

I would like to officially request how many early morning tests have gone un-booked nationally this year and the resulting costs in lost revenue and un-worked hours.

We have defined early morning tests as test slots available before 9 am for which there was no test booked. Between 1 January and 31 December 2011, there were 1,948 module 1 and 720 module 2 practical motorcycle test slots where a test was not conducted.

Examiners not conducting tests are assigned to other duties and so there is no direct cost or lost revenue. The potential unrealised income as a result of the un-booked slots could be stated as £30,194 for module 1 tests and £54,000 for module 2 tests.

I would also like a copy of the risk assessment that deems it unsafe for more than one candidate to be present or train at the same time as another on the MMA site

I have provided an extract below from our risk assessment about candidates training on motorcycle manoeuvring areas (MMA) taken from our current risk assessment. You should note that this is currently under review.

Hazard	Those at Risk	Existing Controls	Further Action Necessary
Vehicle collision	<ul style="list-style-type: none"> - Trainees - Trainer - SAM 	<p>DSA has written control measures into the Hire Agreement that the hirer agrees to prior to being able to book a training session. It clarifies the health and safety responsibilities of the different parties.</p> <p>As part of the MMA Hire Agreement the trainer agrees to:</p> <ul style="list-style-type: none"> - monitor the riding competence of the trainee and decide whether it is likely to be safe for the trainee to continue. The trainer will stop the training if the rider shows they are not competent to continue, or if they are placing themselves or others at risk. - to ensure trainee holds relevant provisional licence entitlement for the machine being ridden. - to carry out a sight-test on candidates - to ensure machines used for training display valid road fund licence. - to supervise the trainee/s at all times while using the MMA. Only one trainee permitted to ride a motorcycle on the MMA at any time. No other trainee permitted on the area when this is taking place. Training will be terminated by the SAM if two or more trainees are simultaneously riding on the MMA or other trainees are present on the area when one trainee is riding. - to have a maximum of 4 trainees on site per each DSA-certified instructor <p>As part of the Site Access Manager duties, the SAM will:</p> <ul style="list-style-type: none"> - not allow unauthorised individuals onto the premises - instruct the trainers in the use of the speed measuring equipment. 	
Hit by moving vehicle	<ul style="list-style-type: none"> - Trainees - Trainer - SAM 	<p>As part of the MMA Hire Agreement the trainer agrees to:</p> <ul style="list-style-type: none"> - assess the risks and devise safe systems of work to protect themselves and others - only permit one trainee to ride a motorcycle on the MMA at any time. No person other than the trainer is permitted on the area when this is taking place. 	

		As part of the Site Access Manager duties, the SAM will: -- be responsible for keeping unauthorised persons off the site.	
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I would also like a copy of risk assessment that shows for MMA consideration of the likely outcomes of charging for the use of the facility

We do not hold a risk assessment about charging for the use of MMAs. However, the implications of introducing a charge for MMA training slots have been carefully considered, and the risks evaluated.

DSA operates as a trading fund, financed almost entirely by the income generated from fees and charges for its services and key to our business is ensuring we operate in an economic and efficient manner. The major cost of providing an MMA training slot is for a Site Access Manager (SAM). In the 2011 calendar year, 31,554 MMA slots were booked. DSA paid £526,000 to the contractor who supplies this service. If the number of slots booked reduces as a result of introducing the charge then the amount of SAM time will be reduced accordingly.

DSA consulted motorcycle trainers to see if there was a demand for access to MMAs for training purposes. The response was very positive and demand for this service was likely to be high - even if a charge were introduced. All approved training bodies (ATBs) currently using the MMA for training slots have signed the ATB User Agreement which includes the provision for DSA making a charge for these slots. ATBs are not forced to use an MMA for training; indeed some of them have developed their own areas so that they do not have to use a DSA MMA facility.

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