

## Report on the NASP meeting held on 28<sup>th</sup> March 2017



The ninth meeting of the National Associations Strategic Partnership (NASP) was held at the Copthorne Hotel, Dudley, West Midlands on 28.3 2017.

Present at the meeting were: Lynne Barrie ADINJC in the chair, Matt Stone ADINJC, Carly Brookfield DIA, Olivia Baldock-Ward DIA, Peter Harvey MSA GB, John Lepine MSA GB.

In attendance: Sue Duncan, Minute Secretary.

### **General update since the last meeting:**

It was noted that the Code of Practice NASP had produced was now complete and on the DVSA website alongside the 2 new industry logos for ADIs to sign up to: one for CPD and the other for registering for the new code of practice. The Code of Practice has also been distributed to national driving schools. NASP was pleased to learn that the national average waiting times for learner test bookings is currently on average 5.5 weeks. Since the last meeting there have been no published results of the trial practical test and no results of the consultation to date, although it is due this month. DVSA has said that if the trial test is introduced, around 20% of all new style tests will not use satnav and instead will use the existing procedure of following signs to ensure that those skills are still taught. The results of the ORDIT survey by DVSA have been completed and had been discussed at the last ORDIT meeting attended by NASP. A further meeting is being arranged by DVSA to inform the wider ORDIT stakeholders. We are still awaiting advice on the use of in car cameras on test and we are liaising with DVSA about this.

### **Fit and Proper Guidance**

It was agreed that NASP fully supports the Fit and Proper document recently sent out to them by the Registrar. This document is more detailed than the previous version and is being revised by the Registrar, who will publish in the near future.

### **Motorway Guidance Notes and Survey**

The motorway guidance notes are now complete and will be published shortly on the NASP website. These are in preparation for the anticipated change in regulations to allow ADI accompanied learners on motorways in dual controlled cars. It was acknowledged that there was some industry conflict on whether roofboards should be used on motorways. NASP consider it is vital that the learners need to be easily identified on the motorway but are aware that high winds and high temperatures can affect the magnets on the roofboards and that they must also be regularly maintained. The group discussed the results from the recent NASP survey on motorway training.

A report will be published on the NASP website at: [www.n-a-s-p.co.uk](http://www.n-a-s-p.co.uk)

### **Earned Recognition**

DVSA want to use earned recognition in the industry. Discussion took place on what NASP would accept being included in an Earned Recognition Scheme. However, there was some concern over whether DVSA would have the capacity and ability to deliver such a scheme with the current pressures on IT resources. NASP is aware that the industry is very much against the inclusion of raw pass rates and it was felt that this would not be an item acceptable to the majority of ADIs. Further discussion will need to take place on

whether there is a flawless system that can be relied on before consideration could even be given to agreeing to including pass rates within an Earned Recognition Scheme. NASP will continue to confer on this item and it will be on the agenda for the May meeting with DVSA.

### **Proposed Changes to Part 3**

NASP has written to DVSA concerning the mishandling of the release of information on changes to the Part 3. It appears that certain DVSA staff, who understandably need to be told first of changes, seem to have shared information before the official release to the industry. This was disappointing for NASP after the time and effort put in to attending meetings and consulting with DVSA on the proposed changes.

All NASP associations are in agreement with the basic principles proposed for the Part 3 changes, that the PSTs should be removed, and the change towards a standards check style is preferable to the current Part 3. However there is still concern from some NASP members on certain aspects of the proposed changes. NASP will continue to liaise with the DVSA so that concerns can be addressed, and feel it's important that ADIs understand these changes require an amendment to regulation, which must be approved before the changes can be introduced. Although the target date has been announced, dialogue with DVSA will be paramount to address these concerns. We understand that DVSA will shortly announce that there will be one or more meetings that ADI trainers can attend to discuss the details released so far.

### **Suitability Checks before Applying to become a PDI**

The previously developed psychometric test by DVSA was discussed and the possibility of it being revisited. The number of applications are currently up, so it follows that the numbers of refusals will also increase, these are usually on the grounds of motoring offences and DBS grounds. NASP debated the possibility of a limit placed on the number of attempts allowed at Part 1 and a possible minimum entry qualification. It was agreed that the proposed changes to the Part 3 were an opportunity to improve the standards of new entrants and that Part 1 should be developed and changed to reflect client centred learning.

### **Category B tests should be conducted in dual control car**

DVSA have said there is an increase in the number of private cars on learner tests. NASP discussed the possibility of category B tests only being conducted in cars with dual controls.

### **Update on DfT Young Driver Project**

A working group on the project had met the previous day to our meeting with NASP representatives attending. Highways England's strategic aim is to decrease the number of incidents on the network. Brainbox has been carrying out research using focus groups including ADIs and novices/learners. The project is at the research stage. Two surveys are currently underway and NASP will be encouraging members to respond. The links are on the DIA website or at:

ADI Survey: <http://www.surveymzmo.com/s3/3400706/Teaching-people-to-drive-on-the-high-speed-network>

Pupil/New Driver survey: <http://www.surveymzmo.com/s3/3393759/Driving-on-high-speed-roads>

## **DVSA Waiting Times**

NASP discussed examples of current waiting times for learner tests and noted they had come down in the last 2 month period. It was agreed that DVSA had made a real effort to improve waiting times and there had been a positive impact. However, there still seem to be pockets of areas with problems with waiting times for B+E tests, and Parts 2 and 3 and this was already being talked over with DVSA.

## **Final general items**

NASP will continue to make more 'best practice' guidelines for ADIs to use on their website. The next one to be produced will be on the use of iPads and other digital devices when conducting a lesson.

Concern was expressed that there is no current up to date information on standards check performance.

There was discussion on the fee structure and suggested breakdown between the fee and Standards Check test fee. It was felt that if there were to be a system for ADIs to book Standards Checks online then a separate fee structure would be needed. There was concern that the learner theory test is often taken several times by some candidates, possibly due to it not being seen as of value because it is so cheap in comparison to the practical test. People also take the attitude that they do not need to study as it can be taken again at little cost.

Following on from this meeting preparations for the agenda for the May meeting are in place and NASP will liaise the issues raised at this meeting with DVSA.

## **Dates of future Meetings**

NASP Monday 8 May, Nottingham

NASP/DVSA Tuesday 9 May, Nottingham

NASP Tuesday 12 September – venue to be arranged.

NASP Monday 27 November, Nottingham

NASP/DVSA Tuesday 28 November, Nottingham