

Response from:
The National Associations Strategic Partnership (NASP)

Current Chair Peter Harvey MBE
The Motor Schools Association of Great Britain (MSA GB), 101 Wellington Road North, Stockport, Cheshire SK4 2LP
Tel: 0161 429 9669 Email: mail@msagb.co.uk Web: msagb.com

August 2016

THE ORGANISATION

Each member organisation of the National Associations Strategic Partnership (NASP) the Approved Driving Instructors National Joint Council (ADI NJC); the Driving Instructors Association (DIA); the Driving Instructors Scottish Council (DISC) & the Motor Schools Association of Great Britain (MSA GB) have each responded individually to this consultation.

COLLECTIVE VIEW

Whilst NASP is supportive overall of the proposed changes, we must also reflect feedback from some members who have concerns over the introduction of the manoeuvres such as pulling up on the right and bay parking forwards into a bay. This is because some feel these manoeuvres pose more risks to all concerned when being carried out.

NASP consider that it is imperative that the new test assesses a candidate's ability to manage the risks of real life driving and should be fully prepared, when coming to test, to manage such manoeuvres - particularly as they are also core competences stipulated in the National standard for driving cars and light vans (category B).

One of our members DISC is against the proposal "pulling up on the right, reversing for two car lengths and parking the vehicle before starting off and re-joining the flow of traffic." This is because they say that this contravenes Highway Code rule 239 which states "If you have to stop on the roadside: do not park facing against the traffic flow".

We eagerly anticipate the relevant parts of these changes also being rolled out to other vehicle categories and to the ADI Part 2 driving test. We welcome the suggested improvements and we believe that the key to safer new drivers is better prepared new drivers. We believe that re-focusing the driving test, so that it concentrates on the skills required and used in every day driving, will allow driver trainers to better prepare learner drivers for a safer driving career on our roads.

However, we are concerned that the examiner training required to introduce these changes will result in less resources being devoted to delivering driving tests resulting in even longer waiting times.

We therefore recommend that these changes are not introduced until the average waiting time for car practical tests is below 7.4 weeks the figure targeted in the DVSA business plan 2016-17 and we expect to see the waiting time target reduced to 6 weeks in 2017-18. No use improving the test if candidates have to wait 17 weeks to take it.

