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# Is your child Learning to Drive?

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



# Introduction

Learning to drive isn't what it used to be – cars are now more powerful and there are more of them. Add into the mix the common misconception "the quicker you get to 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 and 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 drivers seat.

Never forget, driving is the riskiest thing a teenager will do. 1 in 5 will have a crash in their first 6 months of driving and 2,000 young people are killed or injured every month out on UK roads.

## Better knowledge WILL help to save lives...

"We would like to take this opportunity to thank a2om, RoadSafe, Cranfield University, the Motor Insurers' Bureau, the Institute of Advanced Motorists, the AA, and the College of Emergency Medicine for their contributions and help in putting this guide together."

Sarah Rowley  
Managing Director, The Daisy Chain Network

If you have any comments about this guide, please send them to: [sarah@thedaisychain.org.uk](mailto:sarah@thedaisychain.org.uk)

# Contents

- Applying for a provisional driving licence
- Choosing a driving instructor
- Booking a theory and practical test
- What the experts say
- Doing more than the standard test
- Quick guide to insurance and buying a car



# 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 number plate from 20.5 metres).

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).



**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 / 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.

- 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)
- 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 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 known 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](http://www.postoffice.co.uk) (Look under counter services/UK driving licences)

### Fee:

For a first provisional driving licence the fee is £50.00 (as of going to print Jan 2011). Cheques/postal orders made payable to DVLA Swansea (do not post date your cheque). Write your full name and address and drivers 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 cannot drive until they have received their licence.

## Applying Online:

[www.direct.gov.uk/en/Motoring](http://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 cannot 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 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.



**LEFT:**

Official Green Approved Driving Instructor (ADI) Badge



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



**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).

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:** 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.



**TIP:** 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 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**

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!

## 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 private practice?
- 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.

## Private practice with your child

First of all is this for you? If you don't feel you/your child will have a positive experience doing this - there is no harm in leaving it to the professionals!



**TIP:** Road commentary is a great technique.

Make sure you are up to speed with new learning to drive methods and the Highway Code.

Allow the learner to assess their own learning and development. You can do this by asking open questions such as

- How do you feel about how you handled the roundabout?

- What were your thoughts as you approached it?
- If you did it again, what would you do differently?
- What do you want to practise?

Let them come to their own conclusions. The use of a probing question to allow them to conclude could be:

- How would reducing your speed on approach have helped you deal with the traffic on the roundabout?
- How does that roundabout differ from the one we did earlier?

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



**BE AWARE:** When taking out a learner you need to be over 21 and have a full licence for that vehicle type for more than 3 years and **DON'T FORGET THE L PLATES!**



**BE AWARE:** To take a learner means you MUST take out provisional insurance for them (more on this later).

**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 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 tests.

### 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 leaving the examination room.

### Cost:

The current cost of the theory test is £31.00 (as of going to print Jan 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/findyournearest/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](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 first time pass rate for the theory test is 63%.**

## Ways to book a theory test:

### Online:

[www.dsa.gov.uk](http://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 on line 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 and 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 minor 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:

From October 2010 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 no more 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](http://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 Jan 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](http://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 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 is the key.

### 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 his 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.

Today's society contains so many influences which encourage youngsters to take a passive role. For instance, in school 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.

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 indicate 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](http://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."

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."



# Doing more than the standard test

## How can I do more to keep my child safe?

### Drive iQ

- A **FREE** resource for teens (age 16/17) via their school/college\*.
- Novice driver e-learning (brain training) from the world's leading driver education software company, a2om.
- Accessed online, it can be used anywhere with internet access (at home or school)
- A fully interactive cockpit with working mirrors
- Holds the full bank of theory test questions
- Based on 25 years of scientific research & development into driver behaviour
- Helps a student understand the influence their **attitude & behaviour** will have on their safety when they are in a car
- Develops knowledge about risk factors and challenges thinking in relation to driver behaviour

### The Modules include:

- Attitude & Alertness
- Road Signs
- Safety Margins
- Collisions/Breakdowns/Documentation
- Anatomy of a Crash
- Environment
- Overtaking
- Anticipation
- Hazard Perception
- Vulnerable Road Users
- Driving in Poor Conditions
- Motorways (Post-Test)
- Eye Scanning
- Hazard Perception

- Risk Management
- Road Commentary

\*Your son/daughter may have already received their free Drive iQ login from their school/college. If they have not either, check with their head of sixth form/Director of Student Services or go to [www.driveiq.co.uk](http://www.driveiq.co.uk) and get immediate access.

### What does Drive iQ look like?

(Below) Screen shot of the Drive iQ homepage.



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



Go to [www.driveiq.co.uk](http://www.driveiq.co.uk) to get the free software today!

## Going the extra mile... Drive iQ PRO

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.

Drive iQ PRO is a comprehensive driving curriculum available in the UK. It is cleverly integrated into normal driving lessons and delivered by a specially trained Coach (from either the AA Driving School or hundreds of independent instructors nationwide).

## The Teenage Brain

The frontal lobe of a brain (the part responsible for anticipating danger, emotion, impulse, eye

movement and assessing risk) doesn't fully develop until 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 attitude and behaviour rather than lack of vehicle handling skills and the picture is clearer still.

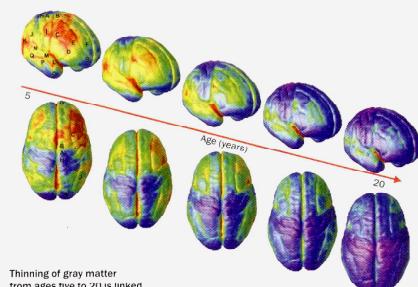
Taking the Drive iQ PRO course will speed up the rate at which the frontal lobe matures, to sharpen the mind, analyse and temper the kind of behaviour and attitudes that put young drivers and their passengers in danger. It is based upon scientifically proven technology.

## 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?

### The novice driver brain



**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

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

The average learner driver will have only 30-40 hours of lessons with an instructor for a life skill that is potentially riddled with risk. Compare this to the average 200 hours to learn a foreign language at school or 250 hours to reach a Grade 8 in a musical instrument. It just doesn't make sense, does it?

## Course Details

Over 5 Units\*, the student must successfully pass a combination of online and in-car assessments.

The Drive iQ PRO Coach will advise the student when they are ready for an assessment\*. Unlimited retakes are allowed.

\*Roughly speaking, Unit 1 would be completed in the first 10 hours of lessons, Unit 2 between 10-20 hours, Unit 3 between 20-30 hours and Unit 4 between 30-40 hours. Unit 5 is completed after the student has passed the practical test.

## Cost:

Drive iQ PRO costs £150 (plus normal driving lessons).

## Benefits:

Completing the course will not only make the young driver safer and more competent but also entitles them to:

- An Edexcel BTEC (level 2) in Driving Science qualification
- **Great rates on provisional and graduate insurance (Call 0844 770 0927 now for further details and quotes)**
- Discounts on driving lessons with AA & free breakdown cover
- Membership of Street Car

## Purchase:

If you would like to purchase Drive iQ PRO please contact:

Tel: **01483 604 4010**  
 Email: **info@driveiq.co.uk**  
 (please quote code: PG1011)

### 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 risk factors associated with risk."

### Nick Rowley

CEO, a2om international

"Inexperience = Danger."

"The idea behind Drive iQ and PRO is to help young drivers build up on 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."

# Quick guide to insurance and buying a car

## Provisional Driver Insurance

If a young learner wants to do private practice 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 a method of getting cheaper car insurance for someone. Basically, if a parent were to put 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 will 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 does not only invalidate the insurance policy, but would 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 a being a provisional licence holder. Basically, they are back to square one and will have to re-pass their theory and practical driving tests again.

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**

\*To be rolled out in early 2011 and it is a new enforcement of insurance law. So anyone 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](http://www.direct.gov.uk/stayinsured)

"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 shortens the stopping distance and makes a car easier to control when emergency braking. Manufacturers have fitted it on all new cars sold in Europe since 2005.

**ESC** works with ABS to help stop 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 2013.

### 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."

### EuroNCAP:

- Look up the vehicle's EuroNCAP rating:

Go to [www.euroncap.com](http://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 1.5mm, less than 3mm is risking it. Use a 20p piece to check.

To find out more go to:

[www.tyresafe.org](http://www.tyresafe.org)

### The tread should be raised:

- Look for the thread wear indicators bars. They are in the tread grooves 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](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."

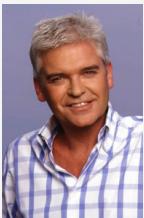
## RoadSafe for Parents - Your Action is Their Protection

**Some thoughts from our supporters...**

### Philip Schofield

Presenter

"2,000 young people are killed or 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"



### 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 180 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"



### Gabby Logan

Presenter

"One in five novice drivers crash within the first 6 months of driving. In 2009, more than 45,000 young drivers were involved in accidents reported to the police; 25,008 were casualties and of those 564 died. 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"



### 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."



### 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](http://www.driveiq.co.uk). Better education could save your life. I wholeheartedly support this campaign, it's a great initiative"



### Ben Collins

FKA 'The Stig'

"Learning to handle any sort of car 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." Ben Collins supports RoadSafe for Parents.





# **Support the Decade of Action for Road Safety 2011-2020**

**[www.decadeofaction.org](http://www.decadeofaction.org)**

The United Nations is launching the UN Decade of Action for Road Safety 2011-2020, with the goal of reducing global road deaths by 2020. Every country, including the UK, every company and organisation and every single person has a role to play. Make the UN Decade of Action *your* decade of action.

