

Regulator: Driver and Vehicle Standards Agency (DVSA)

Business Impact Target Reporting Period Covered: 17 Dec 2020 to 16 Dec 2021

Excluded Category*	Summary of measure(s), including any impact data where available**
Measures certified as being below <i>de minimis</i> (measures with an EANDCB below +/- £5 million)	<p>DVSA introduced a change to permit NHS ambulance services to conduct delegated driving tests and for the emergency services, and the Ministry of Defence, to test one another's candidates. However, business only benefits indirectly if more test slots become available to the logistics sector. Therefore, the measure the measure was not assessed under the BIT methodology.</p> <p>In addition, DVSA implemented legislation designed to help the logistics industry recruit and deploy drivers more quickly. The Department for Transport (DfT) has declared measures that are above the de-minimis level. However, the removal of 'staging' in large vehicle tests was assessed as being below the de-minimis level. Staging is where candidates wishing to acquire a licence to drive an articulated lorry, or bus / coach with a trailer, had to first pass a test for a rigid lorry or in a bus or coach. Now candidates wanting to take their 'C+E' (articulated lorry), test can take it without first acquiring a licence for a rigid lorry (category 'C'). The same applies to D and D+E for coaches and trailers, but the main benefit will be for the logistics sector.</p>
<i>EU Regulations, Decisions and Directives and other international obligations, including the implementation of the EU Withdrawal Bill and EU Withdrawal Agreement</i>	
<i>Measures certified as concerning EU Withdrawal Bill operability measures</i>	
Pro-competition	
Systemic Financial Risk	
Civil Emergencies	
Fines and Penalties	During the period DVSA continued to target the serially non complaint operators resulting in finding 19,015 serious offences resulting in £4.3m in roadside fines.
Misuse of Drugs	
Measures certified as relating to the safety of tenants, residents and occupants in response to the Grenfell tragedy	

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Casework	<p>From 1 February 2021 DVSA implemented changes to the heavy vehicle test, MOT, and enforcement processes to enforce the regulation on tyres 10 or more years old in high-risk settings. The changes were accompanied by campaigns advising of the road safety risks of using older tyres.</p> <p>DVSA's Counter Fraud & Investigation Team have processed over 800 cases through the period leading prosecutions such as custodial/suspended sentences, fines, community service and driving disqualifications.</p>
Education, communications and promotion	<p>In order that the public can better understand our services, and that the sectors that we regulate have correct guidance, DVSA frequently posts information on GOV.UK . In this reporting period, up to 31 October, it published 76 items of broader interest, and 74 items of specific interest to industry. It also published 23 items containing guidance for those it directly regulates; which includes MoT garages, Approved Test Facilities, Approved Driving Instructors, and operators that have joined the Earned Recognition Scheme.</p> <p>DVSA continued to increase membership in its flagship Earned Recognition scheme. This allows compliant operators to work collaboratively with DVSA in sharing vehicle and driver data. In turn, that reduces the burden of enforcement on operators with a strong track record of compliance and adherence to standards and allows DVSA to increase targeting on the serially non-compliant.</p>
Activity related to policy development	<p>DVSA has one Statutory Instrument that is progressing through Parliament but will not be implemented in this BIT reporting period. It relates to licence upgrade processes and to the reduction in the engine size of motorcycles that can be used for the 'A2' motorcycle test. Both measures have been assessed as being under the de-minimis threshold.</p> <p>In order to reduce waiting times for Approved Driving Instructors (ADI) DVSA has changed its policy about when they should come for a Standards Test. This has allowed DVSA to target the non-compliant examiners more and reduces the burden on examiners with a good standard of tuition. This has also freed up resource to increase the number of tests being conducted on people wishing to qualify as an ADI. Although not required for implementation, a de-minimis Impact Assessment is currently being produced in relation to this change.</p> <p>DVSA and DfT are looking at other proposals to reduce waiting times for the driving test and to improve service</p>

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	levels; but, at the time of production of this report, they have yet to be assessed.
Changes to management of regulator	Loveday Ryder became Chief Executive of DVSA on 1 Jan 2021. Nick Bitel was appointed as Chair of the DVSA Board on 21 July 2021.

* For detailed guidance on the exclusion categories, please see <https://www.gov.uk/government/publications/better-regulation-framework>

** Complete the summary box as 'Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.' where this is appropriate.