

## **DVSA and NASP Quarterly Meeting – Summary Report** *Wednesday 16 September 2026, DVSA Berkeley House, Bristol*

### **Overview**

DVSA and NASP met to review progress on shared priorities for protecting and developing the driving instructor profession. Both organisations reaffirmed their joint ambition, with alignment on attracting suitably skilled people into the profession, reforming the ADI qualification process, developing a future version of ORDIT, clarifying the use of trainee licences and improving the standard check system.

### **Service position and pressures**

As at August 2026, there were 45,251 ADIs on the register and 5,589 trainee licence holders. Applications averaged 1,700 per month in 2025/26, with around 2,071 Part 2 and Part 3 tests conducted monthly in 2026/27. Key pain points include an unclear applicant journey, booking and testing capacity that does not match demand, limited performance data, pressure on small teams, weak assurance controls and inconsistent PDI training. DVSA's proposed response covers improvements to the Part 2 test and test prioritisation, examiner recruitment and retention, an updated code of practice and earlier guidance for prospective applicants, including a "Becoming an ADI" campaign to be developed jointly with NASP. NASP also restated the need for ADIs to be alerted when their PRN is used, although DVSA considers the misuse risk reduced since new booking rules were introduced.

### **Qualification reform and ORDIT**

Proposed Part 2 test changes will be presented to the wider car driver training and testing forum on 13 October for discussion rather than as a final decision. The wider review treats Parts 1 to 3 as a connected qualification journey. Evidence gathered so far supports further exploration of a future ORDIT scheme, and customer research launched on 16 September will report to the same forum. An updated driving instructor handbook is due in early October.

### **Code of practice, complaints and surveys**

An implementation date for the updated code of practice was discussed but depends on the digital declaration process being ready; both should ideally launch together. NASP asked that communications explain how the code works in practice, its role in complaints and regulatory proceedings, and how it protects consumers and supports compliant ADIs. DVSA is reviewing complaint triage, and participants stressed that

changes should improve information quality without deterring genuine or vulnerable complainants. Given falling survey participation, the group recommended shorter, more focused surveys, clearer distinction from formal consultations and updates when outcomes are delayed.

### **Trust and ways of working**

Trust between DVSA, NASP and working ADIs was identified as a significant issue. Participants called for more regular and empathetic communication, greater senior visibility and clearer explanations of government constraints, alongside rebuilt local relationships between ADIs and test-centre staff. Future NASP meetings should serve as a sounding board for developing shared positions rather than repeating presentations, and NASP outlined plans for new special interest groups that DVSA may attend where useful.

### **Key actions**

DVSA will share a draft agenda for the 13 October forum, present the Part 2 proposals and ORDIT research findings there, schedule the first "progress and protect the profession" workstream meeting, and confirm the code of practice implementation date and digital declaration process. DVSA will also develop a more empathetic ADI communications approach, explore a consistent format for local engagement forums, prepare a shorter annual ADI survey to share with NASP before launch, and research funding support for learners, particularly young and rural drivers. DVSA and NASP will jointly develop the "Becoming an ADI" campaign and plan a code of practice webinar, while NASP will update DVSA on its working groups in due course.