



Peter Harvey MBE, National Chairman
The Motor Schools Association
of Great Britain (MSAGB)

THE WAY FORWARD: AN INDUSTRY PERSPECTIVE

MSAGB

- ⦿ Providing
 - Information
 - Representation
 - Services
- ⦿ for driver trainers since 1935



Information



- Newslink
 - Every month to every member
- Handbook & Annual Report
 - Every year to every member
- Meetings/CPD
 - at least invitations two per year
- Internet
 - www.msagb.com



Representation



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Department for
Transport



Road Safety
SCOTLAND



TIME FOR ACTION

DECADE OF ACTION FOR ROAD SAFETY 2011-2020

Services - which include

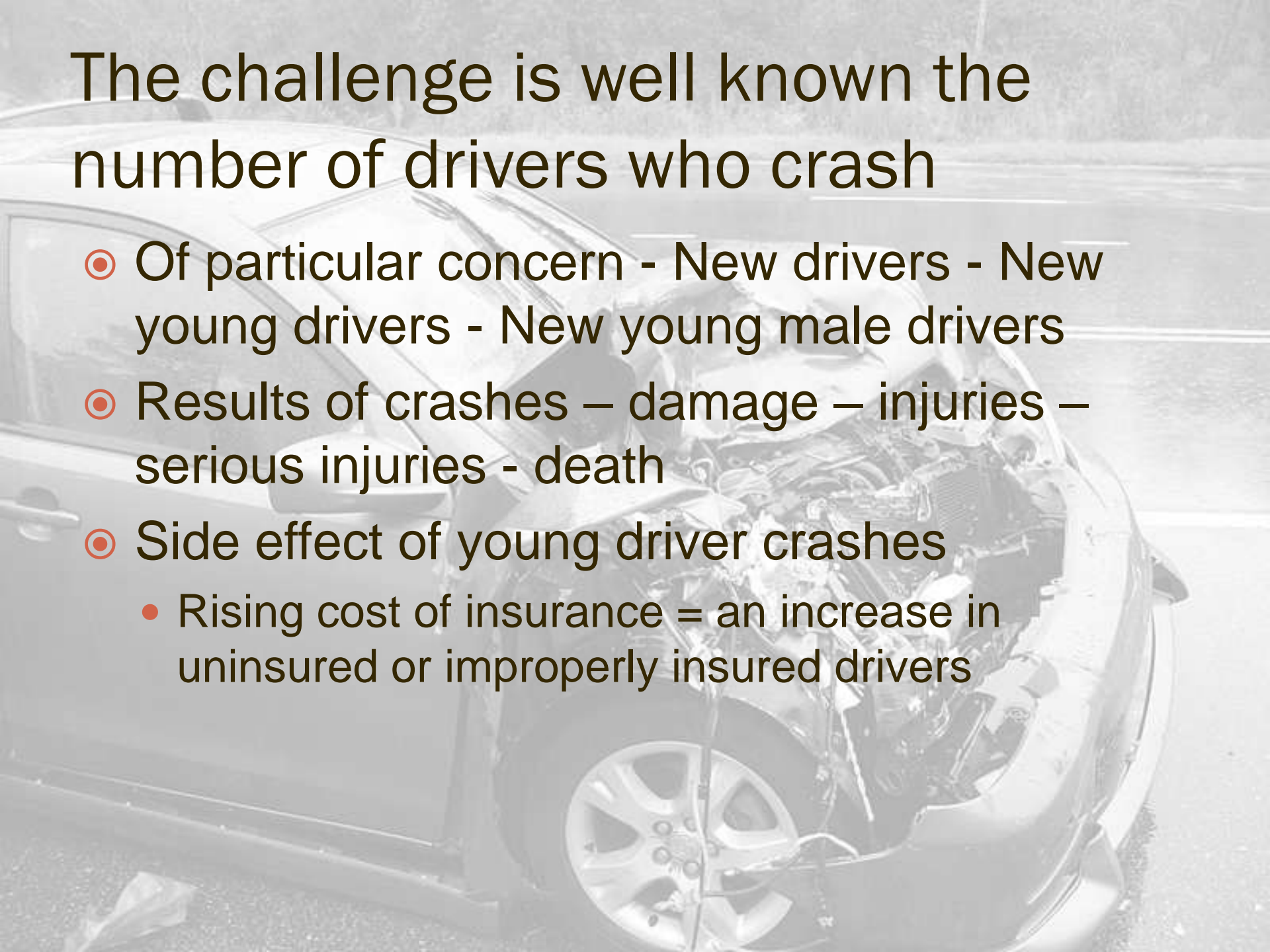
- ⦿ £3,000,000 - PI Insurance
- ⦿ £5,000,000 - Third Party Liability
- ⦿ Advice - Technical & Legal
- ⦿ Local contacts
- ⦿ Local meetings and seminars
- ⦿ National conference
- ⦿ Members Guides
- ⦿ Professional Development



**THE WAY FORWARD:
AN INDUSTRY
PERSPECTIVE**

The challenge is well known the number of drivers who crash

- Of particular concern - New drivers - New young drivers - New young male drivers
- Results of crashes – damage – injuries – serious injuries - death
- Side effect of young driver crashes
 - Rising cost of insurance = an increase in uninsured or improperly insured drivers



To produce better new drivers we need better & new regulations

- Better regulated entry into driver training
- Better regulated driver training
- Better regulated Motorway access
- New regulations for driver trainer CPD
- With better regulations we can do better at equipping learner drivers to be safer new drivers

Better regulated driver trainers

- Car compulsory register (ADI) 1970
- PCV voluntary register(circa) 1989
- Train the trainer voluntary register 1991
 - (ADITE + DIARTE) – ORDIT 1999
- LGV voluntary register 1997
- Fleet trainer voluntary register 2002



A word about voluntary registers

- **DSA Annual Report 2000-2001**
- At the end of March there were 1,012 instructors on the voluntary register, of which 308 joined during 2000-01. The powers granted under the Transport Act 2000 will allow us to facilitate the move to a compulsory register within the next three years

Annual Report 2000-2001

Driver Standards Agency

A single register of driver trainers

- ⦿ Compulsory for all driver/rider training
- ⦿ Registration = a licence to practice
- ⦿ Continuous registration/annual payments
- ⦿ A single renewal date for all disciplines
- ⦿ Trainers should be able to take breaks in their registration
- ⦿ Initial qualification process should provide trainers with as wide a range of competences as possible

Better regulated driver training

- All learners to complete a full syllabus of training Including
 - Cockpit Checks; Safety Checks; Controls & Instruments; Moving Away & Stopping; Safe Positioning; Mirrors - Vision & Use; Signals; Anticipation & Planning; Use Of Speed; Other Traffic; Junctions; Roundabouts; Pedestrian Crossings; Dual Carriageways; Turning The Vehicle Around; Reversing; Parking; Emergency Stop; Darkness; Weather Conditions; Legal Responsibilities; Environmental Issues; Passengers & Carrying Loads; Security

Log Books

- To be completed by all learner drivers

DRIVER'S RECORD

The Driving Standards Agency have developed the Driver's Record to help you keep track of your progress and encourage you to become skilled in all the key areas below.

The Record is based on the official learning to drive syllabus and all the skills you need to drive safely. It will help you see how you're progressing and identify the skills that need more attention. Using this Record will help you to prepare for your practical test and become a safe driver.

It comes in two parts: this sheet is for you and the other part (free to download) is a more detailed record for your instructor or accompanying driver. If you choose to use this Record take it to each lesson and your test. We encourage you to gain as much practice on the road as possible (see EXPERIENCE overleaf).

Your instructor will be able to offer you further advice or visit www.drivingstandards.gov.uk/learning

You need to be skilled in all the key areas below before taking your practical test

EXPERIENCE

It is very important that you gain experience driving on different types of roads, in a variety of conditions. If you don't, you could find yourself in a situation that you don't have the experience to deal with safely.

You should drive in all types of weather conditions. Take some lessons or practice when it's dark or when the sun is really low. Make use of the local roads to cover all types of roads, in towns and out in the country.

If you can practice with a friend or relative get as much driving experience as possible.

PASS PLUS

After you pass your test, improve your driving skills and reduce your chances of having a crash. You may also get cheaper insurance.

For more information ask your instructor or call the Pass Plus hotline 0115 500 6504

Or send an email to the team at passplus@ds.gov.uk

DATE OF CERTIFICATE RECEIVED / /

THEORY & PRACTICAL TESTS: visit www.drivingstandards.gov.uk for a full information and to book a drive or call 0300 200 1130 to book either test by phone

THEORY

Studying for your test while you are taking driving lessons will help you to see how it relates to driveable roads. The theory test has two parts which you must pass at the same sitting.

1 MULTIPLE CHOICE

The consists of 50 multiple choice questions, some will be written & some will be covering the topics on the

2 HAZARD

This consists of 15 multiple choice questions, some will be written & some will be covering the topics on the

DATE OF THEORY TEST PASS: / /

1 - introduced 2 - under full instruction 3 - prompted 4 - seldom prompted 5 - independent

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SAFETY CHECKS	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
CONTROLS & INSTRUMENTS	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
MOVING AWAY & STOPPING	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
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MIRRORS - VISION & USE	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
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TURNING THE VEHICLE AROUND	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
REVERSING	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
PARKING	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
EMERGENCY STOP	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	date	<input type="text"/>	initials	<input type="text"/>	inst. no.
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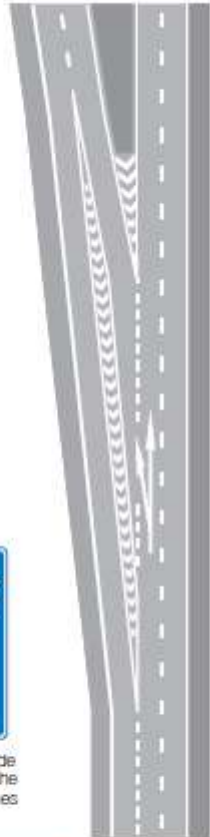
1 - introduced 3 - prompted 5 - independent

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SECURITY	<input type="text"/>	<input type="text"/>	initials	<input type="text"/>	date



Better regulated Motorway access

Some junction layouts may be more complex and designed to allow a heavier flow of traffic to leave the motorway. A traffic lane may be shared by traffic both continuing ahead and leaving the motorway. This shared lane has a deceleration lane separated from a lane drop by chevron road markings. In the example, the left-hand lane is used for the exit slip road only, the centre lane is the shared lane, and the right-hand lane is for ahead traffic only. A sign mounted at the side of the motorway shows the road layout. An overhead sign shows the appropriate lanes to use for each destination.



Central reservation



A sign mounted at the side of the motorway shows the arrangement of traffic lanes

Signals and variable signs above each lane of the motorway



Each lane has its own signal; each signal has two pairs of amber lamps that flash from top to bottom. You should obey the signal for your lane



Temporary maximum speed advised for prevailing traffic conditions



Move to adjacent lane (arrow may point downwards to the right)



Leave motorway at next exit



Risk of fog ahead



Risk of ice ahead



End of temporary restrictions

Signals and variable signs at the side of the motorway

These apply to the carriageway as a whole and are either located on the central reservation or mounted above the hard shoulder in combination with variable signs that display information about road works, congestion and diversions ahead. The amber lamps flash in pairs from top to bottom



Various lane closures (signs for carriageways with four, three or two lanes)



Signals and variable signs at the entrance to a motorway



All lanes closed (signs for carriageways with four, three or two lanes). Do not enter the motorway when the red lamps are flashing in pairs from side to side

Older type of motorway signal



On some motorways, particularly in Scotland, you may encounter this type of signal mounted at the side of the carriageway. Flashing amber lamps indicate that there is a hazard ahead. You should not exceed a speed of 30mph until you have passed this hazard

Active Traffic Management



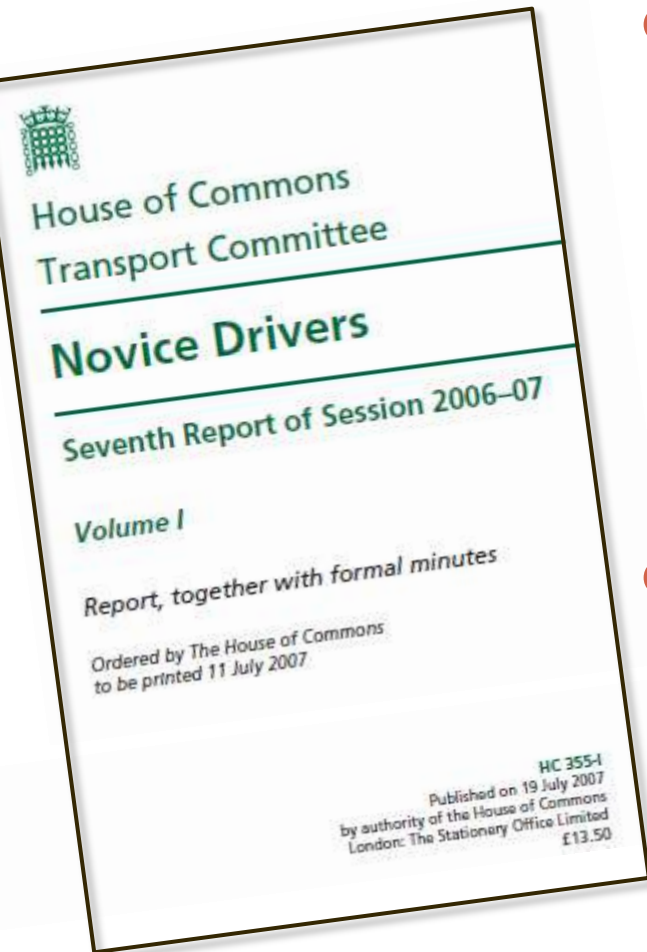
Start of Active Traffic Management

A scheme has been introduced on part of the M42 motorway, between the M6 and M40 near Birmingham, to allow traffic to use the hard shoulder as a traffic lane during times of heavy congestion or when there has been an incident that blocks one or more lanes. This is known as "Active Traffic Management".



Overhead sign showing appropriate lanes for the different destinations

Learners on Motorways



- Driving instructors and examiners made a powerful case for allowing test candidates on to high speed roads, and if necessary on to motorways – because in some places these are the only high speed roads to be found
- But such a measure should only be introduced along with a requirement for candidates to take the test in a dual-control vehicle

Current ADI development

- ⊙ Meetings and seminars
- ⊙ Tiny number of “qualifications”
- ⊙ Total ADIs >47,360
- ⊙ Undertaking CPD <5% per annum

New reg's for driver trainer CPD

- One day (7 hours) per annum
- ADI to self-declare compliance with requirement on renewal of registration
- Random ad-hoc checks by DSA
- Sanctions for non-compliance/false declaration – removal or suspension
- Acceptable CPD - formal & informal, reflective not prescriptive
- Ensures consumers receive up-to-date instruction from up-to-date trainers
- Compliance costs – £100 -150 a year

Consultation Spring 2012

To produce better new drivers we need better & new regulations

- ◉ With better regulations we can do better at equipping learner drivers to be safer new drivers
- ◉ Better trained new and existing driver trainers, able to deliver up-to-date instruction on the full syllabus to all learners in all conditions and on all types of roads



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