

1) Where in law does it state that filming of tests is not allowed or what is the justification behind DSA's policy?

At Annex B, you can find information that we hold that justifies our filming or recording of driving test policy.

2) I would like anonymised examiner pass rates for the module one and module two bike test at Burgess Hill multi-purpose test centre for the most recent six months of records you can release. I would like this information broken down into the number of faults recorded by each examiner as well.

At Annex C, you can find the examiner pass rates for the module one and module two bike test at Burgess Hill MPTC for the period 1 October 2011 to 31 March 2012. We have provided this information broken down by anonymised examiner and the average number of driver and serious/dangerous fault markings per test given by those examiners.

Please note that:

- we have provided the information for each anonymised examiner permanently based at Burgess Hill MPTC
- we have provided amalgamated information on visiting examiners that conducted bike test at Burgess Hill MPTC during that period
- examiner references numbers between the module one and module two bike tests aren't consistent

We have provided an average number of faults recorded per test rather than giving a total number of faults recorded. This is to prevent identification of driving examiners. There is one examiner who conducts more tests than the others so he would have recorded more faults and would therefore be identifiable if this information was released. We have also provided the pass percentage rather than the actual number of tests passed for the same reason. Information about examiner pass rates which would lead to the identification of an individual driving examiner is being withheld under section 36(2)(c) on the grounds that its disclosure would prejudice to the effective conduct of public affairs. This is a view certified by the Minister and then subject to the public interest test as to whether the balance lies in favour of withholding or disclosing the information. We have concluded, applying a presumption in favour of disclosure, and in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Annex D sets out the exemption in full, as well as the factors we have considered when deciding where the public interest lay.

The information supplied to you continues to be protected by copyright. You are free to use it for your own purposes, including for private study and non-commercial research, and for any other purpose authorised by an exception in current copyright law. Documents (except photographs) can be also used in the UK without requiring permission for the purposes of news reporting. Any other re-use,

for example commercial publication, would require the permission of the copyright holder.

Most documents supplied by the Driving Standards Agency will be protected by Crown Copyright. Most Crown copyright information can be re-used under the Open Government Licence (<http://www.nationalarchives.gov.uk/doc/open-government-licence/>). For information about the OGL and about re-using Crown Copyright information please see The National Archives website - <http://www.nationalarchives.gov.uk/information-management/uk-gov-licensing-framework.htm> .

Copyright in other documents may rest with a third party. For information about obtaining permission from a third party see the Intellectual Property Office's website at www.ipo.gov.uk.