

Is your child learning to Drive?

A Guide for Parents:
Everything you will need and want to know

In association with



Kent Surrey Sussex



DECADE OF ACTION FOR
ROAD SAFETY 2011-2020

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Introduction

Learning to drive isn't what it used to be – cars are now more powerful and there are more of them on the road. Add into the mix the common misconception the sooner you pass your test the better and crazy insurance premiums for young drivers and we are left with drivers (post passing the test) who are hugely under-prepared, inexperienced and totally disillusioned about being able to buy a good car let alone insuring it.

All the latest key industry findings point towards a radical reformation of the way people learn to drive. This guide is everything you need to know so you can make informed choices when it's your child's moment to sit in the driver's seat.

Never forget, driving is probably the riskiest thing a teenager will do. 1 in 5 will have a crash in their first 12 months of driving and 130 young people are killed or seriously injured every month out on UK roads.

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Better education WILL help to save lives...

The a²om CIC (pronounced “atom kick”) is a Community Interest Company (100% not-for-profit) dedicated to saving young lives through better knowledge and education for novice drivers and their parents.

A thank you from a²om CIC

“We would like to take this opportunity to thank a²om, RoadSafe, Cranfield University, the Motor Insurers’ Bureau, the Institute of Advanced Motorists, the AA, the College of Emergency Medicine, Kent, Surrey & Sussex Air Ambulance and ingenie for their contributions and help in putting this guide together.”

Sarah Rowley
CEO, a²om CIC



Applying for a provisional driving licence

The DVLA (Driver & Vehicle Licensing Agency) handle the applications.

The applicant must be a resident of Great Britain and meet the minimum age and eyesight requirements (be able to read a new style number plate from 20m and an old style one from 20.5m).

The licence is valid from the driver's 17th birthday; however, they may apply up to 3 months before they are 17 (still unable to take a theory test until they are actually 17).



TIP: You are able to apply for a provisional licence at 16 if the licence is to ride a moped (with an engine size of up to 50cc and a max speed of 50 km/h).

Applying by post:

Use Form D1 – you can get one from either the Post Office or request online via the DVLA Form Ordering Service:

https://www.dvla.gov.uk/dvla/onlineservices/order_forms

Completion of this form includes telling the DVLA:

- About any pre or existing medical conditions that may affect the applicants driving
- About any convictions they may have for breaking rules (motoring or otherwise)
- Confirming applicants identity*
- Sending a photo (passport size)



TIP: The photo needs to be certified if not using a passport to confirm identity. The person signing the back of the photo must also complete section 7 of the D1 form.

Those eligible to sign include: Doctor, Teacher, MP, Local business person/Shop keeper, Police Officer, Bank Officer, Librarian...etc. The person signing must have known the applicant for a minimum of 2 years.

*Identity Confirmation:

- The applicant needs to have a UK passport or another form of ID
- Be able to provide addresses of where they have lived over the last 3 years



TIP: Only original documents are required, as the DVLA will not accept photocopies.



TIP: Do not send in a passport if it may be needed within the next month.

- If using one of the newer UK digital passports (i.e. the photo and signature are on the same page) the DVLA can confirm identity automatically, so will not require original documents to be submitted. Simply enter the 9 digit passport number on the D1 form and sign.
- Using one of the older UK non-digital passports will mean that the original document will have to be submitted. (The DVLA will usually return your documents within 10 working days, separately from your licence, by first class post).



TIP: If you don't want to send your passport you can send a UK Birth/Adoption Certificate with your National Insurance Card instead.

- Other forms of ID that are acceptable include: a National ID Card issued by a member state of the European Community (EC)/European Economic Area (EEA) or a Biometric Residence Permit (formerly know as the ID Card for foreign nationals) or a UK Certificate of Naturalisation.

Premium Checking Service:

The Post Office will check the application after verifying your identity (take copies of the original documents) & send it to the DVLA. It costs £4.00 and means you don't have to send original documents away.



TIP: 740 branches of the Post Office offer this service. To find the one nearest to you go to:

www.postoffice.co.uk (Look under counter services/UK diving licences)

Fee:

For a first provisional driving licence the fee is £50.00 (as of going to print Aug 2011). Cheques/postal orders made payable to DVLA Swansea (do not post date your cheque). Write your full name and address and driver's date of birth on the back.

Send:

The completed form, identity documents, passport photograph and fee to DVLA, Swansea, SA99 1AD.

Application Duration:

This can take up to 3 weeks – a person must not drive until they have received their licence.

Applying Online:

www.direct.gov.uk/en/Motoring

- Register personal details in order to receive a Government Gateway User ID. No online applications can be made until the applicant has one of these.
- Complete the form online: If you hold a UK digital passport you can just fill in the 9 digit passport number.



TIP: The same photo from your passport will be used for your licence. If you do not want the same photo or do not have a digital passport you will need to send a photo by post – a completion form will be available at the end of the online application to do this.

Application Duration:

This can take up to 10 working days. A person must not drive until they have received their licence.

Replacement Cost:

If you lose a licence the replacement fee is £20.00.



TIP: The counterpart should be kept somewhere safe. It is needed for both theory & practical tests and extremely important post passing the test.

RIGHT: Picture of the Photocard Provisional Licence and the Counterpart Section



Choosing a driving instructor

Approved Driving Instructor (ADI)

The Driving Standards Agency (DSA) is part of The Department for Transport and responsible for setting standards and conducting theory & practical driving tests. They recommend that when a person learns to drive they do so with a trained professional, an Approved Driving Instructor (ADI) and undertake on average 45 hours of professional lessons and a further 22 hours of private practice (most do a lot less than this).

So what has the ADI had to do to become fully qualified? They must study and pass a 3 part instructor test:

- **Part 1:** Theory
- **Part 2:** Own Driving Ability
- **Part 3:** Teaching Skills

 **TIP:** Once they have done this they are given one of these to put in the front windscreen of their car.

 **BE AWARE:** Some instructors are not fully qualified, known as Potential Driving Instructors (PDIs). They can still teach (and charge) for driving lessons. They have a different badge:

RIGHT: Potential Driving Instructor Pink Badge



Every ADI is asked to abide by a Code of Conduct and is check-tested by the DSA every 2-4 years

 **TIP:** The check test gives an instructor a grade from 4-6 (4 being competent, 6 being outstanding).



LEFT: Approved Driving Instructor Green Badge

However, use caution when using this as a guide. Check-testing is a slow process nationwide and it may be a Grade 5 instructor should be a 6, but just hasn't been tested for a few years (and vice versa, he could have slipped to a 4)!

 **BE AWARE:** It is illegal for anyone other than an ADI/PDI to receive payment or reward for giving driving lessons.

 **BE AWARE:** There is no excuse for an instructor not displaying his/her badge (in fact they will receive a £1000 fine if they get caught not displaying it whilst teaching). The badge should have their name, ADI number, a valid date and a photo of the instructor on the reverse side (the photo must be taken within the last 4 years).

The DSA also ensure ADIs undergo enhanced CRB (Criminal Records Bureau) checks.

If you have any concerns about an ADI, call the DSA on 0300 200 1122.



BE AWARE: Lots teach without a badge!

So what do driving instructors actually teach?

They follow guidelines set out by the DSA.



BE AWARE: There is no way of checking the actual method, style of delivery and even if the entire curriculum has been followed correctly, in full and in a logical sequence. Only a pass or fail on test day – which isn't necessarily an accurate measure that every element has been properly covered.

Choosing a driving instructor:

Surprising as it may be, some parents do very little research and spend next to no time when selecting a driving instructor for their child. The norm seems to be based on personality, a recommendation from a friend, or an instructor who has a good first time pass rate. Yes, this seems logical and a good way to try to save money. However, it does not necessarily mean the instructor will teach the young novice how to do more than just pass a standard test.

A licence doesn't guarantee safety and being able to do most of the required elements of the driving test won't help when the newly qualified driver is driving home at night, in the pouring rain, with music playing and a car full of friends distracting him/her.

So what's the most important thing to do when choosing a driving instructor...

ASK LOTS OF QUESTIONS!

Demand more for your child. The lowest number of lessons or the quickest first time pass rate, may not mean the ADI is better than another. Fewer hours of tuition often means no coaching is given about potentially life-saving issues such as how attitude and behaviour affect driving.

You cannot avoid this truism:

Fewer Lessons = Less Experience = More Danger.

There are NO shortcuts

Of course it is important to find out if the instructor is fully qualified, the basics – what type of car they use, do they teach at weekends etc. However, it is far more important to find out about the individual and their teaching style.



BE AWARE: Never forget, this is the person an impressionable teenager may spend up to 40 or more hours with alone.



BE AWARE: Most instructors will not have a teaching, coaching or psychology background. They may also have only limited experience in dealing with modern day teenagers!



BE AWARE: Approximately 98% of ADI's are self-employed, so regardless of the badge on the side of the car, (big or small driving school), it's still about the quality of the individual.

Questions to ask the ADI:

- Why did you become a driving instructor?
- How long have you been a driving instructor?
- Have you had any previous teaching/ coaching roles?
- What type of structured learning programme would you follow?
- Do you adapt the learning in any way or intersperse it with other teaching philosophies?
- What do you do outside of the normal driving curriculum to encourage a young driver to have a good attitude towards driving?
- Have you ever heard of the GDE Matrix? (More on this later)
- Will you help me plan and record my private practice sessions?
- What do you think of post test training?



TIP: Remember it is in your power to ask to meet the instructor / have a coffee with them before you agree to let them teach your child.

Edmund King

President, The AA

“Learning to drive should not be just about passing your test, but also becoming a safe driver. Quality training that goes beyond mastering the control and manoeuvres, to also tackle attitudes and behaviour is at the heart of this, as is the quality of your individual instructor.

This guide will help parents make informed choices about every aspect of their child's driving journey, from applying for a provisional licence to passing their test, buying a car, insurance and ultimately, driving into the future as a safe and competent motorist.”



Booking a theory and practical test

To gain a full licence there are 2 tests to pass:

- Theory
- Practical

The Theory Test

The theory test is made up of 2 parts:

Part 1:

- 50 multiple choice questions
- A minimum of 43 correct out of the 50 is required to pass
- Time: 57 minutes to complete the test
- Questions are chosen randomly from a bank of approximately 1,000
- Answer by touching the screen (15 minutes practice time allowed at the beginning to familiarise with the system)
- Some questions will require more than one answer
- A question can be “flagged” to come back to it later on
- 3 minute break between Part 1 and 2

Part 2:

- 14 one minute video clips will be shown, each showing developing hazards
- There are 15 hazards to identify (1 clip has 2 developing hazards)
- Up to 5 points for each hazard (depending on how quickly they are identified)
- A minimum of 44 correct out of 75 is required to pass.

Both parts must be passed to pass the theory test. If one part is failed, the entire test has to be retaken.

Results are given by test centre staff after you leave the examination room.

Cost:

The current cost of the theory test is £31.00 (as of going to print Aug 2011).

Cancellation Rules:

Cancel within 3 working days, up to 3 changes allowed before you lose the fee.

Test Centres:

There are over 160 theory test centres all over the country. For a list go to <http://www.direct.gov.uk/en/motoring/findyounearest/index.htm>

Additional info:

The DSA provides a number of facilities for people with special requirements. For example people with dyslexia can apply to have double the standard time for part 1. For more information go to http://www.direct.gov.uk/en/Motoring/LearnerAndNewDrivers/TheoryTest/DG_4022538



TIP: Both parts of the provisional licence must be taken to the test centre (photo card and paper counterpart). Nobody is allowed to take the test without producing both and in turn cannot obtain a refund for the test fee.



TIP: Arrive at the test centre 30 minutes before the test.

The pass rate for the theory test is 63%.

Ways to book a theory test:

Online:

www.dsa.gov.uk

What is Required:

- Provisional licence number
- Debit/credit card for payment

Phone:

Call **0300 200 1122** from 08:00-16:00 Monday-Friday (except bank holidays)

What is Required:

- Provisional licence number
- Debit/credit card for payment

Post:

Forms available online via DSA, via ADI or at theory/practical test centres Payment cheque/postal order

The Practical Test

The theory test must be passed before a practical test can be booked.

The test breaks down into 4 parts:

Eye Test:

The learner must show they can read a new style number plate from 20m or an old style number plate from 20.5m (if this part is failed the test will go no further).

Show Me/Tell Me:

The learner will be asked 2 technical questions about the car (1 show me, 1 tell me). If one of these is answered incorrectly a driving error is scored. There are 19 potential questions which can be asked in a combination of 18 different ways.

40 Minute Drive:

The learner will need to show the examiner that their driving is safe and competent. They will also be asked to perform 2 of the 3 reversing manoeuvres and may also be asked to perform an emergency stop.

Independent Driving:

The examiner will also ask the student to drive somewhere (approx. 10 minutes). Following either traffic signs, a series of directions or a combination of both. They will be given verbal directions and shown a diagram. It is all about testing a driver making their own decisions.

To pass they must have scored no serious or dangerous faults and less than 15 driver errors. The ADI is encouraged to accompany the student on the test, or at the very least listen to the de-brief from the examiner afterwards.

Pass or fail?:

The examiner will tell the learner if they have passed/failed straight after the test.

- A **pass** means they will receive a pass certificate which is used to apply for a full driving licence (via the DVLA).
- A **fail** means they will receive the breakdown of their faults.



TIP: They cannot retake the test for a further 2 weeks.

There is often a waiting list for more than 2 months for a practical test. Cancellations are sometimes available.



BE AWARE: The first time pass rate for the practical test is only 43%, so the best policy is to be really well prepared, otherwise it can get very costly.

Booking a practical test:

Online:

www.direct.gov.uk/motoring

What is Required:

- Provisional licence number
- Theory test pass date and certificate number
- ADI number (so they do not get double booked)
- Debit/ credit card for payment

What happens next:

- A booking number will be issued and an appointment card sent.

Phone:

Call **0300 200 1122** from 08:00-18:00 Monday-Friday (except bank holidays)

What is Required:

- Provisional licence number
- Theory test pass date and certificate number
- ADI number (so they do not get double booked)
- Debit/ credit card for payment (the holder of the debit/credit card for payment must be the person making the call)

What happens next:

A booking number will be issued and an appointment card sent.

Post:

Form DL26 available on line via DSA, via ADI or at theory/practical test centres Payment cheque/postal order

Cost:

The current cost of the practical driving test is £62.00 for a weekday slot and £75.00 for a weekend or evening slot (as of going to print Aug 2011).

Cancellation Rules:

Cancel within 3 working days, up to 3 changes allowed before you lose the fee. You can only change for an earlier date online.

Test Centres:

There are over 350 test centres nationwide.

For a list go to <http://www.direct.gov.uk/en/motoring/findyournearest/index.htm>

For more information:

For more information about licence and test applications please go to: www.direct.gov.uk



What the experts say

What has the driving industry learnt in the last 20 years?



YOU NEED TO LEARN MORE THAN JUST TECHNICAL SKILL...

Goals for Driver Education Matrix (GDE):

Findings:

The matrix identifies four different levels of driver behaviour and competency:

Level 1: Vehicle Factors – knowledge of the car itself, how it works & how it handles

Level 2: Traffic Factors – negotiating through traffic and hazard awareness

Level 3: Journey Factors – the drivers goals, motivations & behaviour on each trip

Level 4: Person Factors - lifestyle, attitude & personality of the driver.



TIP: The vast majority of ADIs will only teach levels 1 & 2

Coaching:

Coaching skills should be used to explore and challenge young people's attitudes to the use of speed, driving at night, distractions, peer pressure, the influence of alcohol and drugs, and other risky behaviours.

Students need to be given freedom to assess their own abilities and define their development needs.

Through coaching the student will be more motivated and engaged as well being able to increase their learning retention.

Minimum European Requirements for driving Instructor Training (MERIT)

Findings:

- Not all aspects of safe driving can be tested in the driving test. Therefore an efficient transmission of the key messages for safe driving is essential.
- The better qualified driving instructors are, the more they can influence the driving behaviour of their learner drivers.
- To have driving instructors who are real safety experts is a basic precondition for reducing the high accident involvement of novice drivers on European roads.
- Most importantly, the driving instructor training and testing curriculum must correspond to the demands of road safety.
- Not everyone learns best by being told what to do.

High impact approach for Enhancing Road safety through More Effective communication skills (HERMES)

Set up to promote coaching principals in driver training March 2007 - February 2010

Findings:

Less reliance on short-term instructional methods which tend to help learners just to pass the driving test, and more focus on active learning methods to prepare learners for solo driving and to foster ongoing learning after the test.

More focus on the higher levels of the GDE matrix in driver training (personality factors, self-awareness, emotions, different trip related contexts for novice drivers and their motives for driving).

Coaching is a learner-centred method that engages body, mind and emotions to develop inner and outer awareness and responsibility with an equal relationship between the learner and coach. It is designed to develop the awareness and responsibility of the learner driver. These are all vital components in encouraging safe driving.

Driving is a self-paced task which involves constant decision-making and a continual need to make choices.

To make the right choices in traffic, a novice driver requires:

- Self-awareness, e.g. how one's mood or emotions can affect one's driving
- Awareness of inner and outer factors, such as the actions of other road users
- A sense of responsibility and of the consequences of one's behaviour and the confidence to act accordingly
- Self-confidence, or perhaps more appropriately 'self-acceptance' in the case of novice drivers, to prevent bravado or any feeling of inadequacy leading to risky driving behaviour.

Coaching:

Coaching is not just about asking questions: it is about using a method which is appropriate for the circumstances, ensuring that the learner



is put in the active role wherever possible.

The big challenge of coaching is to **“lead the student out of the role of passive consumer and into the role of active producer”** (Bartl). The more active a person is involved in the learning process, the more responsibility and awareness we create and the better we recognise learning opportunities and the will to act upon them.

In short, the more active the student is in the learning process, the more likely they are to develop and maintain skills not just during training but also when driving solo after the test.

Institute of Advanced Motorists (IAM)

Report:

Young Drivers – where & when they are unsafe; analysis of road crashes in GB August 2008

Findings:

Drivers under 25 are involved in a disproportionately large number of road crashes. The youngest drivers (17-19) are even more at risk. The riskiest time for all new drivers is the first year after passing the driving test.

Young driver crashes:

The most likely circumstances:

- Older cars
- 3 or more casualties in the car
- Crashes at night and at weekends
- Driving on wet roads in fine weather, or in rain, fog or mist
- Minor roads in rural areas with a 60mph speed limit
- On bends
- Skidding and in some cases overturning
- Leaving the road, and in many cases hitting a roadside object or entering a ditch

The most common factors:

- Inexperience, poor judgement in more difficult conditions
- Inadequate car control (single vehicle accidents, skidding, overturning, leaving the road)
- Lifestyle factors (social driving, peer pressure, alcohol)
- Economic factors (most likely to have cheaper, older cars offering less protection)

The results:

The results of this study indicates that improvements can be brought through measures aimed at young drivers:

- Including road safety education at the core of the school curriculum.
- More training and accompanied practice in using rural roads and driving in a wider range of conditions.
- More training on how to anticipate and avoid dangers.
- Insurance companies reducing premiums for young drivers so they can afford better cars.
- Guiding parents on helping their children to become safer drivers.

- Greater emphasis on training and improvement post-passing the driving test.

Do you think driving should be taught at school?

Show your support at:

www.roadsafe.com/parents

Dr John Heyworth

President of the College of Emergency Medicine

“Everyday doctors in Emergency Departments throughout the UK care for the victims of road traffic accidents, often young adults with horrendous injuries which may threaten life or cause life long disability. Many of these injuries could be avoided by better education regarding the risks associated with driving, particularly at high speed. We are therefore pleased to support ‘RoadSafe for Parents’ to reduce the terrible toll of wrecked young lives and improve road safety in all age groups.”

Mick Doyle

Superintendent in charge of Thames Valley Police’s Roads Policing Department (2004-2009)

“In 5 years as the Superintendent in charge of Thames Valley Police’s Roads Policing Department I oversaw the investigation into over 500 road deaths. Far too many of them were young people at the very start of their adult lives with their future to look forward to.

Whilst every police officer who has dealt with horrific incidents will never forget the scene, they would all say, that the hardest job they ever have to do is to knock on a parents door and find the words to tell them that their son/daughter is never coming home again.” >>

Quote continued from **Mick Doyle** >>

“Young people make up 1 in 15 drivers on our roads, yet represent a third of those that die. More than half of the passengers that die in collisions are under 25 and the biggest killer of young women is the young man who was driving the car when they died. For every person who dies in a road crash nine people are seriously injured, making it the single greatest threat to the lives of our young people.

Given my experience I find it incredible that when a young person starts to learn to drive their parents are more concerned about the cost of the lessons than the quality of the teaching they will get. Every parent will lay awake at night hoping the next sound they will hear will be their son/daughter coming home and not a police officer knocking at their door. We do not have to accept this tragic waste of young life, there is an alternative.”



It's a tragic fact that the biggest killer of young women is the young man who was driving the car when they died.

The Air Ambulance

Being told that your child has been involved in an accident is any parents' worst fear. Yet that is exactly what happened to Graeme Horne. His son Rob had been involved in a very serious car accident. The Air Ambulance with its specialist doctor and paramedic crew was called to the scene of the road traffic crash near Fleet on the Surrey/Hampshire border. The other emergency services were on scene and battling to deal with Rob's life threatening injuries. Graeme takes up the story:

Graeme Horne

Father to Rob Horne

"I was at my desk when my phone rang. My wife, Kim told me the police had called, Rob was 'very poorly' after being in a car accident and they were coming to collect her. I hailed a cab. Rob was in the Air Ambulance on his way to The Royal London Hospital. I was met by a policeman at the entrance. Rob had just arrived and was being 'worked on' in the next room. His sister Emily arrived and we were taken in to see him.....I don't remember this at all. I only remember going up to Intensive Care and waiting for Kim and Alex, Rob's other sister. Rob (who had only been driving six weeks) had hit a tree on a bend and suffered multiple injuries. He was pronounced dead at the scene by the land ambulance paramedics but the doctor from Surrey Air Ambulance asked to see if he could do anything. He operated on Rob for almost an hour at the roadside performing open heart surgery, and anaesthetising him. My son was in a coma in Intensive Care for 6 days and in neuro-rehabilitation for 6 months. Not only is Rob alive, but he is almost entirely as he was before the terrible injuries he sustained in the crash."

The Air Ambulance plays a vital part in the care of the seriously injured and although it works alongside the other emergency services, it is unique in that it is a charity funded almost entirely by donations. The service has been responding to medical emergencies in Surrey since 2007. Of

these 41% are road traffic crashes. However, they deal with a wide range of life threatening incidents including medical emergencies such as cardiac arrest and strokes, sporting and industrial injuries and paediatric trauma. The dedicated doctor and paramedic crew take the kind of specialist skills normally only found in the resuscitation area of a hospitals emergency department, directly to the scene. From the Air Ambulances two bases, they can cover Kent, Surrey and Sussex giving each county its own Air Ambulance service.



Dr. John O'Neil, one of the Air Ambulance doctors said 'Every year the Kent, Surrey & Sussex, Air Ambulance attends several incidents involving newly qualified drivers. Encouraging young drivers to seek additional training and communicating road safety messages has always been challenging and any initiative that engages this high risk group should be welcomed. Drive iQ helps to prepare young drivers for the hazards they will face on the road and builds on their decision making skills using realistic scenarios. The format is accessible and engaging and will hopefully produce safer drivers for the future.'

To read Rob's story and find out more about the Air Ambulance or how you can help to support the life saving service visit: kentsurreysussexairambulance.co.uk or ring 01622 833833

Kent, Surrey & Sussex Air Ambulance Trust Head Office:

Wheelbarrow Park Estate, Pattenden Lane, Marden, Kent TN12 9QJ

Telephone: 01622 833833

kentsurreysussexairambulance.co.uk

Charity number: 1021367

Doing more than the standard test

The harsh reality is...

Every year more than 550 young people lose their lives on UK roads. More than 2,000 are injured every month and in 2010 young drivers were involved in over 45,000 crashes.



1 in 5 young drivers have a crash during their first 12 months of driving

The Teenage Brain

The frontal lobe of the brain (the part responsible for anticipating danger, emotion, impulse, eye movement and assessing risk etc.) doesn't fully develop until a young person is around the age of 25.

When you know this, it is easy to understand why so many young drivers come unstuck. Add to this the fact that **19 out of 20** crashes are contributed to by **poor attitude and behaviour**, rather than lack of vehicle handling skills and the picture is clearer still.

Dr Lisa Dorn

Reader on Driver Behaviour, Cranfield University

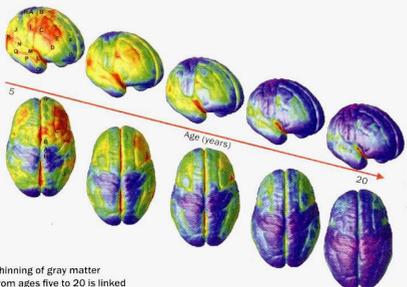
"Despite many improvements in vehicle safety systems and road infrastructure over several decades, the human element continues to be the major factor behind road crashes.

There is little evidence that passing the driving test means novice drivers are safe. indeed, they are more at risk of crash involvement post test than at any other time in their driving careers.

Drive IQ's enhanced focus on hazard awareness improves the ability to judge traffic situations and considers the attitudinal and behavioural factors associated with risk."

The current driving test focuses too narrowly on vehicle control and in turn, many newly qualified drivers can be overconfident and overestimate their ability.

The novice driver brain



Thinning of gray matter from ages five to 20 is linked

The teenage brain is a work in progress and will still need development in these driving critical areas:

- Working Memory
- Inhibition
- Planning ahead
- Impulse (self) control
- Risk Management
- Reasoning
- Self Monitoring
- Verbal self-regulation
- Emotion regulation
- Hazard Perception
- Eye Movements



Taken from the DSA's consultation paper - Learning to Drive 2010:

- The current practical test is seen to focus too heavily on vehicle control. Recent research shows how attitude, understanding of risk and interaction with other road users are important to safe driving.
- This way, we can expect drivers to have a more rounded understanding of what it takes to be a safe driver, with greater self-awareness and a better ability to deal with other road users.
- New learning options can help drivers make a better assessment of their own ability, develop safer attitudes and drive more responsibly.

The average learner will have only 30-40 hours of lessons with an instructor for a life skill that is potentially riddled with risk. Often none of this time will include coaching on essential elements such as how your attitude and behaviour affects your driving, just how you pass a standard test. Compare this to an estimated 250 hours to reach a grade 8 in a musical instrument or 200 hours to learn a foreign language – it just doesn't make sense, does it?



**Ask yourself:
How can I do more to keep my child safe?**

Drive iQ: Challenging thinking in relation to driver behaviour

With everything you have already read in mind, a²om (an international driving software specialist) teamed up with some of the best scientists and industry experts, utilising 25 years of the best thinking in the business, to develop Drive iQ – a module-based, e-learning platform, in short, brain-training for the novice driver that could actually save lives:

How to get FREE access to Drive iQ:

- go to www.driveiq.co.uk
- click on Pre-Drivers then Get Started
- enter your details then click on Register
- Instant and free access

Drive iQ modules are used by Thames Valley Police for their Young Drivers Scheme. Evaluation has shown a 60% reduction in re-offending in those who completed the modules.

Drive iQ enables maturation of the frontal lobe by using cutting edge driver behaviour principles. It broadens a young novice's exposure to a diverse range of driving scenarios, is easily accessed online at www.driveiq.co.uk and supported by an in-school workshop/PHSE programme to maximise its effectiveness.

So far 95% of schools presented with the software have voluntarily opted to add it to their curriculum time to ensure every ounce of benefit is extracted from it.

(Below) Screen shot of the 'Eye Scanning' module which shows the car cockpit with working dashboard and mirrors..



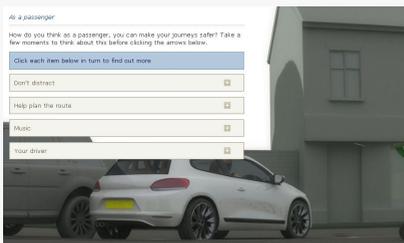
How it works...

This coaching style uses a combination of a cockpit simulation and multiple choice questions, we firstly set the scene, then ask a question (usually a multiple choice of 4). At this stage the young novice is not told if they are right or wrong.

They then work through the scenario and are then asked the same question. Their answer is usually different and correct. Therefore, we have effected behaviour change by using coaching techniques and science. Using this coaching style, allows the young novice to work it out for themselves and in turn makes for:

- a more engaged and motivated student,
- with increased capacity for learning retention
- and in turn recall when it is needed.

(Below) Screen shot of the **multiple choice question**



Drive iQ

Drive iQ is distributed by the a²om CIC for FREE via schools/colleges to every 16-17 year old in the UK.

If your son/daughter/a friend haven't received their login details please contact srowley@a2omcic.org and we will ensure their school/college has access without delay.

**YOUR ACTION
=
THEIR PROTECTION**

Before your child has their first driving lesson Make sure they have completed Drive iQ.

In-car training

The current driving test focuses too narrowly on vehicle control and in turn many newly qualified drivers can be overconfident and overestimate their ability.

Most school subjects have already moved away from using a one-off test as the preferred measure of competency and instead use continuous assessment compiled over many months. Why? Because it is the only fair measure no matter what a pupils learning style, to properly grade their true ability and understanding of a subject.

So why should driving be any different? The answer is... it shouldn't.

Today's society contains so many influences which encourage youngsters to take a passive role. For instance, they are often talked at rather than to, and cinema, computer games, internet and TV are always available to entertain them. This is one reason why they may approach driver training in the same way. Instead of being actively interested in developing safe driving competencies, some are happy to remain passive and to be 'told and shown how to pass the driving test.

Drive iQ PRO is a comprehensive driving curriculum; delivered by a specially trained "Coach". It merges conventional driving tuition with expert coaching techniques plus, a further 20 Drive iQ modules (including the full bank of theory test questions and practice for the hazard perception test), as well as vital post-test elements.

Drive iQ PRO concentrates on what really contributes to crashes. It is a unit based, self-paced system which focuses on behaviour and attitude, not just the basic skills used to pass a practical test. The final unit is taken post-test and includes motorway and night driving.

Why use a Drive iQ PRO Coach?

These coaches are forward thinking individuals who are raising professional and educational standards for young drivers. There are thousands trained in the UK from both large driving schools right down to independent/single operators.

(Below) Screen shot of a Drive iQ module



Incorporating the GDE Matrix

Using the ethos behind the Goals for Driver Education (GDE) Matrix, Drive iQ PRO learners are not only coached on their control and perception of other road users, but are asked to go to the next level and address their own management of risk.

This is done by self-assessment of what might affect a journey. What makes today different? What is going on in their life right now that might have an effect? Is it mood, a situation or their own personality that may influence their behaviour and therefore the risk of a crash?

This is especially important for young males, who have the highest fatality rates and are more susceptible to influences such as peer pressure.

There is no extra charge for learning to drive with a Drive iQ PRO Coach

- Like other instructors they charge an hourly rate depending on location etc.
- Please note that in order to complete the course the student will need to do post-test training (approx. 6 hours of lessons – similar to Pass Plus)
- Successful completion gains the student an Edexcel BTEC Level 2 qualification. Edexcel currently charge £50* for the certificate. This is entirely optional and at your discretion. All other benefits are valid with or without opting for the qualification. (*We are aiming to get Edexcel to reduce this fee)

FIND A DRIVE iQ PRO COACH
www.driveiq.co.uk

Drive iQ PRO graduates qualify for great rates on car insurance

www.driveiq.co.uk

Nick Rowley

CEO, a²om international

“Inexperience = Danger.”

“The idea behind Drive iQ and PRO is to help young drivers build up an experience base by using the best online software and, through self-awareness and reflective learning, help bridge the gap between accompanied lessons and solo driving.”



**YOUR ACTION
=
THEIR PROTECTION**

When your child starts their in-car driving lessons. Opt for the Drive iQ PRO curriculum.

Private practice: How to be really prepared

Helping your son/daughter learn to drive might be something you are looking forward to or maybe you don't feel it is for you. If you don't feel you/your child will have a positive experience doing this - then there is no harm in leaving it to the professionals!

The Driving Standards Agency (DSA) recommends that any person undertaking private practice with a novice driver undergo

driving skills training themselves before accompanying them. If you don't have the time, inclination or money to do this, have a think about the following before starting out:

- The driving test has changed in the last 20-30 years
- The way young people are taught is also changing ie. Moving towards coaching
- The power and number of cars on our roads has increased
- Distractions for young people are greater ie mobile phones

Before you get started...

- Your car will undoubtedly differ from the car your child is learning in. Make sure they have made all the necessary adjustments, are familiar with the controls and totally comfortable before moving off
- Choose somewhere quiet and a time of day when traffic is not too busy
- Start the sessions with a discussion to establish the learner's confidence, competence and where their development needs are
- The session does not have to last a long time - in the beginning, driving takes a lot of concentration so short sessions will be more effective
- Be clear in your mind the route that you are going to take them. Give directions clearly and in good time
- Be ready to take action if necessary, by reaching across and taking control of the steering in good time or using the handbrake
- Listen to advice from their ADI.
- Try road commentary as a method of coaching ie. talk about what is going on around them as they drive and encourage them to do the same



You might find it hard to understand that your learner is finding some things difficult. They might even take your positive advice for criticism! Try using a coaching style and ask them questions that require more than a one-word answer:

- How do you feel about how you handled that?
- What were your thoughts as you approached that?
- If you did it again, what would you do differently?
- What would you like to practice now?
- Then let them come to their own conclusions. Use probing questions to allow them to conclude, for example:
- How would reducing your speed have helped you deal with the traffic at the roundabout?
- How does that roundabout differ from the one we did earlier?

A fault finding approach can make the learner defensive and lead to arguments. Coaching will allow for thought and reflection and should help you both feel more comfortable and in turn get the most out of the practice session.

Being a good coach will create an environment that encourages your young learner to self assess their own performance and take ownership of their development as a driver. Through discussion and interaction they will learn and understand how their attitude and behaviour are key to a safer driving life.

It is important your learner is aware of:

- Their own vulnerability to dangers such as peer pressure, inexperience, thrill seeking, temptations of alcohol etc.

- Their emotions and how a full and complicated life (exams, personal relationships etc) and how they cope with it, may impact on their risk of being involved in a crash.



Don't forget to praise them for their efforts even if they are not perfect!



Remember the risk of a crash involving young drivers is higher as the number of passengers increases.

Other ideas...

- Sit with your child and do the Drive iQ software together
- Make sure you are up to date with the Highway Code
- Work with your child's Drive iQ PRO coach to complement in-car sessions
- If your child isn't learning with a Drive iQ PRO Coach, take a look at The Record of Achievement (www.a2omcic.org) from the PRO course materials to get ideas for topics to be covered and discussed

The test – are they really ready?

The first time pass rate in the UK for the driving test is around 40%.

Tests are expensive (see page 11).

Passing the test does not necessarily mean your son/daughter is ready for solo driving.

Remember they may not have encountered every type of driving scenario in their learning ie. Driving in icy conditions, driving in a city etc

Having a licence isn't a guarantee of safety.



Post-test

Drive iQ PRO includes vital post-test elements. If you are not opting for this programme or there isn't an available coach in your area, you may want to consider the following:

Some form of post-test training, such as Pass Plus:

- A government initiative, launched in 1995. Currently under review
- Aimed at drivers at 17-25 who have just passed their test
- Comprises of 6 modules: Town driving, All weather* driving, driving out of town, night* driving, driving on dual-carriageways and motorways (*some aspects will only be covered in theory, such as weather and night if conditions during lessons don't allow for them)
- Minimum 6 hours to complete. Approx cost £185

The Pass Plus programme is currently being reviewed by the DSA as most insurance companies have withdrawn from the programme.

A Staged Managed introduction to solo driving:

Crashes mostly happen at night, at weekends

and on rural roads. So in those early days post-passing the driving test and before a car is even used, an agreement about the following will help keep your son/daughter safer, such as:

- None / only 1 young passenger in the car at a time
- Mobile phones (even on hands free), not to be used
- Gain more experience of driving at night with you in the car before going out alone/ with friends
- Avoid using the car for social journeys where they may be tempted to drink or respond to peer pressure and in turn drive at risk
- Speak to parents of their friends and try to share tactics/guidelines



New insurers use telematics to cut premiums for young drivers and improve road safety

It's not just the way we teach our children to drive that's changing, the way insurance works is also set for a shake-up. Not only could telematics technology cut the cost of car insurance for young drivers, but it could also encourage them to think about the risk they present as individuals and so help improve road safety for all.

A new way of looking at car insurance

Traditional motor insurance companies look at the statistical risk of insuring young drivers and because they're more likely to be involved in a crash, they're higher risk. But that lumps everyone together and treats them all the same. It means your son or daughter, who may not even have sat behind the wheel yet, will be charged for the mistakes of others. It hardly seems fair does it?

Gary Lineker
BBC presenter

"When my sons started driving I was shocked at the sky-high cost of their insurance, even on just a small car. Why should one young person pay more just because others drive badly?"



By treating each young driver as an individual, fresh thinking insurers are now able to offer car insurance to customers based on the way they drive, so young men and women who drive better could be rewarded with lower premiums and there's a real correlation between safe driving and cheaper car insurance.

Technology in action...

This 'pay how you drive' approach is made possible by telematics – a small device wirelessly transmits data from in-built GPS and motion sensors. A telematics device, or 'black box' as they're sometimes known, is fitted in the policyholder's car and this relays

data to the insurer about speed, acceleration, braking, cornering and swerving – all the factors that determine how effective the driver is at controlling the vehicle. The better his or her technique, the safer they are so the less they could pay.

...and in education

But the learning doesn't stop there. Young drivers can also get feedback on how they're doing – advice and tips that come in a Twitter-style feed via an app on their mobile phone or online. This coaching could prove invaluable in helping your child towards success in their driving test and a lifetime of safer driving. As a parent, being able to see reliable data on how your child is driving may also help put your mind at rest and avoid family disputes around what's often a source of anxiety for parents and offspring alike!

Mentoring not monitoring

But a word of caution around 'black boxes': they are best used for encouraging young drivers to take responsibility and not to restrict or control them. Some insurance companies install boxes in order to impose mileage limitations and curfews to thereby reduce their risk. But this can be extremely restrictive for the young driver and also very costly if the agreement is broken – even for good reason. Such financial penalties could make this insurance even more costly than 'blanket risk' policies.

Safer roads for everyone

Used properly these exciting technological advances could change the face of UK motor insurance forever and your children could be the first of a new generation of drivers for whom road safety is at the heart of learning to drive and good driving is second nature. Something for us all to celebrate.

Gary - "I think it's good that young people have the opportunity to prove themselves. This kind of fairer insurance is a great idea."

Quick Guide to Extra Protection for Your Young Driver

- It's never too early to start – Be a great role model
- Drive iQ – Brain-training for young drivers. It's the best & free
- Choose a Drive iQ PRO Coach who will deliver a full and comprehensive driving programme
- Don't rush to test before they are properly prepared
- Ensure your child undertakes some form of post-test training
- Encourage the parents of their friends and those that may drive them to do as much as you are
- Don't put them in an old car that may not afford enough protection if the worst happens (more on this later)
- Use telematics to protect them and save money
- Set guidelines for when they drive with friends
- Make the most of local resources e.g. West Sussex County Council run a free "New Driver Awareness" Workshop
- Driving recklessly is socially unacceptable. Encourage your child to boycott travelling with those friends that drive badly and make them feel uncomfortable
- Ensure your child knows all the legal requirements to driving/owning a car ie. Insurance, tax, MOT etc

Help us help more parents and their young drivers and how we could improve it

Please take a few minutes to complete a questionnaire about this guide and let us know if you found it useful. The more feedback we get, the better.

Kindly go to www.a2omcic.org/contactus
Thank you!

Quick guide to insurance and buying a car

Provisional Driver Insurance

If a young learner wants to have private practice sessions before they pass their driving test they need to be properly insured. Most policies are about adding them to a specific car (usually mum or dads) rather than allowing them to be seen as a driver in their own right (and start to build a no claims - and in turn not take away mum & dads!).

Fronting

Fronting is the term used for defrauding an insurer by falsely describing the risk to initially obtain cheaper car insurance for someone. Basically, if a parent were to declare themselves as the main driver of a car and their 17 year old only as a named driver on the insurance policy (even though the young driver was to be the main driver and use the car regularly), they would be fronting.

It is vital that everyone understands its true meaning. Why? Because fronting is a CRIME and research shows that two thirds of the country don't realise this.

Be under no illusion, the insurance industry is hot on this topic. In short, this little white lie could not only invalidate the insurance policy, but could also land you in both financial and legal trouble!

Motor Insurers' Bureau (MIB) Fact Sheet

It is estimated that nationally 5% of motorists are driving without insurance and only 7% of drivers are aware of all the possible consequences if they are caught.

Of the 1.2 million drivers aged 17-20, 243,000 (that's 20%) are estimated to be driving without insurance.

The police seize as many as 500 uninsured vehicles every day and 1 person is convicted every three minutes for uninsured driving, that's a total of around 232,000 EVERY YEAR.

The consequences of driving uninsured are immediate and definite, they include:

- Vehicle being seized by police
- £150 plus £20/day to recover your car
- £200 fixed penalty (A maximum of £5,000 imposed by the Court)
- A MINIMUM of six penalty points* and/or disqualification
- PLUS you won't be able to recover your car unless you can prove that you have valid insurance which you should have bought in the first place

*If the convicted driver has held a full driving licence for less than 2 years, a six point penalty will mean they will lose their licence and revert back to being a provisional licence holder. Basically, they are back to square one and will have to re-pass their theory and practical driving tests.

In addition to these potential consequences, the costs if you injure/kill someone while driving without insurance can be financially crippling.

The MIB is entitled to recover the payments to the injured parties as well as any costs incurred. The level of damages paid depends on the nature of the injuries but can run into many millions of pounds for the most seriously injured.

Uninsured drivers kill 160 people and injure 23,000 every year. (MIB data 1997-2009).

The MIB is committed to significantly reducing the level and impact of uninsured driving in the UK and actively supports the implementation of Continuous Insurance Enforcement* (CIE) by working alongside key insurance industry bodies, the government, the police and the DVLA.

If you want to find out more go to:

www.askMID.com

In early 2011 there was a change of insurance law and a new enforcement is now in place: Anyone who is who is the registered keeper of a vehicle without insurance will be subject to a £100 fine, fixed penalties and court prosecution for persistent evaders. Further information can be found at www.direct.gov.uk/stayinsured

Ashton West

Chief Executive at MIB

“The excitement and anticipated freedom of taking to the road as a newly qualified driver can often overshadow the responsibilities that come with it. This Guide is to be welcomed in helping parents and young people understand that one of the most important decisions they face is making sure that adequate motor insurance is in place.

Not only is it a legal requirement but also a means of being able to take responsibility for any damage or injury that might be caused on the road in the event of an accident. The sad fact is that many of the claims handled by MIB are caused by young uninsured drivers and the costs of picking up the pieces are lasting and immense.

To reduce the number of vehicles in the UK being used without insurance, the Police are using the records on the Motor Insurance Database to successfully seize vehicles driven without insurance.”

“From early in 2011 the enforcement will step up a gear as MIB and DVLA identify and write to registered keepers of vehicles without insurance.”

Choosing the right car for a newly qualified driver

by RoadSafe:



PLEASE: Don't put a vulnerable young driver in a car you would not drive yourself.

Here are some guidance notes to help you choose the safest vehicle you can afford.

Safety Technology:

- Look for cars with the latest safety technology. The two systems to consider are ABS (anti-lock braking systems) and ESC (electronic stability control), also known as ESP, RSC, DSC, VSA and VSC, depending on the model.

ABS stops the wheels locking when a car brakes.

The system is more efficient and makes a car easier to control when emergency braking. It has been a legal requirement on all new cars in Europe since 2005.

ESC works with ABS to help prevent a car skidding and spinning when turning sharply to avoid a crash.

It prevents 25% of fatal crashes, and 59% of those involving serious injury where the car skids or overturns. Government recognises the system's enormous benefit to safety, and is making ESC compulsory in all new cars by the end of 2014.

EuroNCAP:

- Look up the vehicle's EuroNCAP rating:

Go to www.euroncap.com. The more stars the car has, the safer your child should be.

Check all the tyres (including the spare!):

- The tyres are the only part of the car that touches the road. Poorly maintained tyres will increase the time it takes a car to brake and will do little to help keep it on the road. Tyres can also be a good indicator of other problems on the car. New tyres come with 8 or 9mm of tread, the legal limit is 1.6mm, less than 3mm is risking it. Use a 20p piece to check.

To find out more go to:

www.tyresafe.org

The tread should be raised:

- Look for the tread wear indicators bars. They are in the tread groves in several places on the tyre. If the bars are flush with the tread ribs, the tyre needs replacing - driving with tyres this badly worn is dangerous and illegal.

Tyres should be evenly worn:

- Check for wear, in patches and at the centre and the edges of each tyre. Any abnormal, uneven wear may indicate a mechanical problem like improper wheel alignment, or a problem with wheel balance, suspension or transmission.

Tyres should be free from lumps or bumps:

- These show the tyre has been damaged by hitting something hard, like a kerb or pothole. A tyre with a lump is dangerous and must be replaced before driving.

Check the interior:

- Check all the seat belts
- Ideally buy a car with air bags for all passengers too (young drivers rarely travel alone).

Check the exterior:

Check the headlights, brake lights, indicators, fog lamps and windscreen wipers work:

- This may sound basic but these seemingly simple functions are essential for keeping the car and its passengers safe and legal.

Check the MOT certificate:

- Even if it has one, check that the car will still pass the test:

http://www.direct.gov.uk/en/Motoring/OwningAVehicle/Mot/DG_4022109

**Use your head, not your heart.**

Colour and model may make your child prefer one car to another, but having the freedom to travel in a safer vehicle is more important.

Adrian Walsh

Director RoadSafe

"Parents are in a unique position to influence and guide young drivers in the first fun but challenging months on the road. They have an important role in ensuring their teenagers learn to drive successfully, and continue to drive responsibly after passing their test. Working to support the instructor, parents can offer the all important coaching and encouragement."

RoadSafe for Parents - Your Action is Their Protection

Some thoughts from our supporters...

Philip Schofield

Presenter

"130 young people are killed or seriously injured every month on UK roads. As a TV presenter, you research, script, rehearse and plan, in short, you leave nothing to chance.

It should be the same when learning to drive, better planning and education for young drivers will save lives, and better information for parents is key to keeping our children safe. That's why I am supporting RoadSafe for Parents"



Gethin Jones

Presenter

"My work on 'Police Camera Action' opened my eyes to the potential dangers of poor driving and the totally devastating consequences to the lives of those involved in, or affected, by crashes. A car is a loaded weapon and proper respect needs to be given to it. When young people first take to the road, they are especially vulnerable and it's essential at this time that they receive thorough preparation and training. If you are a parent or guardian of a young driver, please take 10 minutes to read through the RoadSafe for Parents website and the parent guide, it really could make all the difference."



Fearne Cotton

Presenter/Radio 1 DJ

"There is nothing like driving with a huge tune belting out of the stereo, but adding this type of distraction when you're a newly qualified driver has its risks. Over 200 people die on the UK roads every month and over 30% of them are young drivers. It's so important to learn to drive properly and the RoadSafe for Parents campaign is pushing for young drivers to be taught as part of the school curriculum. Better planning and education for young drivers will definitely save lives"



Natalie Pinkham

Presenter

"The RoadSafe for Parents campaign is pushing for driving to be taught as part of the school curriculum and create an audited trail that insurance companies can analyse and in turn reward the young driver for their dedication – just like GCSE coursework. Most young people feel pretty invincible when they start to drive, yet the reality is thousands of families and their friends are devastated every month by news that someone they know has been hurt or killed in a car crash. Drive iQ is a great way for young people to learn the theory of driving – it's totally interactive, state of the art and 100% free. Get yours now at www.driveiq.co.uk. Better education could save your life. I wholeheartedly support this campaign, it's a great initiative"



Gabby Logan

Presenter

"One in five novice drivers crash within the first 6 months of driving. In 2008, young drivers accounted for 53,000 injury accidents, 4,600 were very serious and 750 resulted in death. More needs to be done, and thanks to the RoadSafe for Parents campaign, there is now more information for parents, free software for learners that addresses their attitude and behaviour and how it will affect their driving, plus lots of advice on how to do more to keep young drivers safe"



Ben Collins

FKA 'The Stig'

"Learning to handle any sort of car at speed takes plenty of time and practice. The key is to always operate within your personal limits. Driving always carries an element of risk, even for drivers who know what they are doing, although the consequences of ignorance are far greater. You don't have to wait until you are 17 to start gaining experience. Check out Drive iQ, start the journey early and enjoy the ride..."





DECADE OF ACTION FOR ROAD SAFETY 2011-2020

10 reasons + 10 years = Decade of Action

Ten reasons to act on road deaths:

1. 1.3 million people are killed on the world's roads each year
2. Road crashes kill more people than Malaria
3. 50 million people are injured, many disabled as a result
4. 90% of these casualties occur in developing countries
5. Annual deaths are forecast to rise to 1.9 million by 2020
6. It is the No.1 cause of death for young people worldwide
7. By 2015 it will be the leading health burden for children over the age of five in developing countries
8. The economic cost to developing countries is at least \$100 billion a year
9. Injuries place immense burdens on hospitals and health systems
10. Road crashes are preventable

WEAR. BELIEVE. ACT

<http://www.decadeofaction.org>



