



# The Authorised Training Body Association

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Response to the current CBT research/Findings/Changes

Mark Winn  
DVSA

Like most ATB owners and Motorcycle Instructors, I have had a very long day organising CBT, DAS and a variety of other matters relating to my business, and like many of the others my initial view is “Oh – what the hell are they trying to come up with now”.

It is extremely difficult to focus on work and (considering this may be the third major restructuring of Motorcycle Training in three years, almost impossible to digest and respond to a document borne out very little need to change, and based upon three very comprehensive yet non the less academic and onerous documents. I refer to:

[National Driver and Rider Training Standards](#)

[The latest CBT research](#)

[The CBT research findings](#)

## **Primary Point – When CBT is conducted properly – IT WORKS**

The first point to get across therefore is, this may be the straw that breaks the back of your ATB camels, due to weight and onerous nature of the task ahead. Most ATB's will have no choice but to wait and see what the DVSA will DO next to endanger their livelihoods. If the changes were managed and the change also managed and planned (with ATB's involvement) we could at least plan for the future.

There is also an Orwellian thinking out there; with the magnitude and weight of these documents, tethered with the move by the large Manufacturers that this is a conspiracy to remove the humble ATB.

Do not misunderstand the ATBA here; recent events have proven that in many cases the industry deserves to lose the trust placed in it (postal CBT's, short road rides, inter alia).

This document therefore goes to address five key points:

1. ATB involvement in change
2. ATB ability to be involved in change
3. ATB ability at present with a view to standards
4. DVSA ability at present with a view to standards
5. An ATBA view on the situation



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## **ATB involvement in change**

Whilst consultation document and being copied in are all very well, what is required is adoption of an industry standard; Change Control committees. In this way local ATBA representatives may filter those changes down. It is important that this starts prior to any change mechanism.

## **ATB ability to be involved in change**

It is unreasonable to expect any ATB (per se) to be involved in these Change Control committees, therefore the information must be filtered through regional representatives. The ATBA has these resources.

## **ATB ability at present with a view to standards**

Without going into Micro detail, ATB's would generally accept that we lack the following elements given the Utopian view that we are "all singing all dancing".

- No formal Teacher training
- No formal Module 1 training
- No formal Module 2 training
- Certainly no business training (the more unqualified the ATB owner, the louder the objection to this statement)

There are other shortcomings here, which tend to contribute to quality overall:

- No formal business training, Yet CBT1C, virtually 'equips' us to run a business
- The gaps overall tend to spring from our 'Chinese messages' approach to training, and down trained can be a licence to print money and hang the rules.
- There was an inclination that "cheap CBT – bad CBT" was inferred in the latest reports, this is rubbish. A bad CBT is due to the owner of the CBT, and this is not the Down Trained or CBT instructor – it is the owner of the ATB period.

We (ATB's) are the product of our industry. All ATBA have tried to do is ensure that the industry is documented, in that fashion we can at least operate in a framework, and where that framework lets us down, help to reinforce it and improve quality.

With the latest research we are in danger of "over-populating the forest as we cannot see the trees"

Cardington for all its (mostly colloquial, and rumour based) faults does invoke standards, mostly because it is easier to gain entrance to the paratroopers.

Most ATB's are good honest purveyors of Motorcycle Training, and would welcome assistance in achieving any level of standards set by the Industry, particularly the DVSA.



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ATB's should be your partners, not your customers.

Let us help you, help us; help the public.

## DVSA ability at present with a view to standards

It is a sad, yet pragmatic fact, that different MPTC's employ different standards at both Module 1 and Module 2. We have evidentiary proof of this. We are not 'bouncing the ball back into your court', merely recognising that this fact is true. Some clients would pass at one MPTC and yet fail at another.

Most Examiners are confused over:

Licence law – No Counterpart advice to date

A1/A2/A Migration regarding what is required

Can we please manage the changes that are required together?

## An ATBA view on the situation

If only we all were on the same page...

I look forward to your comments, and the date of the next, required meeting.

Steve Broad

Chairman

ATBA



Driver & Vehicle  
Licensing  
Agency

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