



Driver & Vehicle
Standards
Agency

Improving the car driving test



Safer drivers, safer vehicles, safer journeys for all

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Foreword

Great Britain has a strong record in road safety. We have made great strides over the decades in reducing the number of casualties on our roads, with the proportion today being small compared with the number of registered vehicles. But there is always room for further improvement. One casualty is too many and we need to take whatever steps we can to further reduce the number of accidents.

The key is better prepared drivers. It is important that road users possess the necessary skills to operate a vehicle correctly, and the awareness and understanding to plan and navigate a journey. Better trained drivers will lead to safer roads – and we believe that revisions to the driving test, so that it is more focused on the key skills required in day to day driving, will encourage innovation in the tuition available for learner drivers.

It is for this reason that we are proposing changes to the car practical driving test. Our plans build on the success of the independent driving exercise, which was introduced in 2010 and requires candidates to drive from one location to another without direction. Feedback since the exercise was introduced has been positive. This consultation paper proposes an extension to this part of the test.

We are also proposing that elements of the test are updated to reflect modern driving practices. We plan to introduce the use of sat navs in the independent driving section, to modify the manoeuvres so they take place during the natural course of the drive and augment them with new, realistic exercises and to test one “show me” question during the on-road part of the test, rather than at the beginning.

These proposals are aimed at improving the test by making it more aligned with modern driving and allowing more time for the candidate to drive independently. This will lead to drivers who are better equipped to deal with contemporary road conditions. It is expected that our roads will be safer as a result.

Purpose

This consultation paper concerns the car practical test taken by prospective new drivers in Great Britain.

The Driver and Vehicle Standards Agency (DVSA) is proposing improvements to the test. The aims are to assess more comprehensively the ability of candidates to drive independently, to make the test more meaningful to modern driving conditions and to provide an effective syllabus against which drivers are trained.

Background

Over the last century, road safety in Great Britain has improved significantly. In 1931, when there were 2.3 million motor vehicles on the roads, over 7,000 people were killed in road accidents¹. Today, that figure is below 2,000², in spite of the fact that there are 35.6 million licenced vehicles³.

Despite Great Britain's strong road safety record, however, there is always scope to do more. The Department for Transport (DfT) is working to reduce the number of road users killed or seriously injured each year. The Road Safety Statement⁴, published on 21 December 2015, sets out the government's vision, values and priorities for improving the safety of Britain's roads. New drivers, in spite of the overall reduction in casualties, remain a vulnerable group. In 2012, a fifth of those killed or seriously injured on the roads were involved in a collision where at least one of the cars was driven by a young driver, someone aged between 17 and 24⁵. Setting an appropriate test is potentially the simplest way to encourage learner drivers to acquire and hone certain skills. It is important to ensure that the test remains relevant to the driving environment.

Since its introduction in 1935, the driving test has played a key role in reducing road casualties, requiring new drivers to demonstrate basic driving skills before they are able to drive unaccompanied. The test syllabus also acts as a guide for the training strategy delivered by approved driving instructors (ADIs).

The main format of the practical test has remained constant since it was introduced, involving an on-road test, in real road and traffic conditions, assessed by an examiner. But there have been some changes to the testing process and the detail of the test. The most significant change was the introduction of the theory test in 1996, along with the addition of the hazard perception test in 2002, which must be passed before the practical test is attempted. The practical test itself has benefited from the addition of a de-brief at the end of the test, which was introduced in 1990, the 'show me, tell me' questions in 2003 and the independent driving section in 2010.

Legislation sets out the minimum requirements for the content of the test. This includes the main syllabus to be covered, including the vehicle and its equipment, the length of the test and the skills and behaviour to be assessed. There is, however, scope to adapt the test according to specific needs, provided that the syllabus is covered. We have undertaken a review of each of the elements involved in the test. This has built on work undertaken between 2008 and 2012 by the then Driving Standards Agency (DSA), as part of its Learning to Drive programme. The proposals in this paper are the result of that review. They take account of new devices used in driving, changes in driver behaviour and new arrangements for how the elements in the test are delivered.

¹ History of road safety, the Highway Code and the driving test - www.gov.uk/government/publications/history-of-road-safety-and-the-driving-test

² Annual road fatalities, DfT September 2014 - www.gov.uk/government/publications/annual-road-fatalities

³ Vehicle Licensing Statistics, DfT 2014 - www.gov.uk/government/statistics/vehicle-licensing-statistics-2014

⁴ Road Safety Statement, DfT December 2015 -

www.gov.uk/government/publications/road-safety-statement-working-together-to-build-a-safer-road-system

⁵ Facts On Young Drivers, DfT April 2014 -

www.gov.uk/government/statistics/road-safety-factsheets-and-ad-hoc-statistics

Why is government intervention necessary?

Whilst Great Britain has a strong record of improvement in road safety, there is more that can be done to reduce casualties. Young people in particular are a vulnerable group. The leading cause of death among those between age 15 and 24 is a road traffic collision, which accounts for over a quarter of all deaths for those between age 15 and 19⁶. In addition, a fifth of those killed and seriously injured on the roads were in a collision where at least one of the cars was driven by a driver between age 17 and 24. DfT's Road Safety Statement seeks to reduce the risk surrounding young people and newly qualified drivers.

We believe this risk can be diminished by improving driving standards, through strengthening training and testing of learner drivers. A key element in this process is ensuring that there is a practical driving test in place that reflects modern driving practices. The test was last reviewed between 2008 and 2012 as a part of DSA's Learning to Drive programme⁷. This involved an evaluation of the process surrounding driver training and licence acquisition and resulted in changes aimed at improving the standard of driving of those attending for test and the overall effectiveness of the test itself. One of the measures introduced as a result was the independent driving section which was added to the practical test in October 2010⁸. This involves a candidate driving for ten minutes from one specified location to another, without direction from the examiner. Subsequent research⁹ has indicated that those who had recently passed their test were positive about the addition of the exercise with the majority saying that the training received in advance was valuable and that it was relevant to driving undertaken after passing the test.

The proposed changes are expected to result in better prepared candidates for the test. We are hopeful that they will act as a catalyst for the driver training syllabus to be focussed on the areas covered by the new test. This should, in turn, feed back into the standards exhibited on the road and thereby reduce casualties. In 2014, a total of 194,477 people were killed or injured in reported road accidents. We anticipate that the changes may reduce the total number of people killed or injured on our roads by 1%. We are also hopeful that the changes will lead to an improved pass rate, which has been around 47%¹⁰ for some years and which we believe could be improved.

National standards for driving¹¹ have been developed which establish the skills, knowledge and understanding needed to drive safely and responsibly. We consider it important for learner drivers to be encouraged to improve their preparation, learning more than is necessary to simply pass the driving test, which research indicates is the case at the present. We want to avoid a situation where learner drivers take their test

⁶ Strategic Framework for road safety, DfT 2011, paragraph 1 - www.gov.uk/government/publications/strategic-framework-for-road-safety

⁷ Learning to drive – report on consultation <http://webarchive.nationalarchives.gov.uk/20100104171434/http://dft.gov.uk/dsa/Consultation.asp?id=SXE7F2-A7831798&cat=336>

⁸ Press Release – Independent driving introduced into tests, DSA, September 2010. <http://webarchive.nationalarchives.gov.uk/20101104083544/http://dft.gov.uk/dsa/PressRelease.asp?id=SXFCB2-A7837AB3>

⁹ Independent Driving: Evaluation – DVSA March 2014 - www.gov.uk/government/publications/independent-driving-in-the-driving-test-evaluation

¹⁰ Practical car test pass rates by gender, monthly, Great Britain: April 2007 to June 2015 - www.gov.uk/government/statistical-data-sets/drt02-practical-car-test-pass-rates

¹¹ National standards for driving and riding - www.gov.uk/dvsa/driving-standards

as soon as they think they may pass but before they are properly ready, with a resultant lower pass rate than is achievable. This will require people to be motivated to learn and develop their competences, with a focus on lifelong driving and riding. We also want to engage with those who support learner drivers, better equipping parents and other responsible adults to understand and convey the importance of accessing the best education and training available.

We therefore intend to make improvements to the test to encourage learner drivers to acquire a comprehensive set of competencies that are relevant to modern driving. We also plan to encourage ADIs to motivate new drivers to continue with the learning process beyond the point where they are qualified to drive. The changes were recommended by an advisory group of road safety professionals, including driving instructor associations, behaviourist academics and others. Engagement with this group and other driver trainer groups is continuing through the life of the project to introduce the changes.

A demonstration of the new test was held in July 2015, at the DVSA Training Establishment at Cardington, Bedfordshire, to road safety organisations including driver trainers and representative organisations, such as the Motor Schools Association, along with the Parliamentary Advisory Council for Transport Safety, Road Safety Great Britain, the Royal Society for the Prevention of Accidents, the AA and the RAC Foundation. A demonstration was also held in November 2015 to disability representative groups. The British Deaf Association, Disabled Motoring UK and the Dyspraxia Foundation attended. Feedback at both events from attendees was positive.

Starting in April 2015, the Transport Research Laboratory (TRL), has run a research trial into the new test. Two groups of volunteers – trial and control – have been monitored. The trial group has taken the new test, whilst the control group has taken the current test.

Analysis is based on responses from 1,039 learner drivers who took part in the trial and who responded to a 'learning to drive' survey. Data has also been obtained from focus groups, comprising interviews with thirteen ADIs who have trained learners to take the new test, twelve learner drivers who have passed the new test, and eighteen supervising drivers (mostly parents of learners who have passed the new test). Interim findings suggest that learners who took the new test, when compared with those who took the existing test:

- spent more time driving on fast dual carriageways with their ADI when learning
- spent more time following directions from a sat nav with their ADI when learning
- had greater confidence that they could safely use a sat nav in their future driving (but no adverse attitudes to other distractions)
- had a self-reported driving style that was less 'decisive, experienced, confident and fast' (and therefore was slightly safer)
- the pass rate for the two tests is statistically indistinguishable
- being assigned to sit the new test had no impact on the amount of lessons taken, or the time taken to pass the test

A more detailed summary of the interim findings of the TRL trial is at Appendix A. We expect a further report from TRL, late in 2016, outlining whether candidates who took the new test had more, fewer or the same number of casualty collisions as those taking the old test. We will take that report, as well as the response to this consultation, into account before making a final decision as to whether to proceed with the new test.

Executive summary

The proposals in this consultation cover 4 main themes:

- the content of the on-road, practical driving test
- changes in technology, leading to new devices becoming part of normal driving and incorporated in the practical test
- the delivery of manoeuvres to be carried out during the test
- the knowledge required of a candidate when taking the practical test and how the assessment of this is undertaken, bearing in mind the time constraints in the test

Covering the subject matter of these themes, we would be pleased to receive comments on proposals to:

- Increase the independent driving section of the practical driving test from 10 to 20 minutes. This would provide a greater opportunity for candidates to demonstrate their ability to drive without direction from an examiner. It would encourage more preparation to be given to driving independently during the training in advance of the test. It would also result in a more comprehensive assessment to be made of a candidate's ability to navigate realistic traffic conditions and drive safely from one location to another
- Provide the option for the directions in the independent driving section to be followed by using a sat nav, in addition to the current practice of following road signs. Including a widely used in-car device, such as a sat nav, in the driving test would make the test more realistic and position it closely to real driving undertaken after a candidate passes the test. The intention is for the new test to include the possibility of using either road signs or sat navs, or a mixture of the two. With this enhancement, it would be possible to extend the geographical coverage to include areas that have not hitherto formed part of the test.
- Modify the way in which we deliver manoeuvres assessed during the test. The intention is for them to be undertaken during the natural course of the drive, in a less staged way than has traditionally been the case. For example, the reverse around a corner and turn in the road manoeuvres are traditional exercises that are generally performed on quiet roads and as such are less challenging than could potentially be the case. By adjusting the way in which the manoeuvres are delivered, we would offer a better opportunity to demonstrate vehicle handling skills and interactions with other road users in a more active driving environment.

- The exercises delivered would assess the same skills as at present, augmented by new, realistic everyday manoeuvres, for example driving into and then reversing out of a parking bay to face the opposite way whilst staying within the correct lane, or 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 would update the test to current traffic conditions, with the skills obtained in preparing for the new exercises being transferrable to other manoeuvres, including reversing around the corner and turning in the road, enabling successful candidates to possess the skills required to undertake these manoeuvres in the course of driving.
- Ask one of the two vehicle safety questions while on the move instead of at the start of the test, for example requiring candidates to show how they would operate the rear heated screen while driving. This would mean that the ability of a candidate to use the technology available in most modern vehicles was properly tested, while the car is in operation. It would also be more time efficient in terms of making the most of the whole test period.

How to respond

The consultation period runs from 14 July 2016 until 25 August 2016. Please complete the online questionnaire at <http://www.smartsurvey.co.uk/s/PFKBO/>

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled. If you have queries about this consultation, email consultations@dsa.gsi.gov.uk.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department. The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

The proposals

1. Increase the independent driving section of the test from 10 to 20 minutes

Why?

The 'independent driving' section of the practical test was introduced in October 2010. This requires candidates to drive from one specific location to another, without direction from the examiner as to the route to be followed. Research undertaken since then has indicated a positive response from those who have recently passed their tests; most reported that they found training for the new test a positive experience and they could relate the training and testing to driving once qualified.

The exercise offers the opportunity for assessment to be made of a candidate's ability to manage and prioritise distractions, providing variable routes and exposure to different road and traffic conditions to improve judgement. It also means that less time is spent on minor roads, giving more time to include routes that focus on high risk areas such as high speed roads. Trials have indicated that there would be benefit from extending this element, to give the skills required a greater prominence in the test and offer candidates a wider opportunity to demonstrate their capabilities in driving independently.

We expect that, by increasing the prominence of independent driving, training undertaken in preparation for the test will focus more specifically at the skills involved.

How?

To provide a wider opportunity for candidates to demonstrate their skills, we are proposing to double the length of the independent driving section of the test, from the current 10 to 20 minutes.

2. Incorporate sat navs into the test

Why?

It is important for the content of the practical driving test to adapt to changes in technology and driving practises. The test, as it is conducted as a dynamic on-road activity, naturally reflects the road and traffic conditions at the time it is conducted. The content of the test, and the level of skill required to pass it, therefore adapts to changing traffic conditions over time.

There are, however, new in-car developments that are not automatically incorporated into the test. One of these developments, over recent years, has been the inclusion of sat navs and other automated software to navigate directions, which are increasingly used in day to day driving. This change in driver behaviour should be reflected in the test.

In addition, the use of sat navs will offer the potential to widen the geographical scope of our testing activities. Because it will no longer be necessary to rely exclusively on road

signs, we will be able to further develop the test to incorporate areas which have not previously been part of the test, including higher speed roads. Candidates will, however, only be required to follow the directions provided by the sat nav. They will not operate it in any way. The new arrangements will not test a candidate's ability to use a sat nav, simply to follow directions delivered from one.

How?

We are proposing to include the provision for directions to be followed from sat navs in the independent driving section of the test.

3. Modify delivery of the manoeuvres in the test

Why?

Driving habits naturally evolve over time. For many years, elements such as reversing around a corner and turning in the road have been traditional exercises that are generally performed on quiet roads. However, as road and traffic conditions change, the frequency that motorists are required to undertake these exercises may diminish. Whilst the intrinsic skills needed remain constant, the format of these manoeuvres can be modified to better reflect the reality of contemporary driving.

How?

By modifying delivery of manoeuvres so they are undertaken during the natural course of the drive, in a less staged way than has traditionally been the case. They would be augmented by exercises such as driving in and reversing out of a parking bay or 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 would update the test to current traffic conditions, equipping successful candidates with transferrable skills which would be used in the course of driving.

4. Change the format for the vehicle safety questions

Why?

It is important that a candidate's knowledge of the operation of the different ancillary elements of the vehicle is up to date, reflecting functions routinely available in contemporary vehicle design. The practical driving test needs to reflect the use of these elements, making provision for knowledge to be assessed effectively and efficiently. It is desirable to test some functions when the vehicle is in operation, for example how a candidate would operate a rear heated screen while driving.

Candidates would also be expected to know where and when it is safe to operate instruments. They will be asked to perform the task when they consider it appropriate (for example, in heavy traffic on a fast moving roundabout would not be considered the ideal situation to operate an in-car facility, unless there were extenuating circumstances).

Also, the time for taking a driving test is valuable. It is important to ensure that it is utilised economically, making best use of opportunities to test a candidate's skills during the period available and not taking time unnecessarily with questions and demonstrations that can be carried out during the on road element.

How?

At present, a candidate is asked 2 vehicle safety questions - known as the 'show me, tell me' questions. The 'show me' question requires a demonstration, and the 'tell me' question an explanation, of a vehicle safety function.

It is proposed that one of these two questions (for example a practical demonstration of operating the rear heated screen) is conducted during the on road part of the test, when the vehicle is in motion. The other question would, as now, be asked at the start of the test.

Consultation questions

The following questions, included here for information, can be answered by accessing the online questionnaire: <http://www.smartsurvey.co.uk/s/PFKBO/>

Please tell us in what capacity you are responding.

1. Have you taken part in the trial of the new test, in the capacity of an ADI (answers only requested from ADIs)?
2. Have you taken part in the trial of the new test, in the capacity of a learner/ accompanying driver (answers only requested from learner/newly qualified/ accompanying drivers)?
3. Do you agree with the proposal to increase the independent driving section of the test from 10 to 20 minutes?
4. Have you any comments on the proposal to increase the independent driving section in the test from 10 to 20 minutes?
5. Do you agree with the proposal to include the use of sat navs in the independent driving section?
6. Have you any comments on the proposal to include the use of sat navs in the independent driving section?
7. How often do you replace your sat nav?
8. Do you agree with the proposal to modify manoeuvres so they take place during the natural course of the drive and augmenting them with new, realistic exercises?
9. Have you any comments on the proposal to modify manoeuvres so they take place during the natural course of the drive and augmenting them with new, realistic exercises?
10. Do you agree with the proposal to change the format of the vehicle safety questions so that one of the two questions is asked while on the move?
11. Do you have any comments on the proposal to change the format of the vehicle safety questions so that one of the two questions is asked while on the move?

What will happen next?

A summary of responses, including the next steps, will be published on GOV.UK. Paper copies will be available on request.

Question and answer brief

Below is a list of frequently asked questions about these proposals. If you still have questions after you have read this section please email consultations@dsa.gsi.gov.uk.

Why are you proposing to change the practical driving test?

DVSA is continuously seeking to reduce road casualties. The practical driving test is an integral part of this. By updating the content of the test, taking advantage of technical advances and feedback from ADIs and learner drivers, we are making improvements which, we believe, will have a beneficial effect on road safety.

Isn't Great Britain's road safety record good?

Yes, it is, especially when viewed over a long period. In 1931, when there were 2.3 million motor vehicles in Great Britain, over 7,000 people were killed in road accidents. Today, that figure is below 2,000, in spite of the fact that there are 35.6 million licenced vehicles. We believe this historical reduction is due, in no small part, to the success of the driving test since it was introduced in 1935. But we do not believe we can rest on our laurels. Only by continuous improvement can we maintain that record in the future.

Will the test improve road safety on its own?

It will mean that learner drivers are tested on the elements that our experience leads us to believe are most significant. But the test cannot improve road safety on its own. Training is a vital part of preparing a new driver for driving on Britain's roads. We expect that ADIs will direct their training at the wider syllabus of the new test. This will mean that learner drivers are trained in key areas from the outset, which will prepare them not only to pass the practical driving test, but also to drive unaccompanied when they do so.

How will you know if the changes have had a positive effect?

It is notoriously difficult to assess the effect of a road safety measure until many years after it has been introduced. This is because of the effect of other initiatives at the same time, such as vehicle safety improvements, traffic calming measures and wider awareness of road safety. But we consider a key indicator of improved driver training to be the pass rate for the practical test. This is currently 47%, which we think could be improved. If learner drivers improve the preparation for the test, which the new measures are expected to encourage, we expect the pass rate to increase.

Will the measures require change to regulations?

No. The changes that are proposed can be made administratively, without any need to make changes to regulations.

What changes will there be to the independent driving section in the practical test?

It is proposed to increase this section of the test from 10 to 20 minutes. Candidates will follow directions by sat navs.

Why are you proposing to increase the independent driving section?

This will allow candidates a greater opportunity to demonstrate their abilities at driving without supervision. It will offer a wider evaluation of a learner driver's capability in negotiating traffic conditions and driving safely from one point to another.

What evidence has supported the change?

Since its introduction in October 2010, the independent driving section of the practical test has proved to be well-received by learner drivers and found to effectively demonstrate a candidate's ability to drive without instruction. Research indicates a positive response from newly qualified drivers with the majority considering training in advance of the test to be beneficial and that it had relevance to driving after they qualified. Research also suggests that there would be a benefit from extending this element.

Why are you including sat navs in the independent driving section?

They are used frequently in modern driving. It is important that the test reflects current driving, including changes in technology and devices used. Adding the sat nav to the test will make it a more modern and a realistic assessment. It will also widen the geographical area available.

How are you changing the manoeuvres in the test?

We are proposing to modify the way we deliver the manoeuvres, undertaking them in the natural course of the drive and augmenting them with elements such as reversing out of a parking bay and pulling up on the right and then reversing for two car lengths before re-joining the traffic.

Why are you changing the manoeuvres in the test?

Driving behaviour can change over time. By modifying the way we deliver the manoeuvres, introducing innovative elements into our assessment, we will evaluate driving skills in a modern environment, taking into account contemporary road and traffic conditions. These skills are transferrable, equipping candidates with the expertise required in the course of driving.

How are you changing how you ask vehicle safety questions?

We are proposing that one of the two vehicle safety questions is asked when the vehicle is in use, for example how to use the rear heated screen. The questions themselves will not change.

Why are you changing how you ask vehicle safety questions?

It is important to demonstrate how to operate the vehicle's features in a realistic setting. For some functions the best time to do this is when the vehicle is in use, for example the rear heated screen. It is also important to utilise the time available in the driving test

as effectively as possible. Adding one safety question to the driving section of the test reduces the amount of time needed at the start of the test.

Has there been any further research supporting the changes?

Yes. Starting in April 2015, TRL has run a research trial into the new test, monitoring two groups of volunteers – one of which has taken the new test, the other the current test. Interim findings suggest that learners spent more time driving on fast dual carriageways and following directions from a sat nav with their ADI when learning. They also indicate that learners had greater confidence to use a sat nav in future driving and had a self-reported driving style that was less ‘decisive, experienced, confident and fast’ (and therefore was slightly safer). These findings are based on responses from learner drivers and ADIs who took part in the trial and from focus groups comprising ADIs, learner drivers and supervising drivers.

Appendix A: interim research findings

These interim findings by the Transport Research Laboratory are based on:

- responses from 1,039 learner drivers to the ‘learning to drive’ survey
- data gathered in focus groups and interviews with:
 - 13 ADIs who have trained learners to take the new test
 - 12 learner drivers who have passed the new test
 - 18 supervising drivers (mostly parents of learners who have passed the new test)

Learning to drive survey

The findings from the learning to drive survey (which successful candidates complete shortly after passing their practical test) are as follows:

- learners who took the new test, when compared with learners who took the existing test:
 - spent more time driving on fast dual carriageways with their ADI when learning
 - spent more time following directions from a sat nav with their ADI when learning
 - had greater confidence that they could safely use a sat nav in their future driving (but no adverse attitudes to other distractions)
 - had a self-reported driving style that was less ‘decisive, experienced, confident and fast’ (and therefore was slightly safer)
- the pass rate for the 2 tests is statistically indistinguishable
- being assigned to sit the new test had no impact on the amount of lessons taken, or the time taken to pass the test

Focus groups and interviews

The data from focus groups and interviews show almost entirely positive feedback, with ADIs, successful candidates and supervising drivers believing the new test to be a better preparation for post-test driving than the existing test.

There were some suggestions for specific improvements. For example, ADIs thought that if more private practice was to be encouraged, then better communication was needed between ADIs and parents.

How the trial is progressing

In terms of overall progress, the trial is going very well.

ADIs

852 ADIs are registered. Although not all of these have managed to provide learners, there is evidence that generally ADIs who are registered are well engaged with the trial. Focused survey data will be collected over the remainder of the trial to ensure that

everyone has an opportunity to contribute.

Learner drivers

Over 4,500 learners are registered. The trial is achieving approximately a 70% response rate to both the 'learning to drive' and 'novice driver' (ie 6 months post-test) surveys. The final samples for the two surveys should meet the target sample.

Given the above successes, new ADIs and learners are no longer being recruited for the trial. Those registered will now form the final sample after they all progress through learning to drive and post-test driving.

Additional findings

There is considerable added value being delivered by the trial and it will provide updates on our understanding of basic information about learning to drive in Great Britain, such as:

- time taken to learn
- number of hours of tuition
- proportions of drivers having crashes within six months of passing their test

Appendix B: consultation principles

The consultation is being conducted in line with the government's consultation principles, which are listed below. Further information is available at www.gov.uk/government/publications/consultation-principles-guidance

- A. Consultations should be clear and concise
- B. Consultations should have a purpose
- C. Consultations should be informative
- D. Consultations are only part of a process of engagement
- E. Consultations should last for a proportionate amount of time
- F. Consultations should be targeted
- G. Consultations should take account of the groups being consulted
- H. Consultations should be agreed before publication
- I. Consultation should facilitate scrutiny
- J. Government responses to consultations should be published in a timely fashion
- K. Consultation exercises should not generally be launched during local or national election periods.

If you have any comments about the consultation process please contact:

Consultation Co-ordinator
Department for Transport
Zone 1/29 Great Minster House
London SW1P 4DR
Email consultation@dft.gsi.gov.uk

Please do not send consultation responses to this address.