NASP
National Associations Strategic Partnership

Wednesday 18th March 2026

Dear Members,

Following our recent correspondence dated 9th March 2026, NASP has since met with DVSA to discuss the implementation of changes to the rules regarding the booking of category B driving tests.

To add to concerns raised in our previous correspondence, NASP – the main stakeholder in this industry with over 20k members between our three associations - has now been informed, with no prior discussion or opportunity to guide and advise, that legislation is being proposed that will make it a criminal offence for Approved Driving Instructors to book a Category B driving test. This despite:

a) No confirmation from the Department for Transport or DVSA on the numbers of driving instructors found to be engaging in unethical activity related to test booking, but with one DVSA representative stating that the figure was as low as 3%;

b) assurances provided by DVSA that the new Online Booking System currently under development by DVSA would be fit not just for the current situation as it relates to lack of test availability, but also for future situations where some sense of normalcy has been restored (making it illegal for driving instructors to book tests signals no return of this functionality once the current crisis is resolved);

c) the fact that driving instructors will still be trusted to book other categories of driving test, for example LGV, HGV, and motorcycle tests;

d) the principle that driving instructors are paying customers of DVSA, who, should this legislation be allowed to proceed, will lose a key benefit of being regulated by DVSA, one which allows many of them to carry out their role and operate their businesses more effectively and efficiently for members of the public;

e) the absence of an output assessment of the proposed changes, including predicted financial losses to businesses operating in the sector, despite assurances that one would be scheduled, and our belief that one has taken place.

NASP strongly believes that the move to make the practice of driving instructors booking a driving test illegal is a serious overreaction to the current problem of poor test availability, and one which is unnecessary.

We would reiterate our comments and concerns outlined in our previous correspondence, namely:

a) Removing road safety professionals from the decision-making process of whether a member of the public is ready for a driving test is a mistake which could have serious consequences for figures related to the safety of newly qualified drivers;

b) The safety of driving examiners will be compromised given the expected rise in vehicles being used for tests with no dual controls;

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c) The continued disenfranchisement of driving instructors being enacted by DVSA and Department for Transport, based on the results of a highly questionable consultation that relied overwhelmingly on responses from members of the public with no professional insight of the wider challenges being faced by Government, road safety practitioners, and industry, is alarming.

We call on all Members and Ministers to urgently review the planned legislation and consider in depth the points we have raised.

Regards,

Stewart Lochrie
Approved Driving Instructors National Joint Council (ADINJC)

Carly Brookfield
Driving Instructors Association (DIA)

Peter Harvey
Motor Schools Association (MSA)