

**Modernising Driver Training (MDT)**  
**Notes from Steering Group meeting**  
Tuesday 23 February 2010

**1. Welcome and introductions**

Nigel Harries welcomed members and thanked everyone for attending. He apologised for the volume of pre-reading but explained that this was a key meeting as the Group would be asked to consider the direction of travel of work that had been completed through the MDT Working Group and the 'Train the Trainer' Sub Group.

A concern was raised that misleading information about modernisation proposals was starting to appear in the public domain, which could cause complications in the coming months. It was agreed that the only information to be published should be the formal notes which would be circulated following the meeting and possibly published in a future edition of *Despatch*.

**2. DSA Update**

Trevor Wedge provided an update on the HERMES project and confirmed that a package of information, including all the project reports and the slides from the final workshop would shortly be available on the internet via <http://www.allesfuehrerschein.at/HERMES/>

**3. MDT Consultation**

Mark Magee (DSA Policy) updated the Group on the proposed scope of the MDT Consultation. Mark explained that the intention was to run a consultation focusing on category B 'in-car' for driver trainers and those who train them. It was noted that modernisation proposals were also being developed in parallel for category A (motorcycles). A later phase will include the vocational categories (C and D).

It was noted that where instruction is paid for and had a link to on-road training (eg skid control) then it should be covered by the regulations. Discussion centred on activities that at this stage were likely to be outside of the proposed regulatory framework, particularly track days and off road driver training (eg mud and 4x4). It was felt that this should be explored more fully via the questions in the consultation.

**4. Continuing Professional Development (CPD) Pilots**

Vicki Ball gave an update on the CPD pilots. The supporting paper can be accessed on the GoSkills website via <http://www.goskills.org/index.php/industries/8/7/173>.

One of the main concerns, shared by several members, was the ongoing promotion of local CPD courses and the practice of charging for certification. It was noted that DSA would, where possible, look to support the promotion of local CPD activity through the test centre network.

**5. Draft MDT Proposals – CPD Structured Scheme**

The group were generally in agreement with the proposals to introduce a structured CPD scheme, based on the following principles:

- Minimum seven hours of CPD activity each year
- Potential to align with registration period over time
- Minimum 50% (per registration period) must be focused on the core competencies of a driver trainer
- Recording and evidencing requirements
- CPD providers will not be required to gain DSA 'accreditation' or approval to deliver CPD interventions

Concerns were raised around the suggestion of introducing a sliding scale of sanctions for non-compliance. It was agreed that the MDT Working Group would be asked to review this area and provide further guidance and clarification to the Steering Group.

It was noted that the development of the supporting infrastructure would be key to the success of a structured scheme.

## **6. Draft MDT Proposals – Qualification**

Nigel confirmed that the ultimate aim was to introduce a vocational qualification for prospective driver trainers, explaining that current proposals would bring us closer to that aim, as well as aligning quality assurance of driver trainers with that in the wider educational arena.

The Group discussed the main areas as noted below:

- *Modular approach to ADI qualification*

It was felt that DSA should look to prioritise the introduction of a vocational qualification for those wishing to join the driver training profession.

- *Hold a basic preparing to teach qualification before starting the DSA qualifying process*

The Group discussed the suggestion of potential driver trainers obtaining a basic preparing to teach qualification prior to starting the qualifying process, however concerns were raised around existing ADIs and whether they would be mandated to obtain such qualification. It was confirmed that this wouldn't be the case. Trevor stated that in the future (as awareness increases) many may choose to obtain the qualification and that the public may seek out ADIs with additional qualifications as part of making an informed choice of driver trainer.

- *Include case studies in the theory test*

Nigel confirmed that sample case studies for the ADI qualifying examination were likely to be tested from March onwards. Feedback would be gathered via questionnaires from those candidates that volunteered to complete the case study following their theory test (the case study will have no impact on the theory test result). When considering the proposal to limit the number of attempts at the theory test, the Group felt that three attempts within a two-year window would encourage more effective training and preparation.

- *Include commentary driving*

Nigel explained that commentary driving should not be confused with the style of commentary used by Police drivers. For MDT purposes it is probably better described as 'talk-through', where an ADI would be expected to verbalise a short section of the journey. This would be a mandatory element in the ADI practical test. The intention, as with independent driving, would be that the 'talk-through' itself would not be assessed (and so wouldn't contribute to the overall test result) but that the candidate's driving performance would continue to be assessed during this section (as the talk-through would place an additional 'load' on the driver and provide additional evidence for the examiner). The Group felt it would be useful to present a video clip (alongside the consultation document) explaining the concept.

- *Replace pre-set instructional tests with a lesson theme (similar to a real world lesson)*

The Group discussed the merits of introducing a single lesson theme as the basis for the instructional test as opposed to the current two-phase pre-set tests. Generally, the Group agreed that themes would introduce an element of variety to the test; however some discussion took place as to whether a candidate should be given notice to enable them to prepare.

- *Replace trainee licence*

Generally, the Group were content, however it was noted that real teaching experience was important to enable trainee driver trainers to fully develop their skills. Trevor confirmed that proposals would enable this, or even make this a requirement but require the trainee to be accompanied by a qualified trainer for 100% of the time. This would ensure that practice would be as part of a structured training package and ensure that the learner pupil fully understood the purpose of the session.

## **7. Draft MDT Proposals – Quality Assurance**

Discussion moved to the proposals around quality assurance. Nigel explained that the proposals would probably lead to the onus for booking an appointment moving from DSA to the ADI. This would help to alleviate the current situation whereby around 50% of checks are rebooked to an alternative date.

In general, the Group agreed with the direction of travel, based on the following proposals:

- Clearly defined descriptors for each grade which are easily understood and recognised by the profession and public
- Recognises the link between ongoing standards checks and CPD
- Recognises the need to focus more support on ADIs who perform less well
- Enables the driver trainer to book their standards check
- Realistic assessment of ongoing competence
- Combines self assessment and the performance on the day within the assessment and grading process
- Could be rolled out to other categories in the future

The Group had difficulty understanding the concept of self-assessment and how this might relate to the quality assurance process and how it would work in reality. Reflection and self-assessment form the basis of modern learning and teaching and therefore is a skill that ADIs need to be able to develop in trainees and themselves to maximise the benefits of the new learning to drive syllabus. It was agreed that this concept should be referred back to the MDT Working Group for further clarification and guidance.

## **8. Draft MDT Proposals – Public Information**

- The Group were fairly content with proposals around a public information system based on the following principles:
- Includes generic information about driver training expertise
- Can be accessed on line by the public
- Includes information about an individual's additional qualifications and specialisms
- Includes a measurement of quality
- Expands the newly developed 'Find your Nearest' functionality

It was noted that word of mouth and recommendation is currently the most common method used by members of the public in identifying a trainer but if that is not possible, proposals will look to provide information to help an individual make an informed choice of driver trainer.

It was also noted that there could be practical difficulties developing a meaningful facility for the public to provide on-line feedback about their ADI given issues around data protection and information security.

There were mixed views on whether an ADIs grade should be made available to the public. Discussion ranged from supporting the current position of qualified or not, to enhancing the information for those wishing to buy driver training services.

Charles Morton updated the Group on developments with the 'Find your Nearest' functionality, advising that it should shortly be in place.

### **9. ADI Code of Practice**

Charles tabled the latest version of the Code of Practice and noted comments from members. Charles advised that the suggested Code would be shared with ADIs via *Despatch* and (pending any further comments) would be introduced following the three-month notice of implementation.

**Attendees:** *DSA staff, Nick Ibbott (ADINJC), Lynne Barrie (ADINJC), Peter Rodger (IAM), Rick Wood (RoSPA), John Lepine (MSA), Peter Harvey (MSA), Vicki Ball (GoSkills), Robin Cummins (BSM), David Henry (Driving Results Ltd – formerly LVG), Tony Pearson (UNITE), Dave Thomas (UNITE), Mike Frisby (DIA), Gary Jones (Mobility Forum), Nick Niak (English not 1st language), Gill Balshaw (AADS), Penny Brooks (AADS), Brian Burns (ADI Federation), Aeneas McRitchie (DISC).*

**Apologies:** *Alan Esam (AADS), Peter Gimber (Devon CC), Philip Hamilton-Hastings (ADI Federation), Aidan Jackson (LLUK), Ann McCabe (DVA NI).*