

**Modernising Driver Training (MDT)**  
**Notes from Working Group meeting**  
Tuesday 16 March 2010

**1. Welcome and Introductions**

Nigel Harries opened the meeting and thanked everyone for attending. Nigel explained that in addition to industry updates, the meeting would focus primarily on feedback from the recent MDT Steering Group meeting.

**2. DSA Update**

Learning to drive trial

Nigel updated the group on developments around the learning trial which will explore how ADIs and learner drivers work with the new syllabus and establish if it can deliver road safety benefits. DSA has appointed the Transport Research Laboratory (TRL) as the research contractor for this piece of work. Stage 1 of the trial will be centred around Leicestershire and Nottinghamshire.

Pass Plus

The group received an update from members that had recently attended the reformed Pass Plus Board meeting, where proposals to develop a replacement for the existing scheme were discussed. Nigel encouraged members to feed their thoughts and views into this piece of work.

Independent Driving

Graham McMaster gave an update on progress with Independent Driving. The majority of routes have now been developed and DSA are currently starting to prepare the diagrams which support the verbal directions given by examiners.

**3. Industry Updates**

RoSPA recently held their National congress. The next C&G 7300 course is about to commence and plans are in place to start delivering the Preparing to Teach (PTLL) course on Saturdays.

DIA are working with QCDA as they are looking to become an awarding body.

DISC are about to start CPD events in Aberdeen which are proving popular.

MSA are about to host their annual conference, at which Trevor Wedge will be presenting.

**4. Steering Group feedback**

At the meeting on 23 February, the MDT Steering Group requested clarification/further guidance on a few specific areas contained within the proposals for modernisation. These areas are noted below, along with key discussion points.

a) CPD (Sanctions)

Concerns were raised by the Steering Group around the suggestion of introducing a sliding scale of sanctions for non-compliance. The Working Group agreed that an ADI should be given every opportunity to complete CPD. It was agreed not to recommend a sliding scale. Ultimately with a mandatory scheme continued non-compliance would result in removal from the register with the appropriate appeal action available.

b) Quality Assurance (concept of self assessment)

The Steering Group asked for further clarification of how this related to the quality assurance process and how this would work in reality. Initially, the Working Group considered how self assessment related to the learner driver and agreed that it was beneficial for learners to be able to reflect and self assess (aware of their strengths and

areas for development). Nigel explained that the same was true for ADIs – they too should be encouraged to reflect and self assess, to facilitate their own development in addition to helping learners develop self-assessment. Following discussion, the group remained in agreement with the concept of self-assessment but raised concerns as to how ADIs could be encouraged to participate. It was noted that ADIs might well be reluctant to disclose any perceived weaknesses as part of the check test process. It was suggested that key industry groups may want to consider developing communications to promote the positives of self assessment.

#### c) Qualification

Concerns were raised at the Steering Group around the cost and time implications of undertaking a preparing to teach qualification, such as PTLLS (Preparing to Teach in the Lifelong Learning Sector). In general the Working Group agreed that elements of the PTLLS were useful but the entire qualification was not fully suited to the driver training profession – a view shared by the Train the Trainer sub group. The group showed a keen interest in moving towards a specific vocational qualification for prospective ADIs. With this in mind it was agreed to arrange a workshop involving Go Skills, the Working Group, Train the Trainer sub group and DSA educational colleagues to consider the content of an ADI qualification.

**Note:** Following the meeting, GoSkills kindly offered to facilitate the qualification workshop. Discussions are currently underway to identify a suitable date.

#### d) Case studies

Nigel confirmed that development work on ADI case studies (for trialling in the ADI theory test) was almost complete. Examples were shared with the group and feedback was very positive. The group agreed that candidates would need to read the case study carefully to be able to select the appropriate answers. The use of marking one or more answers was considered to be beneficial in establishing knowledge and understanding.

#### e) Changes to ADI qualification tests

During discussions around the ADI theory test, the question of changing the order of the ADI tests was raised. In particular, whether the current part 2 (driver ability) test should be the first test given as it was perceived by some that there was a stronger link between the part 1 (theory) and the part 3 (instructional) test.

Nigel recapped on the proposal to introduce ‘talk through’ on the ADI part 2 test explaining that in addition to the benefits for the individual, this would allow the examiner to better assess the candidate’s ability. It would establish the PDI’s thought processes and ability to verbalise whilst demonstrating. It was noted that although the ‘talk through’ element itself would not affect the overall mark, a candidate might still commit driving faults during the ‘talk through’ period which would be recorded on the DL25. A recommendation from the Steering Group was to produce a short film clip to better understand what is meant by ‘talk through’. DSA will take this forward on behalf of the group.

#### f) Trainee licences

The group discussed the issue of trainee licences being issued before an instructional ability assessment has taken place. It was agreed that the current trainee licence system needs changing but gaining teaching experience prior to qualification is important in developing instructional techniques. Moving away from the current system without a replacement scheme was raised as an issue.

#### g) ORDIT

Discussion moved to ORDIT and the group agreed that strong instructional techniques ought to be a core competency for ADI trainers, along with good role-play ability and

business skills. ADI trainers also need to be able to promote themselves and sell their training services. The group supported the view that future ADIs should only be able to train through registered accredited trainers.

#### h) Public Information Scheme

There were mixed views from the Steering Group on whether an ADI's grade should be made available to the public – the Working Group were similarly minded. Nigel explained that the forthcoming Find Your Nearest functionality could be used to underpin a public information system which could hold detailed information about an ADI, such as grades, qualifications, how many years on register, manual and automatic cars, training for disabled, Pass Plus, tuition in different languages etc. There were mixed views on the amount of information that should be made available and concerns were raised regarding recently qualified ADIs who may not have been graded. Nigel commented that a system that included feedback views from the public would raise issues around data protection.

**Attendees:** DSA staff, Karen Stewart (DVA NI), Nick Ibbott (ADI NJC), Aeneas McRitchie (DISC), Robin Cummins (BSM), John Lepine (MSA), Dave Hickenbotham (UNITE), Rick Wood (RoSPA), Steve Garrod (DIA)

**Apologies:** Vicki Ball (GoSkills), Simon Elstow (IAM), Stuart Walker (LVG)