should seek their own advice from the ADI team. Once restrictions are lifted, trainees should give DVSA as much notice as possible when they want their licences to start. DVSA will prioritise these and it is likely they will be issued the same or next working day. Once issued we will send the trainee an email that tells them that they can teach for reward. These arrangements, which were already permitted in legislation, have been widely communicated through DVSA Direct messages, webinars and has now been published on gov.uk. DVSA continue to prioritise P2 & 3 tests, and have temporarily suspended routine Standards Checks to free up additional capacity to do this.

Q: Are there any thoughts about doing away with the fleet training certificate?

A: There are no current plans to do so.

NASP update 10 February 2021

NASP have received a reply from Baroness Vere with an apology to all instructors who may have been aggrieved with her pass rate comments, read the full reply [here](#):

In our reply to the Baroness, we also asked for clarification on where the evidence was for the comments on hazard perception testing improving driver ability, the DVSA have given these references:

This was a reference to previous research into HPT which had concluded higher performance on video hazard perception test is associated with lower crash risk in GB and in Australia. The two sources are Wells, P., Tong, S., Sexton, B., Grayson, G. & Jones, E. (2008). Cohort II: a study of learner and new drivers. Volume 1: main report. Road Safety Research Report No. 81. London: Department for Transport (DfT). and Boufous, S., Ivers, R., Senserrick, T. and Stevenson, M. (2011).

Attempts at the practical on-road driving test and the hazard perception test and the risk of traffic crashes in young drivers. Traffic Injury Prevention, 12(5), 475-482.

Some good news from the Chancellor on Bounce Back Loans...

Bounce back loan borrowers can delay repayments by an extra six months.

- Bounce Back Loan borrowers will now have the option to tailor payments according to their individual circumstances
- Chancellor makes support even more generous with the option to delay all repayments for a further six months
- Pay as You Grow will be available to over 1.4 million businesses, which collectively took out nearly £45 billion through the Bounce Back Loan Scheme

The Chancellor's Pay as You Grow repayment flexibilities now include the option to delay all repayments for a further six months, meaning businesses can choose to make no payments on their loans until 18 months after they originally took them out. The option to pause repayments will now be available to all from their first repayment, rather than after six repayments have been made.

Pay as You Grow will also enable borrowers to extend the length of their loans from six to ten years (reducing monthly repayments by almost half) and make interest-only payments for six months, in order to tailor their repayment schedule to suit their individual circumstances.

Full details <https://www.gov.uk/government/news/chancellor-eases-burden-on-more-than-a-million-businesses-through-pay-as-you-grow-flexible-repayment-options>

NASP/DVSA update on theory test provision

NASP asked if we could expand on information available on the location of the new theory test centres. To recap, currently the theory test service in Great Britain is delivered by one company - Pearson Vue. This is all inclusive of the physical centres, staffing, IT systems, online booking, customer service etc.

DVSA confirmed the contract for the provision of the theory test will, as from September 21, be taken back under the control of DVSA on its own platform and only the physical delivery will be undertaken by the new providers. The new providers will be split into three areas as shown on the next page:

Region A - Reed in Partnership Ltd Covering: Scotland, Northern Ireland, North West, North East and Yorkshire and Humber

Region B - Pearson Vue Covering: Wales, West Midlands, South West and South East

Region C - Reed in Partnership Ltd Covering: East Midlands, East of England and London.

It is likely that in Regions A & C the physical location of test centres will change, and previously booked candidates will be informed in ample time of their new venue, Region B is less likely to be affected. The content and marking of the test will not change. In future DVSA will have control of the IT system and can make changes more easily, noting it currently takes around 6 months. Contracts run for 5 years.

NASP asked if it would be possible to nominate new areas where centres could be located?

DVSA stated that would not be possible. "Under the new contracts every citizen (100%) must be able to access a Theory Test Centre within 40 miles or 40 minutes, this is a slight improvement on the current contract which specifies 97%. Sites are carefully selected using detailed population mapping software and of course contractor premises."

NASP asked if the distance to travel would be affected for candidates?

DVSA stated that the current criteria would stay the same, which is that all candidates should not have to travel more than 40 miles or up to 40 minutes to reach the theory test centre. Candidates won't notice any difference other than change of local venue.

NASP asked if DVSA were considering moving the test online, especially in the current climate of lockdown? Below is DVSA's response:

This was considered early in the Future Theory Test Service project and was explored at length. There are two issues – fraud (obviously) and connectivity. Let's deal with fraud first, in 2019/20 there were 848 reports of impersonation and 319 technology assisted fraud. It remains a key concern. The second issue is the size and quality of the Hazard Perception Test. The candidate needs a good, strong, internet connection for the videos to play smoothly via a live stream. We need a consistent standard of service delivery, for all candidates, across GB regardless of rural or urban connections. The HPT must run smoothly, with no buffering or quality issues. This is being considered for the future, however, security is still a major concern and broadband is not yet consistently available all over the country, so if it were possible in the future, they would have to consider fixed premises as well as online.

DVSA extend test rescheduling limit

DVSA have announced a candidate can reschedule their practical test up to six times, this was extended to eight during the Covid response. The system does not differentiate between candidate or DVSA re-bookings, they all count towards the eight reschedule limit. There will be a significant number of candidates who will be reaching this limit and would then be unable to move their test. In order to address this the limit will be increased to 10 from the 12th February. Any affected candidate will be able to log in and change their test slot on 12th February.

Examiner recruitment

The DVSA have released information on increasing their examiner numbers to help reduce the waiting lists created due to lockdowns, if you are considering applying, the last date is 01/03/21.

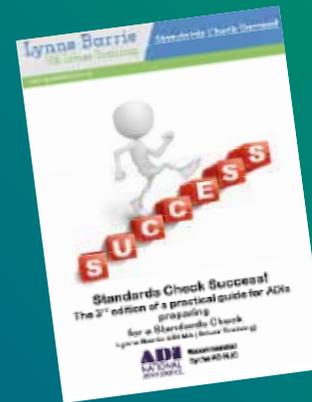
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Additional insert with latest requirements during COVID-19



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www.d-ss.co.uk
0121 328 6226

ALSO AVAILABLE: COME TO COACHING

Our thanks must extend to John Rogers at Disability Driving Instructors. We've recently added more of John's fact sheets including booking a Special Needs theory test and Theory Test Special Needs Accommodation during C-19. Enter our toolbox via our homepage www.adinjc.org.uk



You can also access the inspirational Helping ADIs and PDIs donation page via our homepage.

In the C-19 toolbox, you will find a comprehensive collection of documents to help you prepare to return to work. These can be used as they are, or as guides. They can be changed to your logo, business name, and to suit your needs. These are the items currently in the toolbox:

- Useful Tool Box Links - Including financial, PPE, online hygiene courses
- Risk Assessments – 7 Control Measures
- Risk Assessment – Powerpoint presentation (can be used for group presentations)
- Full Risk Assessment – Steve Howe ADI
- Covid 19 – risk assessment presentation, pdf format
- Terms & Conditions during Covid 19
- NASP Guidelines
- Risk Assessments – why and when?
- Wording to clients – whilst we can't work
- Business beyond lockdown – Dan Hill, MyDriveTime
- Returning to Work after Covid 19 – greeting your client
- Returning to Work after Covid 19 – preparing your car
- Ideas for CPD during business downtime
- Client Risk Assessment Guidance Notes (Audrey Russell, Aberdeen Driving Schools Association)
- Client Risk Assessment (Audrey Russell, Aberdeen Driving Schools Association)

If you have any queries please e-mail Andrew Love, Head of Training: training@adinjc.org.uk
Indeed, several people have written in to say that they have found the **toolbox** useful, so please do feel free to make use of it. We are adding to it all the time and it's been put together by Lin Western, our previous Head of Training along with help from Steve Howe, Derek Young, Audrey Russell and Colin Edwards. Please be aware it's not just for members, it's on the front page of the website for everyone to use!

Additional tool for the toolbox!

Our thanks again to Colin Edwards who has designed a website app that students will be asked to log into, read, sign and submit. Colin has kindly said that ADIs can use the system if they wish. To have a look at it, use the following details:

Website: <https://onedrivingsolution.uk/>

Username: **lessons**

Password: **onedriving**

Colin says you can copy it onto your own website, but if you have problems with this he can help, or can create a page on the system just for you individually. If you would like to make use of it, then Colin requests donations be made to the Stroke Association in the name of ADINJC. You can make a donation at <https://www.justgiving.com/fundraising/adinjc>

Remember, in addition to the current newflashes Sue sends out for us, you can also access every latest update via 'latest news' on our website:

<https://www.adinjc.org.uk/blog/>

Whilst our near daily newflashes are normally a benefit of membership of the ADINJC, during these particularly tough times, we want to share information as widely as possible, so please feel free to pass them on. We are stronger together. The NJC continues to be dedicated to help you and we hope you and your loved ones stay safe and healthy. Please feel free to contact us for help and support.

We're always here for you

Reach out to us on the following telephone numbers:

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

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

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

HMRC Helpline: **0800 0159 559**

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

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

NJC Talk Line

Please please 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 any of the following 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.



The current guidance in England remains in place:



Necessary/essential journeys only until next review on 22nd February

National Lockdown: Stay At Home

Coronavirus (COVID-19) is still spreading fast and cases are rising rapidly across the country. Do not leave your home unless necessary. 1 in 3 people who have the virus have no symptoms so could be spreading it without knowing it.

Find out what you can and can't do:

<https://www.gov.uk/guidance/national-lockdown-stay-at-home#history>

COVID-19: Guidance on shielding and protecting people defined on medical grounds as extremely vulnerable

Information for shielding and protecting people defined on medical grounds as extremely vulnerable from COVID-19. [Click here](#)

Coronavirus (COVID-19): getting tested

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

Bounce back loan borrowers can delay repayments by extra six months

Businesses that took out government-backed Bounce Back Loans to get through Covid-19 will now have greater flexibility to repay their loans, the government announced today (8 February).

[Click here for more details](#)

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

Work and financial support [click here](#)

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

Update on driving tests and lessons in Wales

Following the Welsh Government's announcement, all areas of Wales will remain in lockdown (alert level 4) and residents must stay at home to save lives. These restrictions will remain in place until at least the next review on 19 February 2021.

You can read more about the lockdown measures on <https://gov.wales>

Driving lessons

Driving lessons must not take place until the restrictions are lifted. This includes ADI part 2 and 3 tests and standards checks.

Driving tests

All car driving tests are suspended in Wales while the restrictions are in place. This includes ADI part 2 and 3 tests and standards checks. We'll email candidates affected by this to let them know we will reschedule their test. If you have booked a test for any of your pupils, you will receive an email to let you know it will be rescheduled to a new time and date. You will need to contact your pupil to let them know.

We'll send you an email with the new time and date as soon as possible; please ask your pupils to be patient. If the new time and date is not suitable for you or your pupil, you can choose a different time and date on GOV.UK. You will need your pupil's driving licence number to do this. Your pupil does not need to pay again to do this.

Theory tests

All theory tests will be suspended until the restrictions are lifted.

We will email anyone who has booked a test and is affected by this to let them know their theory test is on hold and that they will need to reschedule it on GOV.UK.

If you booked your pupil's theory test you will need to log into the booking system and rearrange their test for a new date and time.

All of Wales is in lockdown (alert level 4)

What you need to do at alert level 4.

Self-isolate if you or anyone in your household has [symptoms](#).

If you have symptoms [get a test](#) -

<https://gov.wales/guidance-leaving-your-home-and-seeing-other-people-coronavirus>

<https://gov.wales/covid-19-alert-levels>

<https://gov.wales/coronavirus-social-distancing-guidance>

Read more FAQs about the [national rules](#):

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

<https://gov.wales/publications>

<https://phw.nhs.wales>

<https://gov.wales/coronavirus>

Political and Business news links:

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

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

'Stopping the spread starts with all of us'

On 2 February, the Scottish Government announced that most of the country's lockdown restrictions will remain in place until at least the end of February 2021. You should continue to follow the Scottish Government guidance to stay at home except for essential reasons. You can read more about the measures on the Scottish Government's website:

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

Driving lessons - must not take place in mainland Scotland or on the islands of Barra & Vatersay while the current restrictions are in place. You must not travel out of these areas to give driving lessons. If you live on an island not in temporary lockdown or protection Level 4 you can continue to provide lessons to any of your pupils as long as they do not live in an area in lockdown or protection Level 4.

Driving tests - are suspended in mainland Scotland and on the islands of Barra & Vatersay while the restrictions are in place. This includes ADI part 2 and 3 tests and standards checks. As a result of the temporary lockdown travel restrictions our examiners are unable to travel to other areas in lower levels to take driving tests. We are suspending all tests booked in level 3, where the examiner is coming from mainland Scotland to deliver the test, until the travel restrictions are lifted. We'll email candidates affected by this to let them know we will reschedule their test. If you have booked a test for any of your pupils, you will receive an email to let you know it will be rescheduled to a new time and date. You will need to contact your pupil to let them know. We'll send you an email with the new time and date as soon as possible; please ask your pupils to be patient. If the new time and date is not suitable for you or your pupil, you can choose a different time and date on GOV.UK. You will need your pupil's driving licence number to do this. Your pupil does not need to pay again to do this.

Theory tests - are suspended in mainland Scotland until the restrictions are lifted.

Theory tests will go ahead on the isles of Shetland, Kirkwall & Isle of Lewis

Candidates must not travel out of mainland Scotland or from the Islands of Barra & Vatersay to take a theory test. We will email anyone who has booked a theory test and is affected by this to let them know their theory test is on hold and they need to reschedule it at <https://www.gov.uk/change-theory-test>. If you booked your pupil's theory test, you will need to use the booking system to rearrange their test for a new date and time.

Mobile emergency testing service - because of the current COVID restrictions, we are not able to offer a mobile emergency worker test service in Scotland.

Stay at home guidance:

<https://www.gov.scot/publications/coronavirus-covid-19-stay-at-home-guidance/>

Coronavirus (COVID-19): state of the epidemic in Scotland 4 January 2021 - [Click here](#)

Coronavirus (COVID-19): businesses and workplaces that must close and can remain open at protection level 4 - [Click here](#)

Postcode checker for COVID restrictions by protection level in areas of Scotland - [Click here](#)

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

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

'Stay safe, protect others, save lives'

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

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

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

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

<https://publichealthscotland.scot>

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

Political and business news links:

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

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

Latest .GOV - N.Ireland

'We all must do it to get through it - stay safe save lives'

Following an increase in coronavirus (COVID-19) cases, additional restrictions have been introduced for people in Northern Ireland. These new restrictions are in place to help reduce the spread of coronavirus and to help manage the pressures on health and social care systems. During this time, the single most important action is to stay at home. The current regulations are in place until 5 March 2021. They will be reviewed on 18 February 2021. The regulations are available on the Department of Health website: [Click here](#)

Latest information on driver theory and practical testing:

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

Keep Distance - Wear Face Covering - Wash Hands

Get the StopCOVID NI contact tracing app

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

Book a test

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

Face coverings - 'wear one for everyone'

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

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

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

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

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

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

Political and business news links

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

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

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

There is also a 'latest' section from NASP in this newsletter.

Firstly, an introductory letter from the new CEO of DVSA, Loveday Ryder:

Stakeholder introductions

As the newly appointed Chief Executive of the Driver & Vehicle Standards Agency, I am pleased to write to you to make introductions and propose a short virtual meeting to learn more about the **ADINJC**, your priorities and plans for 2021 and beyond.

As one of our priority stakeholders, I understand **ADINJC** has been actively engaged in the transport sector's response to COVID-19 and the many challenges it has, and continues, to pose. Your support in areas such as sharing communications and providing frontline insight to inform our ongoing service recovery planning has been valuable. I wish to maintain and build upon this as we recover from the pandemic in 2021.

I join DVSA at a critical time, during the latest lockdown in England and with restrictions also currently in place in Scotland and Wales. But with a vaccination programme being rolled out, I am sure you agree there is hope on the horizon. The pandemic has been an unforeseen and unprecedented challenge for us all, resulting in significant impacts on our services, and an economic impact for many in the transport industry. I am aware of the hardships faced, and the challenge yet to come, but I wish to assure you one of our biggest priorities in 2021 will be frontline service recovery, while keeping our staff and customers safe.

I began my career as a civil engineer, designing and building roads. I joined the Civil Service in 2006 working in the Ministry of Justice and the Department for Work & Pensions before joining the DVSA. Throughout my career I have put customer focus and operational delivery of high-quality public services at the heart of all I do. I recognise the real value and importance of stakeholder engagement, not only in helping communicate with common audiences, but in collaborating and working together, for example helping shape policy where it is appropriate to do so.

I have got a lot to look forward to and learn over the coming months. To aid that, I would like to propose a videocall with you at some point soon. Assuming this is agreeable, please contact my Personal Assistant, Julia Martin (julia.martin@dvs.gov.uk), to arrange a mutually agreeable time slot for a Microsoft Teams call asap. It is also my intention to set up a wider, industry-themed virtual roundtable event later in the year, once I am more established in my new role.

Yours sincerely - Loveday Ryder - Chief Executive

An update on ADI registration and qualifications

Because of coronavirus lockdowns and restrictions, we've published advice about what to do if:

- your ADI registration expires soon
- you were issued a trainee driving instructor licence in January 2021
- your trainee driving instructor licence expires soon
- you're thinking about applying for a trainee driving instructor licence

See guidance here:

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

Below are a few more answers from DVSA on members' questions

Q. I cannot work at the moment as I am observing the government's social distancing advice. Will I be given an extension to my registration?

A. The registration fee is £300 for a four year period. DVSA has no statutory power to issue partial refunds nor extend registration beyond four years.

Q. Can I pay the fee in instalments?

A. Legislation specifies that the fee must be paid with the application and the £300 fee is specified in regulation, so I am sorry there is no legal provision to allow payment in instalments.

Q. My registration lapses soon, but I am observing the government's advice on social distancing. Do I need to renew at this time?

A. No, regulation provides that you can apply to re-register up to a year after your registration lapses without having to undergo the qualification process again. When you decide to return to instruction you will need to provide an application, an up to date DBS (no older than 6 months) and pay the £300 fee. You will need to register before you start providing paid instruction again. However, if you have any motoring or non-motoring convictions that have not previously been taken into account, the Registrar will ask you about these before accepting your application. You will not be able to provide paid instruction before your application is accepted.

10-year tyre ban in force

From 1 February 2021, tyres aged over 10 years are banned on the front steered axles of lorries, buses and coaches along with all single wheels of minibuses (9-16 passengers seats). We are enforcing the new legislation at roadside checks along with vehicle annual tests.

Updated sanctions policy

We've revised our enforcement [sanctions policy](#) to reflect the new offences, which includes affected tyres over 10 years old and not having a date marking that is clearly legible. Penalties include:

- £100 fixed penalty
- endorsable points on the driver's licence
- a possible prosecution for more than 1 endorsable offence

We've updated our [categorisation of defects](#) document and annual test inspection manuals for [passenger service vehicles](#) and [heavy goods vehicles](#) to reflect the changes.

[Our 'Moving On' blog](#) explains the law change further and what it means for operators.

Update on key workers

The following was received from DVSA in regard to a limited service for key workers. Please read it carefully.

The Driver and Vehicle Standards Agency (DVSA) is working with its theory test contract provider, Pearson VUE, to respond to requests for theory tests from organisations such as Ambulance Authorities on behalf of frontline mobile emergency workers who require a driving licence to carry

out duties in their employment role. The DVSA will also respond to requests for practical driving tests from organisations on behalf of frontline mobile emergency workers, who require a driving licence to carry out duties in their employment role. This is a limited service subject to examiner resource and is restricted to candidates working in health and social care, and other public bodies involved in work responding to 'threats to life' such as the Environment Agency's flood rescue staff, or local authority gritter truck drivers. The DVSA will contact NHS Trusts to explain how to nominate candidates; candidates cannot apply themselves. Applications from other organisations will be considered if the mobile emergency worker criteria is met. Approved driving instructors and trainers can return to work only for the purpose of supporting a mobile emergency worker with a booked test.

Further to guidance from government we are cancelling practical and theory tests in England up to and including 24 February 2021

Mobile emergency worker service tests booked will take place as arranged.

You should continue to follow Government guidance to stay at home except for essential reasons. You can read more about the lockdown measures on GOV.UK

Driving lessons

Driving lessons, must not take place until the restrictions are lifted. This includes training for ADI part 2 and 3 tests and standards checks. Driving lessons for your pupils with a confirmed mobile emergency worker test booking can continue.

Driving tests

All driving tests are suspended in England while the restrictions are in place. This includes ADI part 2 and 3 tests and standards checks. This does not include mobile emergency worker service tests booked which will take place as arranged. We'll email candidates affected by this to let them know we will reschedule their test. If you have booked a test for any of your pupils, you will receive an email to let you know it will be rescheduled to a new time and date. You will need to contact your pupil to let them know. We'll send you an email with the new time and date as soon as possible; please ask your pupils to be patient. If the new time and date is not suitable for you or your pupil, you can choose a different time and date on GOV.UK. You will need your pupil's driving licence number to do this. Your pupil does not need to pay again to do this.

Theory tests

All theory tests will be suspended until the restrictions are lifted. We will email anyone who has booked a test and is affected by this to let them know their theory test is on hold and that they will need to reschedule it by visiting <https://www.gov.uk/change-theory-test>.

If you booked your pupil's theory test you will need to log into the booking system and rearrange their test for a new date and time. This does not include mobile emergency worker service theory tests booked which will take place as arranged.

More information

You can find what financial support is available to you [here](#).

Future Theory Test Centre Network

Currently the theory test service in Great Britain is delivered by one company - Pearson Vue. This includes:

- the day-to-day management of each of the test centres, such as the computers and the staff
- the online booking system
- customer service team

From September 2021 the way DVSA delivers theory tests is changing. The changes will not affect the typical candidate experience or the content of the test (but it may look and feel slightly different).

Theory test centres

As part of the new arrangements two companies, Pearson VUE and Reed In Partnership Ltd will provide the day-to-day delivery of theory tests. The delivery will be separated into 3 geographical regions:

- **Region A** - Reed In Partnership Ltd Covering: Scotland, Northern Ireland, North West, North East and Yorkshire and Humber
- **Region B** - Pearson Vue Covering: Wales, West Midlands, South West and South East
- **Region C** - Reed In Partnership Ltd Covering: East Midlands, East of England and London

Because the contract to operate the theory test centres has been awarded to more than one company the location of many theory test centres will change. As we finalise plans for the future of the theory test, we will keep you updated.

Exceptionally high demand for driving tests

The suspension of testing as a result of the COVID-19 pandemic has led to exceptionally high demand for driving tests.

Test availability

The measures we put in place to protect our customers and staff from COVID-19 have limited the number of available tests. This includes reducing the number of tests our examiners carry out per day. To help increase the number of available tests, DVSA is already:

- offering more tests outside of normal working hours, including weekend and bank holidays.
- ensuring all DVSA staff who are qualified to perform driving tests are doing so, such as senior managers and policy staff. But this alone will not reduce the backlog as quickly as we want.

Recruiting more examiners

Today (Wednesday 10 February) DVSA is launching a national recruitment campaign for new driving examiners. There are posts based in England, Scotland and Wales.

The closing date for applications is Monday 1 March 2021 at midnight.

You can find out more about the role and how to apply on [civil service jobs](#).

DVSA plan to reduce waiting times

The recruitment of new examiners is one of the actions DVSA will take to reduce the backlog



caused by the pandemic. We will also consult and work with the driver and rider training associations on our proposed plan to reduce waiting times. We will then share our plan with you as soon as we can, as we'd like your thoughts and feedback on our proposals. This will also be an opportunity for you to share any of your ideas with us. As professional driver and rider trainers you play a vital role and your views are really important to us.

How to reduce waiting times

We also need support from you, your pupils and our examiners to help us reduce driving test waiting times.

Driving tests will continue to be in high demand as a result of the pandemic and the suspension of testing. It will take time to get our services back to normal. We thank you and your pupils for your understanding, support and patience. We have re-arranged tests for all candidates who have been affected by the current restrictions to the first available date. If the new time and date is not suitable, you can change the test time and date at: <https://www.gov.uk/change-driving-test>

It is vital that your pupils are test-ready when rearranging their tests, as tests could be at short notice. On average, fewer than 50% of learners pass their driving test and there could be long waiting times for a retest – your pupils should take their test only when they are confident they can pass.

Statistics

Car driving test data by test centre

Statistics about car driving tests, showing pass rates for each driving test centre by gender and ethnicity, and first-time passes. [Click here for details](#)

Remember you can check GOV.UK for the very latest updates about:

- theory tests

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

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

- driving tests

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

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

- instructor guidance

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

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



ADI
NATIONAL
JOINT COUNCIL

Approved Driving Instructors National Joint Council

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

ADIs working for ADIs.

adinjc.org.uk
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secretary@adinjc.org.uk



@ADINJChq



ADINJC



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

ANDY MORRISON ADI, APDI SOUTH WEST CHAIRMAN



Traffic Safety Roads
Published monthly by
The Graham Feest Consultancy
incorporating the UK Road Safety Network

For the latest Road Safety Information click on the image to download the latest copy of 'Traffic - Safety - Roads'.

Items this month include:

- E-Scooters
 - Did the Coroner reach the right verdict?
 - Parking fines
 - National pothole day survey
 - Grey cars lead the way in 2020
 - School Streets
 - New acting CEO for Highways England
 - Operation Close Pass - Horse Safety
- And much more!

Latest links from Road Safety GB



Click the article to read

[Are Highways England addressing smart motorway safety concerns?](#)

[Rollout of smart motorway safety tech brought forward](#)

[Potholes 'a growing concern' for drivers](#)

[Brake pod discusses UK collision investigation](#)

['Be the mate who won't speed', young drivers urged](#)

[PTW Riders - online 8-26 March](#)



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IF YOU ARE JOINING US FROM A GROUP YOU WILL AUTOMATICALLY BE A SILVER MEMBER BUT CAN UPGRADE

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- Monthly Newsletter
- Online CPD Training
- Free Webinars
- ADI Register Removal Representation, Negotiation and Support
- Representation of Members
- Views to Government Departments and Agencies

Reported road casualties in Great Britain, provisional estimates: year ending June 2020

Recent trends in reported road casualties in Great Britain have been impacted by the national restrictions implemented from March 2020 onwards following the coronavirus (COVID-19) pandemic.

Figures for the year ending June 2020 show:

- there were 1,580 reported road deaths, a decrease of 14% compared to the previous year
- there were 131,220 casualties of all severities, a decrease of 16%
- the reduction in casualties is broadly in line with the fall in motor vehicle traffic of 14% over the same period

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-provisional-estimates-year-ending-june-2020>

[Road casualties year ending June 2020 - PDF](#)

£93 Million for road upgrades as Transport Secretary pledges to build back better across the country

<https://www.gov.uk/government/news/93-million-for-road-upgrades-as-transport-secretary-pledges-to-build-back-better-across-the-country>

Government powers up electric vehicle revolution with £20 million charge points booster

<https://www.gov.uk/government/news/government-powers-up-electric-vehicle-revolution-with-20-million-chargepoints-boost>

New-style driving licences and number plates mark one-year anniversary of Brexit as EU flag is removed

<http://www.govwire.co.uk/news/department-for-transport/new-style-driving-licences-and-number-plates-mark-one-year-anniversary-of-brexit-as-eu-flag-is-removed-73577>

Consultation: Simplifying driving licence upgrade and motorcycle test rules

The Department for Transport is launching a consultation today (9 February) to get your views about changes to the laws on driving licence acquisition and the motorcycle riding test. The consultation is asking for views on things like:

- allowing candidates who pass their test in an automatic transmission vehicle to drive a manual vehicle (if they already hold a manual entitlement in another licence category)
- reducing the engine size of bikes that can be brought to an A2 motorcycle test

The consultation will be open for 6 weeks and will end on 23 March, 2021.

Find out more about the consultation and give your views. [Click here](#)

Watch out for Pyramid schemes

Thanks to Governing Committee member Leigh Brookes for telling us that he'd noticed on some ADI forums an increase in pyramid schemes enticing people to earn money from home. These include some pyramid schemes and various Forex and Bitcoin Trading scams. These might seem attractive to some but can we emphasise to people to do some proper research into any schemes, or contact the FCA before signing up to anything. Unfortunately there are unscrupulous people who will prey on those in desperate situations and sadly social media has become a tool for them to use.

Excessive Driving Test Waiting Times

Thanks to Gary Fossey for writing and sending off a press release on driving test waiting times including pertinent comments from Lynne. You can read it [here](#)

More petitions to lend your digital signatures to:

Ask the government to extend the 2 year life of the ADI Part 1

[Sign the petition here](#)

Petition to help those falling through the financial support cracks. Thanks to Christian Borchardt for sending it in.

[Sign the petition here](#)



Association meeting by Zoom

Saturday 6th March 2021

Not long now until our first association meeting of 2021. Hope you can join us from 10am on Saturday March 6th. We look forward to seeing you all through the virtual window. Please contact Sue our Secretary to confirm your attendance and reserve your place. secretary@adinjc.org.uk

Helping families of deceased ADIs in our communities

We are informed by DVSA that sadly there have been several deaths recently among our ADI community. Indeed, we have been made aware of a number ourselves. Where we have been made aware that an ADI has sadly passed away, we have been informing DVSA. This then avoids the grieving family receiving unnecessary emails that might cause upset. I'm sure notifying DVSA is not high on the list of priorities of the families, and this is something that we can do to alleviate the stress and distress that they must be feeling. Could we ask you to keep a look out among your members or local ADIs for any such incidents and either email us, or the Registrar direct to inform them. They just need the ADI's name and an idea of their location so that they can trace them. The email to use is PADI@dvsa.gov.uk. Alternatively, Sue our secretary@adinjc.org.uk will send details to the Registrar.

The highly anticipated shortlist for the upcoming Intelligent Instructor awards have been announced with public voting commenced.

Voting closes 21 February with winners announced digitally 7 March. Be a winner! <https://www.intelligentinstructor.co.uk/be-a-winner/>



AND

On their website, featured recently:

- Are you in the top 100 ADIs? [click here to read](#)
- Drink driving still a major headache [click here to read](#)
- 'Accident' rates on the slide in 2020 [click here to read](#)
- Police enforce campaign against phone use behind the wheel [click here to read](#)



Expo 2021

Book your free to attend ticket now!
Look forward to seeing you there on 10th October 2021.



DVLA HQ suffers major Covid outbreak

The government is under pressure to explain why one of its agencies is actually suffering the largest workplace outbreak of the Covid-19 virus. More than 500 cases have been recorded at the Driver and Vehicle Licensing Agency's offices in Swansea. Employees claim people with symptoms were encouraged to return to work while vulnerable workers have had requests to work from home turned down, according to The Guardian and other reputable sources.

<https://www.intelligentinstructor.co.uk/a-licence-to-kill/>

The ADI/PDI Covid Business Support Line

Due to unprecedented difficulties being faced by ADIs and PDIs around the UK, the ADINJC are offering an 'ADI/PDI Covid Business Support Line' to run until ADIs and PDIs are allowed back to work.

The purpose of the support line will be to help ADIs and PDIs by listening to problems they are facing in their business, discussing what the possible solutions may be to those problems and helping to formulate an action plan for them to implement going forward.

We can't do it for you, but you will have access to respected and experienced ADIs who have been in our industry for over 20 years, they know the industry and the people within it, have built successful award-winning driving schools and instructor training businesses. They know and understand the issues faced by ADIs and PDIs in business and they are willing to share their advice and guidance with you.

If you're worried about your business, we are here to give advice, point you in the right direction for goods and services, or simply be a friendly non-judgemental person to talk to about your situation and how best to move forward.

Open to anyone who feels they need help, ADIs, PDIs, franchisees and independent instructors.

Call: Matt Stone - 07900 225502 Stewart Lochrie - 07791 559318

FirstCar Awards 2021

The FirstCar award announcements have been made. Congratulations to all the winners and those in the highly commended categories:

- App of the Year – Driving Theory Test 4 in 1 Kit
- Marketing Campaign of the Year – RED Driving School's Priority Pass Voucher Programme
- Product of the Year – Nextbase 622GW 4K Dash Cam
- Young Driver Influencer of the Year – Jack Massey Welsh
- Most Wanted Used Car of the Year – Mini Hatch
- Most Wanted New Car of the Year – Audi A1
- Used Car of the Year – Hyundai i20
- Car of the Year – Renault Clio



A message from Martin Lewis for ExcludedUK





It probably won't come as any surprise to you that the story that 'had legs' this month was (once again) smart motorways. It made the front-page lead of the Mail of January 19th with the headline 'SMART M-WAYS CONDEMNED AS DEATH TRAPS'. Delivering a verdict of unlawful killing, coroner David Urpeth ruled that the lack of a hard shoulder contributed to the deaths of two drivers on the M1. He said he would ask ministers for a safety review "in the hope that lives can be saved". Jason Mercer, 44, and Alexandru Mergeanu, 22, were struck by a lorry in the tragedy near Sheffield in June 2019. Mr Mercer's widow Claire, who is a vocal campaigner against smart motorways, cried when the coroner gave his decision. "Somebody has listened and finally taken steps to address these death trap roads," said the 43-year-old after the inquest. "We have taken a first step today to protecting the lives of others."

Fast forward to the Mirror of January 25th with a piece headlined 'Abandon smart motorways call'. It said that a police chief has warned that smart motorways are "unsafe, dangerous and should be abandoned". South Yorkshire Police and Crime Commissioner Dr Alan Billings has written an open letter to Grant Shapps, the Secretary of State for Transport, concerning the Mergeanu's crash. He warned that smart motorways without a hard shoulder carry "an ongoing risk of future deaths". The Department for Transport claims "smart motorways are as safe as, or safer than, conventional ones". Labour's Dr Billings told Grant Shapps: "I believe smart motorways of this kind - where what be a hard shoulder is a live lane with occasional emergency refuge areas - are inherently unsafe and dangerous and should be abandoned". In a subsequent interview with the BBC, Mr Billings said that he believed that smart motorways were created to expand capacity on the cheap, adding: "We're trading cost - cheapness - for other people's lives." (Clearly, Dr Billings is not a man to mince his words).

Fast forward again, this time to the Mirror of February 4th with a story headlined 'Smart m-way radar rush on danger roads'. It said that the Transport Secretary, Grant Shapps has promised that radar technology to detect broken-down vehicles will be on all smart motorways by 2022. He said he has "put pressure" on Highways England to beat the March 2023 deadline. The Stopped Vehicle Detection upgrade has so far been installed on only 37 miles of the 500-mile smart motorway network. Mr Shapps also said he would eliminate smart motorway "confusions". These include "insane" systems where one lane switches from safety to traffic depending on need. Somehow, I think - to use another journalistic cliché - this story is going to run and run - don't you?

And there was a piece in the Observer of January 24th which made me feel a tiny bit sorry for the Transport Secretary. It said that ministers are at the centre of a row over their failure to protect workers from Covid-19 at the Driver and Vehicle Licensing Agency's offices in Swansea, where more than 500 cases of the virus have been recorded, and yet employees claim people with symptoms were encouraged to return to work while vulnerable workers have had requests to work from home turned down. The revelation places Grant Shapps under pressure to explain how such an outbreak could have happened in an agency where the strictest workplace rules are supposed to apply. A complaint received by Public Health Wales' outbreak control team, claims DVLA workers were asked to turn off their test-and-trace apps "so that their phones do not ping". The Hazards Campaign, a workplace safety network, which has been monitoring in-work outbreaks, said it was shameful that a government agency was responsible for the largest known employee outbreak of coronavirus

infection in the UK. "These workers should have been working remotely, not being packed into offices. They have been put at risk of death and long-term ill health - and the outbreak is still going on," said Janet Newsham from the campaign. The "DVLA's actions may also have spread the virus in Swansea." Mark Serwotka, General Secretary of the Public and Commercial Services Union, which represents DVLA staff, said many workers were scared to enter the agency's three offices in the city. Good grief!

There was a story in the Mail of February 1st with the headline 'Slow 07'. It told how Eamonn Holmes has said that Sir Roger Moore drove an Aston Martin as James Bond, but fast cars left him shaken not stirred. Roger, who died aged 89 in 2017, confessed his secret fear to the TV presenter as they raced through the streets of Belfast to the airport, telling him: "I hate fast cars." They had appeared on a TV show there before making the dash to catch a flight to London. Eamonn, 61, said: "The last flight was 9.50pm. Honestly, we literally finished at 9.30pm in the TV studio. To get us there, the BBC phoned ahead and said, 'Look, we've got James Bond coming in a bit'". They had four police motorbike outriders as their car sped through the city to the airport. Eamonn said: "Roger Moore was holding on to the seat. He said 'Oh, I don't like this. All this is too fast for me.' I said, "But you are James Bond.' He said, 'Oh, I hate fast cars.' I started laughing." Well, there we all are then.

And there was a piece in the Sunday Mirror of February 7th which said that boy racers have turned quiet streets into racetracks as they film social media videos while driving recklessly at more than 170mph. Police have warned of the dangers involved and road safety charity Brake is urging social media firms to clamp down on users who upload such clips. The paper said that it found a video on TikTok (I've no idea what that is) of a driver whose phone recorded him doing 173mph on a motorway. He also drove at high speed in wet conditions, on minor roads and around blind corners. Some clips of high-speed driving have had thousands of views, raising fears copycats in souped-up cars will try to beat other drivers' speed records. Anthony Bangham (remember him?) of the National Police Chiefs' Council, said: "Illegal and inappropriate excessive speed puts lives at risk and can lead to serious collisions." TikTok said: "We launched an investigation as soon as this content was brought to our attention. We work to limit, label or remove content that depicts dangerous acts or challenges." I think I prefer to agree with Mr Bangham.

There was a related story in the Sunday Times of January 24th. It told how Greater Manchester police (GMP) had been urged by Prestwich residents, angered by drivers speeding down quiet suburban streets, to send neighbourhood officers from its special constabulary to crack down on the miscreants. Some residents were doubtless thrilled to see their local bobbies backed up by expert drivers from the GMP's tactical vehicle interception unit and the operation soon managed to catch offenders in its net. However, at the same time it was discovered that some of the residents who had complained in the first place were among those doing the speeding themselves. Well, there we all are then.

And there was an amusing, or perhaps alarming, story in the Mail on Sunday of January 10th. It was written by Alexandra Shulman who said that she had long complained about the lack of police in her area. But one lunchtime in the previous week her 25-year-old son was driving their little Fiat 500 when he was pulled over by a flashing unmarked car. Out leaped four plainclothes officers, screaming at him to keep his hands where they could see them as he leant across to roll down the passenger window. They ordered him to get out of the vehicle immediately, handcuffed him and read out some kind of arrest jargon. None of them wore a mask as they shouted into his face up



close and very personal. "Where have you been? Where are you going? Whose car is this?" He had no idea why he had been stopped; let alone why he was being treated so aggressively. With racing heart but trying to keep calm, he asked what was going on. "We've been deployed as a special task force to counter gang activity in the area. And there's been a report of someone driving a car like this. If you don't mind my saying sir, these cars are usually driven by women," was the peculiar answer. "We've handcuffed you because you have a weapon in the car and appeared to be leaning over to grab the weapon." Weapon? There was nothing in the car but a box of old CDs and a scraper for morning frosts. "Have you got anything in the car that you shouldn't have?" "Well," Sam replied, "I've got a bottle of hand sanitiser. What weapon?" The 'weapon' turned out to be a miniature screwdriver, scarcely larger than a cracker gift, located near the gear stick. After discovering that the car was registered to Alexandra and her son was a legal driver, they finally unhandcuffed him and let him go, although one of the officers was unable to resist pointing out that she was correct. "You see? These cars are usually driven by women." On second thoughts, I reckon that's an alarming story.

There was a piece in the Mirror of February 2nd entitled 'A pony and speed trap'. It said that police are attaching cameras to horses to catch speeding motorists. Avon and Somerset Police riders have been equipped with a new front and rear lens in an effort to capture footage of poor driving on local roads. The horses will also wear high-visibility coats. The force said that the decision to use cameras comes after concern from horse riders about dangerous driving and aims to "expand our work protecting vulnerable road users".

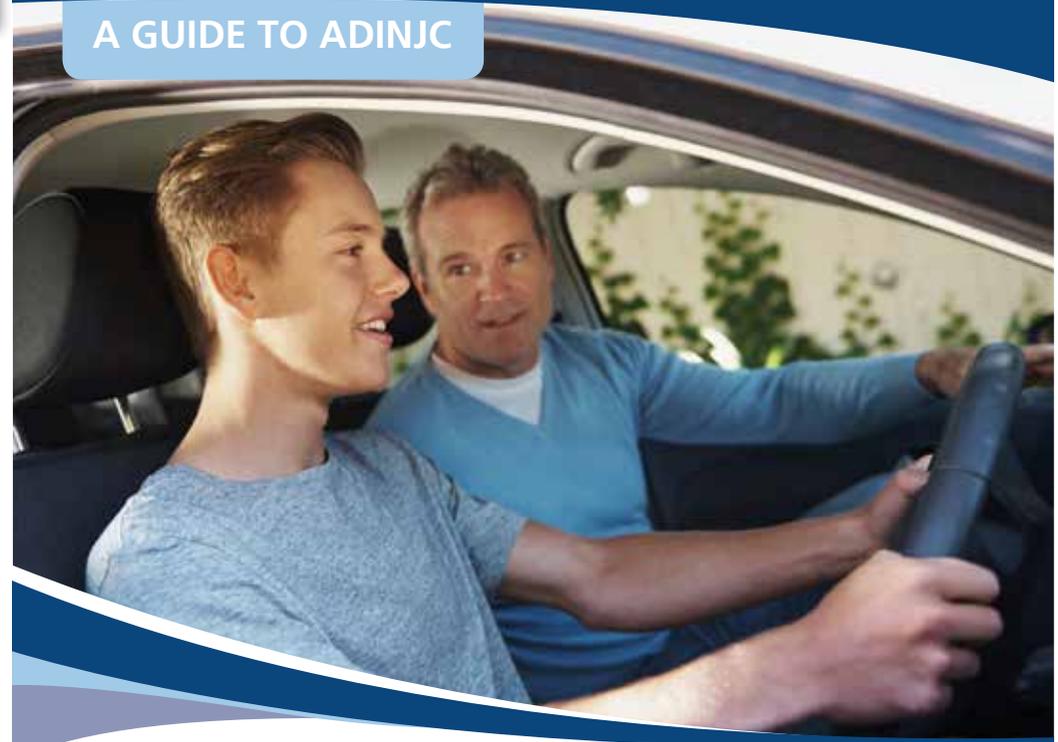
And there was a story in my local regional daily, the Western Morning News of February 1st, which told how TV presenter Susannah Constantine has said she may be banned from driving after being caught speeding twice in one journey to Cornwall. The former What Not to Wear host, 58, described herself as a "totter" and said she had recently committed two separate speeding offences on a trip to the South West. Appearing on Jeremy Vine On 5, Constantine said she was "only, like, two miles an hour over on one stretch and four miles an hour over on another." Now where have I heard that before?

There was another piece about a totter in the Mail three days later, on February 4th. This time it was actor Simon Pegg who played a super-cop in the hit film Hot Fuzz. He found himself on the wrong side of the law after being caught speeding for the fourth time in three years. The Mission Impossible star has been banned from driving for six months after being caught doing 63mph in a 40mph zone. Pegg, 50, who had admitted "I do like to go a little faster than I should", was clocked on a speed camera zipping along the A41 in his £65,000 Mercedes as he passed a garage called Speedy Motors. Well, there we all are then.

And finally,
Our chip shop uses magazines instead of newspapers. I'm eating them out of House & Home!
Don't call me fussy - I prefer finicky.
Til next time

Adrian

A GUIDE TO ADINJC



Professional Indemnity Driving Tuition

Why is Professional Indemnity cover so important?

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

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

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

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

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Do you require a replacement vehicle within 24hrs * or can we help you find your next driving school vehicle?

Our Services

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

Why Choose SVR?

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

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

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

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



Included as standard

- A comprehensive, no obligation 1-2-1 consultation service
- Full servicing, mechanical work & maintenance support **
- A replacement vehicle in the event of a breakdown ***
- Breakdown assistance
- Accident, tyre and windscreen support
- Full Road Fund Licence
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- UK-based reliable & responsible customer service team
- No hidden charges
- Fixed monthly costs
- Choice of colours
- Signage
- He-Man Dual Controls
- Flexible options available at the end of any contract.

** Excluding tyres and clutch (add on packages available)

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

****Charges may apply

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

£120.00 set up fee applicable.

Customer Referral Bonus

Receive a **£50.00 referral fee** when you refer a friend or colleague resulting in a contract or a new/used car purchase. Contact our Customer Service Team for further details.

*subject to availability

www.specialistvehiclerental.co.uk

0845 293 2799



Staying positive during C-19 and answering your questions

Thanks for joining Lynne, Sue, Charles and Andrew on Monday January 25th 2021. If you missed the live broadcast, you can catch up here:

We had some nice comments from members, thank you!

"As always, thanks to the committee for another informative online seminar on behalf of Wirral APDI" - Richard Gillmore

"Thank for encouraging me and other great help Andrew, brilliant to see you on such a great team there...!" - Sonny Hussein

"Thank you for the live. Very good information" - Emma Jane

"Thank you Lynn Sue Andrew and Charles.. much appreciated" - Sam Ayesha



Webinar with John Caradine and Mike Warner - DVSA

Thanks for joining Lynne, Matt and Andrew on Monday 8th February 2021 when we aired our most recent webinar with John Caradine and Mike Warner from DVSA. Catch up here:

<https://vimeo.com/509976317>



Thank you for all the questions! It was great to have so many sent well in advance so that we could get answers. There were so many questions (and answers) that it's not possible to print these all here. But they are available to read by clicking the PDF icon.

Should ADIs be given priority access to C-19 vaccinations?

We conducted a Facebook poll during our webinar:



CPD - our current online offerings

Take a look at our online CPD available 24/7!

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

- Safeguarding Children (0-17) - Level 1
- Information and Cyber Security
- Handling Violence and Aggression at Work
- Basic Life Support (BLS)

You can currently save 30% off NJC online courses using 'ADINJC30'. For more information <https://www.adinjc.org.uk/online-courses/>



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andy.hepburn1@sky.com to place an order.

The M4 HeiQ Viroblock has NOT been tested or approved by the ADINJC and the claims made are those of the supplier alone in relation to this advertorial.

Coaches' Corner



Hope you enjoyed the TEDx talk from Elena Herdieckerhoff, Founder and CEO of Entreprincess last month. This month, I'm including 'The Mindset of a Champion' by Carson Byblow. Hope he blows you away too. Just over 6 minutes of viewing GOLD :-)

Hope you enjoy! See what you think...



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

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- Use of our online diary (accessible via web or app)

Call Handling

from £80

- Our team here will answer your calls in your business name, giving your prices and information.
- We will book new and existing pupils directly onto your diary, which is accessible via web or app.
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DRIVING INSTRUCTOR INSURANCE EXPLAINED

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

What is the difference to standard car insurance?

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

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

Why is it more expensive?

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

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



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

01603 753 888

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

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DRIVING INSTRUCTOR INSURANCE EXPLAINED

Driving Instructor Insurance - features explained

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

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

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

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

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

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

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

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

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

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

Driving Instructor Insurance discounts

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

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

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

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

01603 753 888

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

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For those of you who may or may not be feeling optimistic about your emotional well-being this month, I'm including an interesting article from a US health site for teens about optimism. It follows on very nicely from the coaches' corner TEDx talk this month and not just because it mentions basketball!! In the many topics covered, the article looks at:

- How's your day going?
- Optimism is healthy
- Optimism vs Pessimism
- Optimism helps people succeed
- Optimism builds resilience
- Realistic optimism
- Is there a place for pessimism?
- How to be more optimistic

<https://kidshealth.org/en/teens/optimism.html>

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

Questions Questions Questions!

Remember if you want to obtain your test analysis from: omi@dvs.gov.uk

Thank you for keeping in touch with all of your questions. You've been sending us lots and we have endeavoured to answer as many of them as we possibly can via NASP, newsflashes and our recent webinar. If we haven't obtained an answer for you yet, rest assured we will keep trying!

If any of you have a question for us, please do get in touch - you know we love to hear from you! We still actively encourage you to send us any questions that you may have as an individual member or a group and we'll do our very best to answer them for you here at QQQ :-)

INSURANCE FOR YOUNG DRIVERS



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Job Opportunities At RED

This month, Andy Mitchell, Commercial Director at RED Driver Training tells us all about the latest exciting job opportunities at RED.

We are looking to recruit three new staff members. RED is one of the UK's leading providers of Driver Training and are looking for three talented individuals to work with new and existing trainers across the UK.



Training Manager – Driver Risk Management

Working with our Fleet Driver Training Instructors throughout the UK providing driver training requirements to help PLCs, local governments, universities, charities, and privately-owned businesses. Based at our Training Centre within Donington Park racing circuit, key responsibilities include:

- Training delivery in LGV, LCV and B+E licence acquisition, and on-the-job training for new trainers.
- Delivery of online workshops
- Training and developing instructors, and contributing to training materials and presentations.
- Adherence to all company accreditations including quality standards (ISO) and Jaupt CPC.
- Training Centre daily management.

Instructor Training Manager (Central Region)

Working with our Instructor Trainers in the Midlands, you will be responsible for the delivery of our Instructor FastTrack training course, so excellent classroom presentation skills are essential. You will be based at our Donington Park Training Centre where your responsibilities include:

- Training delivery in instructor training, fleet badge acquisition, instructor CPD and new trainer inductions.
- Training delivery through classroom, online workshops and in-car.
- Developing and adding to our training materials and presentations.
- Adherence to all company accreditations, including quality standards (ISO) & DVSA regulations.
- Training Centre daily management.

Instructor Training Manager (South Region)

Working with our Instructor Trainers in the South of England, you will have proven expertise in delivering instructor training at part 2 and at part 3 for at least 12 months. The role is field based and working largely independently, your area will cover everywhere between Milton Keynes, Torquay & Dover.

For all roles, we require applicants to have excellent communication and organisational skills. Knowledge of, or previous experience in delivering remote learning online will be a distinct advantage. For the Instructor Training Manager roles, you must be an experienced ADI.

These are full time roles that come with an attractive package including: company car, pension, and bonus. If you're interested in finding out more, please send a CV and covering letter to jobs@go-red.co.uk explaining which job you are applying for. **Closing date: Friday March 26th.**

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

Latest show remains 177 - 2030 Deadline

With the government looking to the year 2030 as the final year that petrol and diesel cars can be sold new, we take a look at the future of driving instruction and when to make the jump to an electric car for teaching in.

- 2030 Deadline
- Business Planning
- Large Electric Vehicles
- Battery Life Charge Per Mile
- The ULEZ Charge
- Road Fund Licence
- Electric Scooters
- The Weather

Catch up now on all 67 minutes and as always, a show not to be missed.

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

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

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



Articles we have sent out via Email this Month

- NASP supports fund for ADIs in financial hardship
- Update from DVSA on key workers
- NASP update on theory test certificates
- NASP Questions to DVSA
- DVSA - Future Theory Test Network
- DVSA - Scottish driving tests and lessons: extension of lockdown
- DVSA - Update on driving tests and lessons in Wales
- Theory test campaigning
- Continuing national lockdown in England and Fleet driver training and assessment



And Finally - a quote...

'To succeed in life you need 3 things: a wishbone, a backbone and a funny bone.'
Dr. Kavanagh during his talk in 1908 on 'Moral Anatomy'

