

Summary: Intervention & Options

Department /Agency:

Driving Standards Agency

Title:

Impact Assessment of 2008 New practical Motorcycling Test

Stage: Final

Version: 1

Date: 21 October 2008

Related Publications: Consultation paper: Introducing the new practical motorcycling test and associated fees

Available to view or download at:

<http://www.dsa.gov.uk>

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What is the problem under consideration? Why is government intervention necessary?

The new practical motorcycle test implements the new EU standards and was due to be introduced 29 September 2008 as a unitary test delivered from Multi Purpose Test Centres (MPTCs) however only 38 would be operational in September. Following discussion with motorcycle interest groups it was decided to defer the implementation for 6 months, in order for DSA to investigate further alternative options to deliver the new test and increase service coverage. DSA needs to address the stakeholder concerns over test provision coverage within the timetable commitment given to EU Commission for implementing EU law. We expect at launch on 27 April that 89% of customers to be within 45 minutes of a Module 1 testing location and 96% from a Module 2 testing location.

What are the policy objectives and the intended effects?

To address stakeholder concerns by increasing coverage by providing more flexible site solutions rather than relying on the development of large MPTCs with adjacent suitable on-road test routes. Meet commitments to EU Commission for the new implementation date and minimise the risk of infraction proceedings.

Increase customer service level by giving flexibility and choice for people wanting to take a motorcycle test. Ensure that new arrangements are cost effective

What policy options have been considered? Please justify any preferred option.

Option 1 Continue with policy to implement the new practical test as a single element on 30 March using the expected estate of 45 MPTCs. This meets the secretary of state target but fails to address stakeholder concerns for service coverage.

Option 2 Develop and implement a modular motorcycling practical test. A modular test will enable DSA to be more flexible when looking for sites to conduct both elements of the new motorcycling test. A modular test will also give customers more choice and flexibility about how and where they want to take the test. This is in line with the approach in the recent Learning to Drive consultation exercise

When will the policy be reviewed to establish the actual costs and benefits and the achievement of the desired effects? There will be a review in 2013 to coincide with the implementation of the 3rd Directive concerned with graduated licencing.

Ministerial Sign-off For SELECT STAGE Impact Assessments:

I have read the Impact Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options

Signed by the responsible Minister:

Jim Fitzpatrick Date: 28/1/2009

Summary: Analysis & Evidence

Policy Option: 1

Description: Develop modular motorcycling practical test

COSTS	ANNUAL COSTS		Description and scale of key monetised costs by 'main affected groups' One-off costs relate to the trainer's potential investment in people carriers and trailers, IT Costs and Communications costs. Annual costs are the extra resource costs needed - examiners (£1.19m) and call centre (£60k).
	One-off (Transition)	Yrs	
	£ 3.6 m	1	
	Average Annual Cost (excluding one-off)		
	£ 1.25 m	10	Total Cost (PV) £ 14.34 m
Other key non-monetised costs by 'main affected groups'			

BENEFITS	ANNUAL BENEFITS		Description and scale of key monetised benefits by 'main affected groups' Benefits relate to the savings made in the costs of testing (£21.84), mileage (£7.82) and time (£10.41) per candidate
	One-off	Yrs	
	£ 0		
	Average Annual Benefit (excluding one-off)		
	£ 3.33m	10	Total Benefit (PV) £ 28.64m
Other key non-monetised benefits by 'main affected groups' Other benefits include greater flexibility and coverage in test sites, greater flexibility in training methods and course structure which will improve road safety, examiner feedback from module 1 improving chances of passing module 2, easier deployment of examiners and potential increased demand for motorcycles.			

Key Assumptions/Sensitivities/Risks

Price Base Year 2008	Time Period Years 10	Net Benefit Range (NPV) £ 14.3m	NET BENEFIT (NPV Best estimate) £ 14.3m
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What is the geographic coverage of the policy/option?				
On what date will the policy be implemented?				30/03/2009
Which organisation(s) will enforce the policy?				
What is the total annual cost of enforcement for these organisations?				£
Does enforcement comply with Hampton principles?				Yes/No
Will implementation go beyond minimum EU requirements?				No
What is the value of the proposed offsetting measure per year?				£
What is the value of changes in greenhouse gas emissions?				£
Will the proposal have a significant impact on competition?				No
Annual cost (£-£) per organisation (excluding one-off)	Micro	Small	Medium	Large
Are any of these organisations exempt?	N/A	N/A	N/A	N/A

Impact on Admin Burdens Baseline (2005 Prices)			(Increase - Decrease)
Increase of £ 0	Decrease of £ 0	Net Impact	£ 0

Key: Annual costs and benefits: Constant Prices (Net) Present Value

Evidence Base (for summary sheets)

Background

In October 2000 the European Commission adopted Directive 2000/56/EC that introduced higher standards for all driving tests. Implementation of the Directive was originally required by 2005, but the Commission agreed a deferment until 29 September 2008 (confirmed by directive 2008/65/EC) because of implementation difficulties faced by some Member States.

One of the higher standards introduced by the Directive was to require all motorcycle riders undertaking practical tests to carry out more demanding specified manoeuvres. The Directive, at Annex II, point 11 allowed each Member State to assess the manoeuvres on a "special testing ground".

The original consultation resulted in a single event test being the preferred option with a scheduled introduction date of 29/09/2008. Following representations from the motorcycle industry concerned about the shortfall in MPTC sites from where the single event test would be delivered, the option to introduce a modular two part test from 30/03/2009 is being considered.

The main aim of the directive was to improve the road safety for motorcyclists who have the highest fatality rate of all road users and account for 20% of all fatalities. In 2007 6,379 motorcyclists were killed or seriously injured.

The modular option will still fulfil this objective and will encourage new riders to prepare for the two module tests more thoroughly; they will in some cases also have a shorter distance to travel to take the test.

Modular testing has been proposed in Learning to Drive consultation and has already been developed as part of the Driver Certificate of Professional Competence.

Options

1. Introduce the new practical motorcycle test as a single event
2. Introduce the new practical motorcycle tests as a modular test

Option 1 Deliver a single event unitary test on March 2009 at the sites available at that date.

The single event test will compose of a special manoeuvres element and an on-road element which will be taken consecutively and based at the same location.

The table below gives estimated timings for a single event test:

Activity	New M/C Test (mins)
Meet and Greet Fit radio equipment Vehicle safety questions	8
Motorcycle special manoeuvres Exercises ¹	10 – 13
Road Riding (Min 30 minutes)	30 – 33
Record assessment Give result and DSA 10 Recover radio Complete Documentation	9
Recovery time	5
Total Time (Minutes)	65

The motorcycle special manoeuvres test will be conducted at an MPTC, VOSA or casual site. The on-road element will be conducted immediately after the special manoeuvres element on approved test routes within close proximity of the test location. If the candidate is not able to prove they can reach the appropriate level of competency on the off-road area then they will fail the practical test but will have the

¹ This includes the time taken to wheel the motorcycle onto the off road area and the time to remove the bike from the area to the test centre bike park.

option of continuing on to the on-road if it is deemed by the examiner safe to do so. If the candidate fails they will have to retake the whole test (at £80) for failing either element of the test.

Based on trials conducted with novice riders the pass rate for the special manoeuvres element was 64%. The existing practical motorcycle test which contains most of the aspects from the on-road element from the new motorcycle practical test has a pass rate of 65%

DSA have experienced significant difficulty in acquiring MPTCs that meet the requirement for an off road manoeuvring area and access to suitable meaningful test routes. Both are required to deliver a single event test. Up to the end of October 2008 704 sites had been visited, 286 (40.6%) have been rejected and 38 of the sites have been made operational. The majority of sites have been rejected after an assessment because of the location and lack of access to suitable test routes. Those which passed the assessment will have fallen through because of cost, developer lack of interest and planning etc.

Delivering tests from MPTCs and casual sites with suitable test routes restricts the number of sites and makes for an unequal distribution throughout the country. There are concerns from the motorcycle training industry that members without a local MPTC maybe disadvantaged if their potential customers elect to take CBT and full test training only at locations with an MPTC even if this means travelling and extra costs.

The single event is reliant on providing a manoeuvring area in a location which has a suitable on-road test route. This requirement has contributed to the difficulties finding sufficient sites leading to criticism from the press and the motorcycle industry. Motorcycle interest groups have supported the introduction of the test but subsequently raised numerous concerns about coverage. These have included safety of their candidates travelling long distances and the continued viability of some ATBs, who will not be close to a point of service. These concerns have led to the deferment of the test and pressure on DSA to improve the situation.

2. To develop and implement a modular motorcycle practical test – preferred option.

Delivering a modular test will provide DSA with greater flexibility identifying suitable sites. Sites for the special manoeuvres element will not need to be adjacent to suitable test routes. The on-road element could then be offered from a number of existing DTCs.

The modular test will comprise of 2 modules:

- Module 1 will essentially consist of the off road motorcycle special manoeuvres elements
- Module 2 will essentially consist of a road riding assessment

Candidates will need to have passed a module 1 test before being allowed to start a module 2 test.

From trials carried out with novice riders it is expected that the pass rate for module 1 will be 64%, module 2 is similar in format to the existing test which has a pass rate of 65%. Candidates will be able to retake their module 1 after 3 clear working days and module 2 after 10 clear working days, this is in line with current test policy and practice.

All candidates will have the following booking options:

- Book module 1 test then once completed successfully, book the module 2 test at a later date
- Book module 1 and module 2 tests on the same day (subject to availability), to be delivered from the same MPTC or site with suitable test routes
- Book module 1 and module 2 at the same time but for different dates.

The table below gives estimated timings for each module

Activity	Module 1	Module 2
Meet and Greet Fit radio equipment Vehicle safety questions	2	8
Motorcycle special manoeuvres Exercises ²	13	0
Road Riding (Min 30 minutes)	0	35
Record assessment Give result and DSA 10 Recover radio Complete Documentation	4.5	9
Recovery time	2.5	5
Total Time (Minutes)	22	57

DSA have regular project board meetings which include external stakeholders and held high level meetings with Motorcycle interest groups. The feedback from these consultations has been very positive towards modular testing.

The Motor Cycle Industry Association have written to DSA in support of modular testing:

“We strongly support the proposal to introduce modular testing as it will open up many more possibilities for test centres thus reducing the threat to our members’ livelihood. Modular testing has been seen by our members as a ray of light at the end of a dark tunnel. They have been reassured that the DSA is taking their views into account and they are very surprised and pleased by the level of understanding and the willingness to find a reasonable alternative that has been shown by the DSA since the implementation was delayed.”

Analysis of Impacts

Groups and Sectors

The main groups affected by changes to the delivery of the test will be the motorcycle Approved Training Bodies (ATBs), candidates taking the motorcycle test, motorcycle retailers and manufacturers. The modular test will have an impact across the whole of Great Britain.

Approved Training Bodies

There are approximately 800 ATBs authorised by DSA to provide the statutory CBT course. The ATBs vary in size from one person operators to large organisations with franchises around the country. These employ around 3500 approved motorcycle instructors.

80% of motorcycle test candidates undertake training and book their test through an ATB. Changing the delivery of the test to a modular approach will have a direct impact on the way the training organisations deliver their courses and could also affect the number of people prepared to learn to ride i.e. positively as it is safer and negatively as it is seen to be too complicated. Trainers will be affected by the location and number of points of service with additional costs for greater distances travelled. Those trainers that are closer to a point of service could be at an advantage to those further away.

If an ATB ceases to operate, because they are not close to a local testing facility, it could lead to a lack of motorcycle training provision in a particular area. Affected learners may not have access to Compulsory Basic Training (CBT), the statutory training requirement for all learner riders before they can ride on the road. In these circumstances novices would need to travel extended distances to take CBT and further training which could deter many from taking up motorcycle riding. Removing the ability to test effectively locally could make a business unviable and unprofitable.

² This includes the time taken to wheel the motorcycle onto the off road area and the time to remove the bike from the area to the test centre bike park.

Candidates:

Test candidates are broken down into various groups; Moped, Learner legal 125cc motorcycles and larger motorcycles operating under the Direct Access Scheme. This latter category makes up some 80-85% of tests conducted.

The potential impact of changing the delivery of the motorcycle test could include:

- Distance travelled – How far a candidate will need to travel to a point of service whether that is travelling further to an MPTC for the single event test or possibly taking 2 shorter journeys for the modular test.
- Cost of training and hiring motorcycles – If the journey time is longer then costs for the candidate will increase for the hire of the motorcycle and paying for the trainer's time
- Cost of re-taking the test – Failing either element during a single event test will mean the whole fee is lost and the full fee would need to be paid for a re-test. Modular testing allows the candidate to lose, and pay for, only the fee relative to a particular module.
- Different approach to training methods – Better training methods will provide the candidate with improved riding skills and make them a safer rider.
- Increase in illegal riders – If acquiring a motorcycle licence is perceived to be too difficult or expensive this could lead to new trainees riding illegally. Similarly those that are able to complete CBT may increase the numbers who prefer to remain permanent learners, retaking CBT every 2 years.

Motorcycle Retailers and Manufacturers

This stakeholder group supports road safety initiatives whilst seeking to ensure that changes that are introduced do not deter new customers from motorcycling.

Consultation

DSA has representation on the new motorcycle test project board from the following motorcycle interest groups:

- MCIA – Motor Cycle Industry Association
- MRTA – Motorcycle Rider Training Association
- A representative from a non-affiliated Approved Training Body.

DSA have held various high level meetings with motorcycle interest groups to discuss how to improve coverage of the motorcycle test

- MRA – Motorcycle Retailers Association
- MCIA – Motor Cycle Industry Association
- MRTA – Motorcycle Rider Training Association

It has been clear during these consultations that external organisations are in favour of a modular test option.

Costs

Option 1 – Single Event Unitary Test

We currently forecast that 45 full MPTCs will be operational by 30 March 2009; these will result in 62% of the GB population being within 45 minutes of an MPTC; 83% within 60 minutes; and 97% within 90 minutes.

In addition, we will provide weekend testing only from between 14 and 20 part-time (weekend only) VOSA sites and additional mid-week testing from up to 3 casual-hire sites.

Whilst VOSA sites improve test coverage they will have limited availability and throughput of tests will be significantly less than at an MPTC. These sites will only be available on Saturday afternoons and Sundays and DSA are likely to experience difficulties securing voluntary examiner resource. Feedback from motorcycle trainers suggests they prefer to conduct CBT courses at weekends rather than tests. Therefore the vast majority of tests will be conducted at MPTC or Casual sites.

A single event test will not allow for flexibility in test delivery and will mean that candidates, in the main, will have to travel to their nearest MPTC. We have received feedback from motorcycle organisations and training groups that due to gaps in coverage some candidates could travel for 2 hours or more each way to conduct their test which has led to safety concerns being raised.

Around 80% of motorcycle test candidates are accompanied to the test centre by an approved trainer, under the requirements of the Direct Access Scheme. Longer journeys for candidates will mean higher costs to pay for the additional time the trainer has to be with the candidate and for possible hire of the motorcycle. The motorcycle trainer may try to reduce costs by taking up to 4 candidates but as the manoeuvring area can only accommodate one test at a time this may be impractical as each candidate would have to wait while each rider conducts their test.

To utilise the area efficiently there are staggered test times during the day for up to 4 examiners. This is not very flexible and means that it is difficult to integrate with other test work programmes

Option 2 – Modular Version of the Test

The customer will have the opportunity of taking the test modules on separate days or together at the same site. If the candidate chooses to take the test on separate days then they will travel to a test centre twice. This will mean that although they are shorter journeys the distance covered may be greater.

The length of journey will depend on the coverage in their area. Modular testing will allow a greater number of sites to be developed and give DSA the opportunity of providing better coverage.

A transition to a modular test approach would provide an opportunity to increase the points of delivery for both modules. The expectation is that there will be 100 points of service which will include at least 60 sites with a manoeuvring area.

Modular testing gives a trainer the opportunity of taking more than two candidates at a time to a test centre. The module 1 test is particularly suited to this as it is shorter and more can be conducted in a day. To facilitate this it may be necessary for trainers to purchase a minibus and trailer to transport more than two candidates and a motorcycle to the test centre.

Trainer costs

For the purpose of this exercise, the average cost of purchasing a minibus and trailer are assumed to be as follows:

Cost of minibus = £15,000

Cost of trailer = £800

Test Fee

When the modular test is implemented the fee will remain at £80. An increase is planned for October 2009 and is included in a separate impact assessment.

DSA Costs

IT Changes

IT changes will have to be made to ensure that modular tests can be booked and to enable results to be captured.

Changes to Booking System (DTCS-T)	£12,000
Changes to Internet Booking System (IBS)	£9,000
Changes to Scanning to capture results	£73,000
Total Cost of Implementing IT Changes	£94,000

Staff Resource

Examiner Costs (per annum)

Single event test examiner resource	79
Examiner Resource for Module 1	67
Examiner Resource for Module 2	34
Total Examiner resource for Modular test	101
Additional Examiners	22
Examiner Cost Summary	£741,633
Examiner Overheads	£444,980
Total Examiner and Related Costs	£1,186,613

Contact Centre Costs (per annum)

Total staff resource cost	3682610
Call volumes	2000000
No bike tests	83000
Percentage bike tests booked by phone	79%
Expected additional time	50%
Total Additional Cost for modular testing	£60,367

Communications (one- off cost)

Information pack and DVD	£29,000
Posters and Leaflets	£1,200
ATB Events	£600
Focus Group Events	£3,400
Total	£34,200

Benefits

Modular Testing

Explanation of financial information

Four motorcycle trainers who are part of DSA's regular informal stakeholder group were contacted for assistance in compiling the information. They are representative of trainer groups from across the UK and are based in Scotland, the midlands, inside the M25 and Kent.

In each case they were asked what they anticipated the costs or benefits of modular testing would be and to give an indication of the financial implications.

Some background information from DSA's road safety information system, RSIS, has been used. Independent trials were carried out by Transport Research Laboratory (TRL) of the special motorcycle manoeuvres; information on the pass rate of these trials has also been used in this report.

Three different models have been used to establish the likely costs and benefits:

- Single event test where the trainer travels by bike with two trainees to one location to take the single event test.
- Modular test with part of the transport arrangements involving a people carrier and trailer to transport the trainer, up to six trainees and two or more bikes to the module 1 event.
- Modular test with all training and transport carried out bike to bike at a 2:1 ratio.

We understand that 40% of the 800 Approved Training Bodies (ATBs) will have to travel further than 45 minutes or 20 miles to an MPTC. This group may consider using car and trailer transportation; It is

assumed that approximately 1/3 of ATBs may already have some form of four wheel transport and trailers for recovering motorcycle breakdowns.

The number of motorcycle tests was estimated to be 83,000 based on previous years demand.

Table 1 Shows the costs associated with a typical motorcycle training course structure based on a modular test with the trainer using a car and trailer to transport trainees and bikes to the manoeuvring area. This could enable a higher trainer: trainee ratio to travel to and from the test than the 1:2 ratio typically used when all parties are riding motorcycles.

Table 1			
Typical course structure		Modular	
Based on trailer use for Mod 1			
4 days training		£ 655.00	4 x daily rate
1/2 day Mod 1 test		£ 27.26	0.5 daily rate x 0.333 (6:1 Vs 2:1)
Mod 1 Test Fee		£ 26.50	
Mod 1 mileage cost		£ 26.40	car trailer cost
Mod 1 travel time		£ 15.13	travel time cost x 0.333
Mod 1 Candidates Travel time		£ 2.82	
1/2 day Mod 2 test		£ 81.88	0.5 * daily rate
Mod 2 Test fees		£ 53.50	
Mod 2 mileage cost		£ 1.56	bike cost
Mod 2 travel time		£ 9.96	travel time cost
Mod 2 Candidate travel time		£ 1.86	
Total		£901.87	

Table 2 Shows a typical course structure for a modular test with training carried out bike to bike with no alteration in training ratios, all travel by motorcycle.

Table 2			
Typical course structure		Modular	
Based on 2:1 bike to bike for Mod 1 & Mod 2 on same day			
4 days training		£ 655.00	4 x daily rate
1 day Mod 1 & 2 test		£ 163.75	0.5 daily rate
Mod 1 and 2 Test fee		£ 80.00	
Mod 1 & 2 mileage cost		£ 47.52	
Mod 1 & 2 travel time		£ 45.44	travel time cost
Mod 1 & 2 Candidate travel time		£ 8.47	
Total		£1000.18	

Table 3 Shows a typical course structure for a single event test. All training bike to bike at a 2:1 ratio. This is the Business as Usual Scenario.

Table 3			
Typical course structure		Single event	
4 days training		£ 655.00	4 x daily rate
1 day test		£ 163.75	1 x daily rate
Test Fee		£ 80.00	
Mileage cost		£ 47.52	3 x bike travel mileage
Assessor Travel time		£ 45.44	travel time cost
Candidate travel time		£ 8.47	
		£1000.18	

Table 4 Shows the net difference comparing modular test training to single event test training, the all candidates figure is based on 83,000 tests per annum

Table 4			
Net difference Modular (using trailer on module 1) versus Single Event			
Single Event			£ 1000.18
Modular with trailer			£ 901.87
Per candidate			£ 98.31
All candidates			£ 8,159,912.04

Table 5 Shows the net difference of a modular test with training carried out bike to bike compared to a single event test.

Table 5			
Net difference Modular same day versus Single Event			
Single Event			£ 1000.18
Modular (bike to bike)			£ 1000.18
Per candidate			£ 0
All candidates			£ 0

Table 6 Shows Costs for a candidate undertaking the modular tests based on 40% of trainers opting to use a people carrier and trailer.

Table 6			
Option 2			
Training			£ 655.00
Testing			£ 141.91
Average Mileage Cost			£ 39.70
Test Fee			£ 80.00
Assessor's Time			£ 37.30
Candidate's Time			£ 6.20
TOTAL			£ 960.10

Table 8 Shows Total Annual Savings for a candidate conducting a Modular Test

Table 8		
Savings	p/candidate	Total Annual Savings
Training	£ -	£0.00
Testing	£ 21.84	£1,813,072.75
Average Mileage Cost	£ 7.82	£649,392.00
Test Fees	£ -	£0.00
Assessor's Time	£ 8.14	£675,534.96
Candidate's Time	£ 2.27	£188,728.13
Total		£3,326,727.84

Non-monetised Benefits

Option 1

The single event test was ready to be implemented September 2008 and bookings were taken for the new test before the deferment was agreed. The infrastructure and procedures are in place and little or no additional expenditure or effort would be required.

The single event test will mean that the candidate will have to make one booking and will have one event to attend.

Option 2

Sites and coverage

- A modular test allows for greater flexibility for identifying sites to deliver the practical motorcycle test by removing the requirement to have adjacent suitable test routes.
- A single event test would mean that a permanent site would still need to be found for every proposed search area which could take a considerable amount of time and resource.
- VOSA sites could be utilised more efficiently by conducting only module 1 tests to increase the throughput and make better use of the available examiner resource.

Having better coverage will make journey times shorter to each of the test centres and reduces the inconvenience to the candidate. This has consistently been the major issue raised by the motorcycle industry and press.

Modular testing also allows DSA to look at various schemes to help trainers and candidates if their test centre is further way such as providing trailers and garaging facilities for ATB motorcycles.

Trainers

Current training and testing arrangements encourage a test driven approach. Adopting the modular approach would encourage a more needs and competency driven approach to training methods. This in turn should result in new riders being better equipped to deal with the very real risks they face in their first years of riding. Delivering a modular test may reduce the reliance on intensive courses and would give greater choice and flexibility of training methods and course structure. Courses could be focussed more on teaching needs rather than a one size fits all. This modular approach to training currently forms part of the learning to drive consultation and experience from across other educational areas shows that modular approaches to learning are more efficient ways to communicate subject matter.

Many trainers have registered concerns over the distance some novice riders would be required to travel to complete a single event test at a MPTC; the modular approach would resolve many of these concerns as greater flexibility in training and testing arrangements would be available to candidates and trainers alike.

These changes to the way the training is delivered should improve road safety and save lives. The motorcycle casualty rates are the highest amongst road users; improving the riding skills of motorcyclists is a key aspect of the Government's Motorcycle Strategy. The cost of a road fatality is in the region of £1.5m, the emotional and social consequences are far higher, therefore any reduction in the fatality rates has substantial benefits

Candidates

The candidate would be able to choose to take the two modules separately, this allows them to “pay as they go”, or to take both modules on the same day. Under single event testing arrangements failure of the special motorcycle manoeuvres would result in the candidate having to pay the full single event fee. Adopting a modular approach would mean they only lose part of the fee. If both modules are booked within the 3 day cancellation period it will mean they will be liable for the whole test fee if they fail the first module. Initial indications from the training industry they will book module 1 and module 2 far enough apart to avoid loss of the module 2 fee.

Modular testing gives candidates the chance of receiving feedback from the first module and the opportunity to re-assess their training needs. This helps make the training and course more appropriate to the needs of the individual.

DSA

Adopting a modular approach to testing, as opposed to providing a single event test, would remove constraints around examiner utilisation and accommodate a more efficient approach. Tests would not need to operate at complex, staggered times, as previously planned for the single event test, as examiners would be fully occupied delivering module 1 only tests. This would enable greater flexibility to, where required, integrate examiners with other categories of testing within the same daily programme. Therefore an impact of the additional length of time required for modular testing is mitigated by creating the greater flexibility to enable examiners to be scheduled more effectively.

Manufacturers, Retailers and Small Firms

A more demanding test combined with better training practises will reduce motorcycle accident rates and improve the perception of motorcycle riding to the public.

The proposal to use a modular approach for the practical motorcycling test will increase the points of delivery helping those smaller businesses and training bodies which could have been further away from a single event testing facility. The Motor Cycle Industry Association support the introduction of modular testing as they feel that with extra service provision it will reduce the threat to their member's livelihoods especially those which are small businesses.

Rural proofing

The proposal to split the practical motorcycling test into a modular format will positively impact on those living in rural areas. The implementation of the new practical motorcycling test as a single event would have meant that some candidates would have had to travel long distances in order to take a test at a MPTC. The modular test will help provide a wider range of testing facilities and aims to reduce the distance with which candidates have to travel to test centres.

Specific Impact Tests: Checklist

Use the table below to demonstrate how broadly you have considered the potential impacts of your policy options.

Ensure that the results of any tests that impact on the cost-benefit analysis are contained within the main evidence base; other results may be annexed.

Type of testing undertaken	<i>Results in Evidence Base?</i>	<i>Results annexed?</i>
Competition Assessment	No	No
Small Firms Impact Test	Yes	No
Legal Aid	No	No
Sustainable Development	No	No
Carbon Assessment	No	No
Other Environment	No	No
Health Impact Assessment	No	No
Race Equality	Yes	No
Disability Equality	Yes	No
Gender Equality	Yes	No
Human Rights	No	No
Rural Proofing	Yes	No