

Please see attached feedback from Stu Walker after he attended the meeting with Dft yesterday to discuss Young Drivers and the soon to be published green paper. I do not see any harm in publishing what Stuart has said, so long as it is made very clear that these are not minutes and they are very much his opinions, as fed back to ADINJC. They should not be put across in any way as to represent the view of ADINJC or anyone else for that matter.

What was interesting (for me) was Stu's comments about national driving schools (not apparently trying to take the lead - that's good), that use of telematics in training **pre** test as well as post test could become the norm, so it's something we should educate ourselves about, and that the local authorities are perceiving and portraying us (ADI's) in a poor light. In part this may be something we have to look inwardly at, and maybe ask Stu to tell us more about what was said, but it may also be politically charged, as they were addressing their comments at Dft (effectively the "boss" of DSA), at a time when DSA's future hangs in the balance. My thoughts are that, as DSA control and regulate the "quality" or perceived quality of ADI's, then could that be done better, and so to uplift the quality of ADI's

All,

Here's a summary of the Young Driver Consultation Meeting held on 27/03/2013 and Chaired by Lisa Gilmore at Great Minster House, Marsham St, London

There was no formal list of attendees available but included, AA/BSM, ROSPA, DIA, MSA, ADINJC, Graham Feest, RAC Foundation, ACPO, DSA (Mark Magee and Ian Holden), DfT, Local Authority Road Safety Officers

Purpose of the meeting – This meeting was called to engage with stakeholders prior to a green paper being presented to government around spring/June 2013 and to give DfT an opportunity to listen to the road safety stakeholder views to help inform government thinking in this arena. The question asked was "Other than Government intervention is there more a role Industry could play i.e. incentives for young people to improve safety and encourage better behaviours."

We have an opportunity to get our message across before the green paper is written, but we have only a relatively short time to do so. To allay any fears, it is important at this stage for our members to understand what a green paper is. I have attached the reports provided by DfT on Monday and highly recommend you read them.

Green Papers are consultation documents produced by the Government. Often when a government department is considering introducing a new law, it will put together a discussion document called a Green Paper. The aim of this document is to allow people both inside and outside Parliament to debate the subject and give the department feedback on its suggestions.

No agenda was set for the meeting as such. The delegates were asked which topics they would like to include in discussion during this 90 minute meeting. No decisions were made by DfT at this stage as to what does and doesn't go into the paper, and the meeting was use purely to gather thoughts and opinions.

There was no indication that the large driving schools are trying to swing any of this in their favour. If anything the larger threat to the ADI's role and therefore livelihood, appears to come from other road safety stakeholders such as local authorities, who in my perception, based on some of the comments during the meeting, have a narrow view of the role ADIs play in road safety and a low opinion of ADI quality and abilities. Although they are admirably concerned with future road safety, with the recent cuts, they do of course themselves have a vested interest in safeguarding their future roles. (A comparison to this threat is the current driver intervention schemes)

Teaching people to simply pass the driving test was mentioned a number of times along with the lack of focus on changing behaviour and attitudes, and indicates that if we are not proactive in communicating the recent developments and modernisation of driver training we may fall victim to uninformed opinion.

I would recommend that as a committee it is essential that our next course of action is to gather opinion from our members and produce a consensus of opinion on each of the main discussion points of this debate and present this to DfT before the green paper is finalised. I would also suggest that we work together with the other ADI associations in order to demonstrate unity.

The topics requested and briefly discussed were -

Minimum learning period – log books

Possible curfews

Education in schools (DfT say very unlikely to be added to the national curriculum)

Engaging parents/employers/stakeholders in the learning process

Resources for enforcement and detection (concerns)

Practical impact, social and economic influences

Raising the value of ADIs – possibly to fill the gap as driver safety not likely to be taught in schools

Communication issues and tackling uninformed opinion

Scepticism even if evidence did prove that a GDL works, that insurance premiums wouldn't begin to fall

Improvement to the driving test – suggestions included; no test routes and extending independent driving to 20 minutes

Use of vehicle technology both future and present

Use of telematics both pre and post test and in private practice (If used to enforce must be mandatory)

Extending new driver act to 3 years – pros and cons
Use of re-education rather than punishment during that 3 year period
Impact of greater restrictions increasing illegal drivers who opt out of the system
Concerns over increased cost of learning to drive.

Stu Walker