

**1) How many car practical tests take place each year nationwide? Please let me know (if you can) the total number of tests taken in 2009, 2010 and 2011?**

**2) On how many of these tests was the emergency stop procedure carried out? If you do not know (roughly) how many tests on average usually require the student to carry out the emergency stop, for instance is it one test in three, or five, etc?**

In the table below, you can find the number of car practical tests conducted nationwide in 2009, 2010 and 2011. We have also provided you with the number of these tests in which the emergency stop procedure was carried out.

<b>Calendar year</b>	<b>Number of car practical tests conducted</b>	<b>Number of car practical tests conducted in which the emergency stop procedure was carried out</b>
<b>2009</b>	1,590,306	511,008
<b>2010</b>	1,513,629	483,238
<b>2011</b>	1,613,319	515,788

**3) Please attach to your response the guidance that driving instructors and examiners are given about emergency stops. In particular, I would be interested to know the speeds at which students are usually travelling when they are required to perform an emergency stop and the relevant health and safety guidance on this procedure.**

You can find information about the emergency stop procedure from page 36 of the DT1, which is available to the public on our website at <http://www.dft.gov.uk/publications/dsa-dt1-standard-operating-procedure>. The DT1 is a guidance document for examiners conducting practical tests.

This information is, therefore, exempt from release under section 21 (information accessible by other means) of the Freedom of Information Act. A full breakdown of this exemption can be found at Annex B.

We do not hold any recorded information on the speed in which the emergency stop procedure is carried out. I can confirm, however, that whilst there is no set speed in which an emergency stop procedure can be carried out for a car practical test, it is commonly conducted on a quiet road with a speed limit of 30mph. However, there is no reason why the exercise would not be conducted at a higher speed if the road and traffic conditions allow. The primary consideration will be that the signal to stop is given when the road is clear of traffic and any nearby pedestrians and the road and weather conditions are safe for the exercise to be conducted.

You can also find, at Annex C, copies of the risk assessments for the car practical driving test and the driving test. This doesn't give specific guidance on the emergency stop procedure but lists the potential hazards on test, for example candidate not competent and other road users, and the existing controls in place to mitigate these hazards. Some of the hazards listed in the risk assessments, therefore, apply to the emergency stop procedure.

To become a driving instructor we recommend that candidates study the following publications. These publications contain guidance refers to stopping at any speed. They

don't include information about the speed in which a candidate is expected to perform an emergency stop on test.

- The Official Highway Code
- The Official DSA Guide to Driving – the essential skills
- The Official DSA Guide to Learning to Drive
- Prepare for your Practical Driving Test

You can find a copy of the Official Highway Code online at [http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG\\_070304](http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_070304).

The publications listed above can be purchased online at <http://www.tsoshop.co.uk/bookstore.asp?FO=1162833> .

The publications listed above are, therefore, also exempt from release under section 21 (information accessible by other means).

**4) Please attach statistics that you have to show how many claims have been bought against the relevant body [in 2009, 2010 and 2011] arising out of the performance of an emergency stop on a car practical test. I'd like to know how many (if any) instructors, students, examiners have complained of injury after they have performed the emergency stop. It is my understanding that students and teachers (ADIs) are never injured as a result of this manoeuvre.**

We have not received any court claims bought against us arising out of the performance of an emergency stop on the car practical test in 2009, 2010 and 2011.

In the table below you can find the number of incidents on the car practical test that arose out of the emergency stop in 2009, 2010 and 2011. This information is broken down into whether the injured party required first aid, medical treatment or treated own injuries/had none.

<b>Emergency stop incidents in 2009</b>	<b>First aid required</b>	<b>Medical treatment required</b>	<b>Treated own injuries/had none</b>
<b>Number of incidents</b>	1	7	5

<b>Emergency stop incidents in 2010</b>	<b>First aid required</b>	<b>Medical treatment required</b>	<b>Treated own injuries/had none</b>
<b>Number of incidents</b>	0	2	10

<b>Emergency stop incidents in 2011</b>	<b>First aid required</b>	<b>Medical treatment required</b>	<b>Treated own injuries/had none</b>
<b>Number of incidents</b>	0	2	3

Please note that medical treatment means the injured party attended hospital or a GP.

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