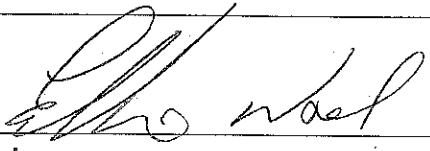


Decision Summary

Transport and Technical Services

Ministerial Decision

Decision Reference: MD-T-2015-0051			
Decision Summary Title (File Name):	To make provision by Order for changes to the current off-road theory test	Date of Decision Summary:	10 July 2015
Decision Summary Author:	Senior Traffic Officer	Decision Summary: Public or Exempt?	Public
Type of Report: Oral or Written?	Written	Person Giving Oral Report:	N/A
Written Report Title (File Name):	To make provision by Order for changes to the current off-road theory test	Date of Written Report:	10 July 2015
Written Report Author:	Senior Traffic Officer	Written Report : Public or Exempt?	Public
Subject: To make provision by Order for changes to the current Off-Road Theory Test.			
Decision(s): The Minister agreed, with regard to Article 8 (4) of the Road Traffic (Jersey) Law 1956, to make provision by Order for changes to the current Off-Road Theory Test.			
Reason(s) for Decision: To ensure that Jersey continues to meet the required standards in order to maintain our driving licence exchange agreements with the UK, EU and other international countries.			
Resource Implications: There will be an annual cost for hiring and maintaining the hazard perception clips and a cost to install the clips on our system. The theory test fees may need to be increased to cover these costs.			
Action required: The Inspector of Motor Traffic to issue instructions to the Law Draftsman to draft the necessary amendments to the legislation that would put these changes into effect.			
Signature:		Position:	Minister for Transport and Technical Services
Date Signed:	16 July 2015	Date of Decision (If different from Date Signed):	



TRANSPORT AND TECHNICAL SERVICES
TO MAKE PROVISION BY ORDER FOR CHANGES TO THE CURRENT
OFF-ROAD THEORY TEST

Purpose of the Report

To seek support of the Minister for Transport and Technical Services with regard to Article 8 (4) of the Road Traffic (Jersey) Law 1956 to make provision by Order for changes to the current Off-Road Theory Test.

Background

The off-road theory test was moved from Highlands College to Driver and Vehicle Standards in 2002 and was changed from a paper test to touch screen. Since the introduction of touch screen, the test has not been reviewed or updated.

Discussion

The Jersey driver off-road theory test in its current form allows candidates 40 minutes to answer 35 questions and has a pass mark of 30. The test does not have a hazard perception section.

The UK off-road theory test allows candidates 57 minutes to answer 50 questions with a pass mark of 43 for category A¹ and B² tests and 115 minutes to answer 100 questions with a pass mark of 85 for category C³ and D⁴ tests. Both tests also have a hazard perception section which is taken immediately after the theory test.

1 Motorcycle test

2 Car test

3 Large goods vehicle test

4 Large passenger vehicle test

Driving Licence Reciprocal Exchange Agreement

The UK accepts driving licences issued by EU States, which allow drivers to drive in any part of the EU without having to exchange their licences, however this does not apply to drivers outside Europe.

There are arrangements in place with 30 plus countries that allow drivers to exchange their driving licences for a UK driving licence. They do not need to take any additional driving tests as the UK Driver and Vehicle Standards Agency (DVSA) recognise the licence they hold proves that they have already met the appropriate standards; Jersey is one of these recognised jurisdictions.

Jersey must ensure that it constantly reviews and updates the off-road driver theory test to a recognised standard in order to remain a recognised jurisdiction and to maintain our reciprocal driving licence exchange agreements with the UK, EU and other international countries.

Proposed Changes

- Increase the amount of questions for the A and B test from 35 to 50 with a pass mark of 43
- Increase the time allowed for the A and B test from 40 minutes to 60 minutes
- Increase the amount of questions for the C and D test from 35 to 100 with a pass mark of 85
- Increase the time allowed for the C and D test from 40 minutes to 120 minutes
- Increase the time of arrival before all tests from 15 minutes to 20 minutes
- Fee for A and B test to remain at £30.90
- Increase fee for C and D test to £50.00
- Voice overs to be in English only
- Introduce hazard perception section

The theory test work stations at DVS have been increased from seven to nine. It is proposed to run three daytime sessions for A and B tests on Tuesdays, Wednesdays and Fridays and two evening sessions on Thursdays (99 tests per week - £3,059.10).

Due to a lower demand, one session for C and D tests will be run every other week on Friday afternoons (nine tests per every other week - £450.00). If demand increases more tests can be accommodated on either Monday or Thursday mornings.

Voice Over

The current Jersey theory test has the option of a voice over in Portuguese. This was introduced to accommodate Portuguese nationals coming to work in Jersey when there was no driving licence exchange agreement between Jersey and Portugal. Portugal now has a reciprocal driving licence exchange agreement with Jersey and therefore the Portuguese voice over is no longer in demand. It is not practical and we do not have the resources to provide voice overs for all foreign languages or to provide qualified interpreters. In order to avoid any possible breach of the discrimination law, the new theory test will have voice over in English only, as per the UK test.

Hazard Perception

The government is committed to reducing the number of people killed and seriously injured on our roads. Hazard perception testing is one of the measures that should help by encouraging training in scanning the road, recognising at the first opportunity from the clues that a potentially dangerous situation might arise and adopting a driving plan to reduce the risk.

The hazard perception section of the theory test will be delivered on the current touch screen computers at DVS. The candidate will be presented with a series of video clips which feature every day road scenes. In each clip there will be at least one developing

hazard, but one of the clips will feature two developing hazards. To achieve a high score the candidate will need to respond to the developing hazard during the early part of its development. The maximum score on each hazard is five.

Recognition of available clues and perception of danger are skills that are necessary in all drivers and riders, irrespective of the vehicle used. For this reason, the same version of the hazard perception test will be used for all categories of test.

A hazard perception test for Jersey is currently being researched by DVS with a view to introducing it in the near future. Hazard perception clips are available from software developers MJH Systems, the software house which developed the theory test question bank for Jersey, Guernsey and the Isle of Man. Our current theory test software is already set-up to run the hazard perception section of the theory test.

Resources to introduce hazard perception will be:

- Annual cost of hiring and maintaining the hazard perception clips.
- Cost to install the hazard perception clips on our system.

Theory test fees may need to be increased to cover the cost of introducing and maintaining a hazard perception section.

Recommendation

The Minister is asked to agree changes with regard to Article 8 (4) of the Road Traffic (Jersey) Law 1956 to make provision by Order for changes to the current Off-Road Theory Test.

Reason for Decision

To ensure that Jersey continues to meet the required standards in order to maintain our driving licence exchange agreements with the UK, EU and other international countries.

Action Required

The Inspector of Motor Traffic to issue instructions to the Law Draftsman to draft the necessary amendments to the legislation that would put these changes in effect.

Written By: Senior Traffic Officer

Approved By: Inspector of Motor Traffic