



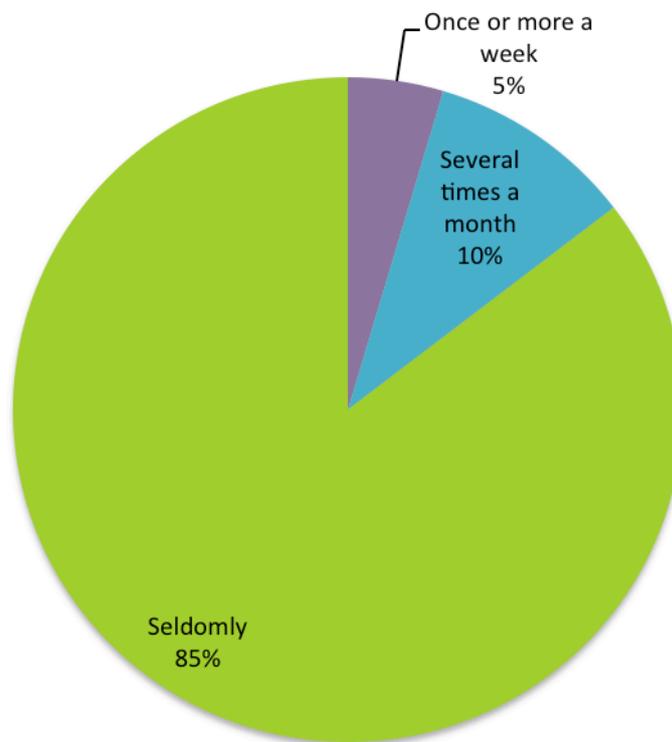
National Associations Strategic Partnership

## Survey Report – Training on High Speed Road Networks

In March this year NASP member surveyed ADIs on their attitudes and approach to training on motorways. The survey was timed to coincide with a public consultation on allowing learners to train on motorways. What follows is a summary of the key results.

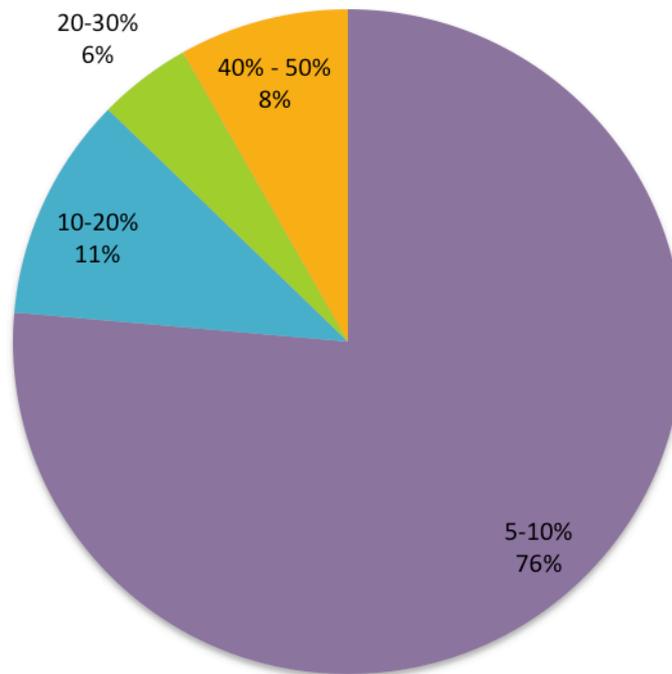
**Total Response to survey: 228 respondents**

### Q1. How frequently do you currently train newly licenced drivers in motorway driving?



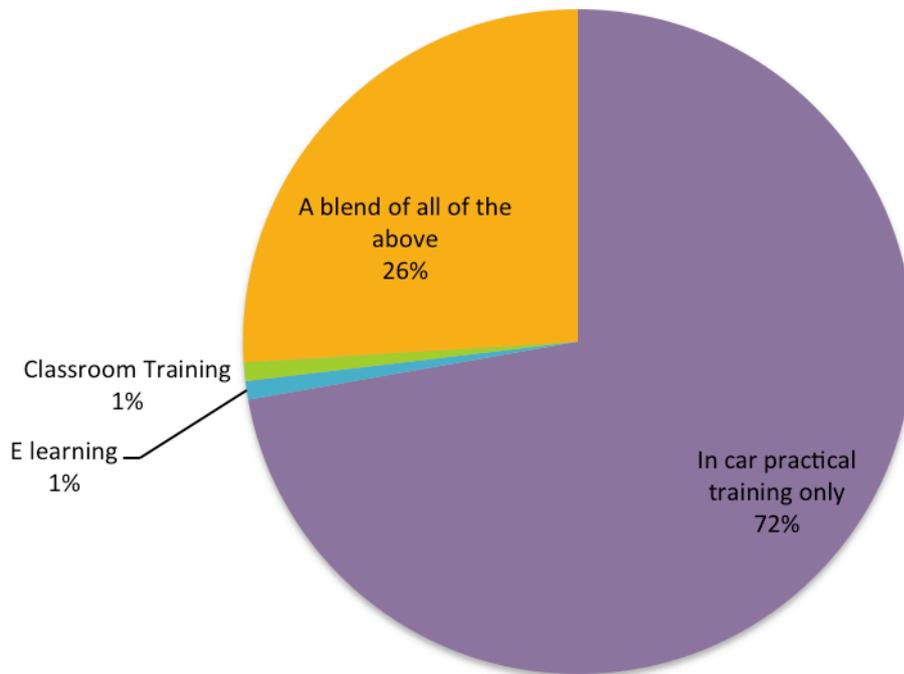
Value	Percent	Count
Once or more a week	4.6%	10
Several times a month	10.0%	22
Seldomly	85.4%	187
	Total	219

## Q2. What percentage of pupils do you currently take for motorway training?



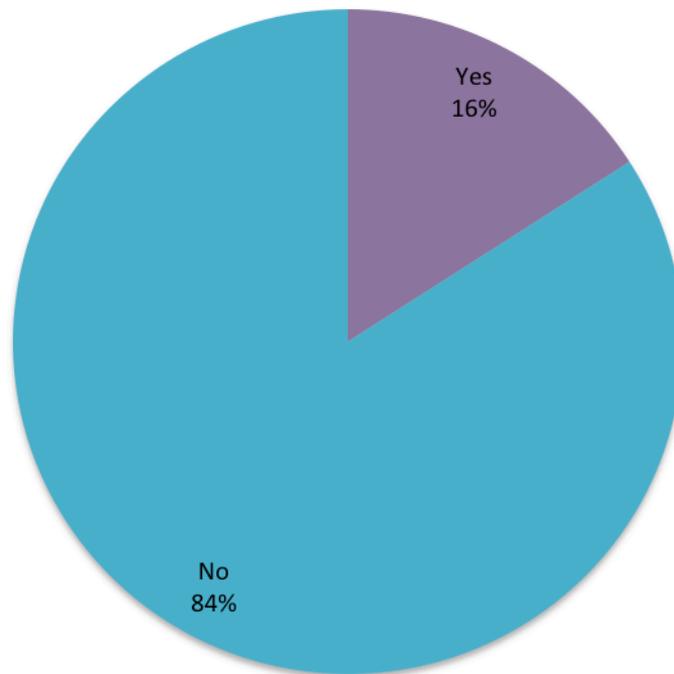
Value	Percent	Count
5-10%	76.4%	168
10-20%	10.9%	24
20-30%	4.5%	10
40% - 50%	8.2%	18
	Total	220

**Q3. What training do you offer to learners and novice drivers on using high speed road networks?**



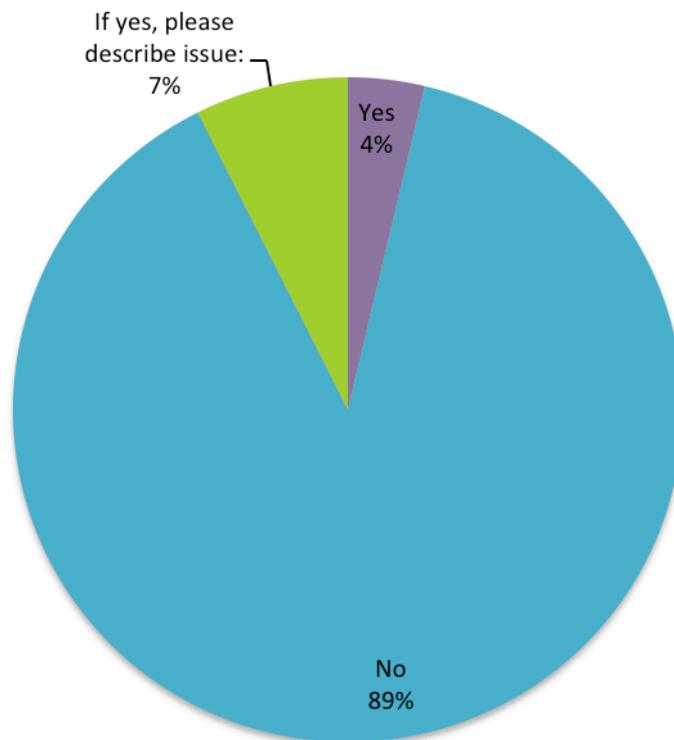
Value	Percent	Count
In car practical training only	72.2%	161
E learning	0.9%	2
Classroom Training	0.9%	2
A blend of all of the above	26.0%	58
	<b>Total</b>	<b>223</b>

**Q4. When you deliver Pass Plus or Motorway lessons, do you use a driving school roof board on your vehicle?**



Value	Percent	Count
Yes	15.9%	35
No	84.1%	185
	Total	220

**Q5. Have you had any difficulties with a roof board during training sessions on high speed roads?**



Value	Percent	Count
Yes	3.7%	8
No	88.9%	193
If yes, please describe issue:	7.4%	16
	Total	217

**Issues described with roofbox:**

Concern that it will come off at high speeds. At the moment travelling on a dual carriageway hasn't been an issue

I have answered the question NO. But I do strongly feel that the roof sign is a tremendous asset to communicate to other drivers that training is in progress.

I lost a headboard on a very cold day.

It was harder to change gear

Lost a top box in a sudden cross wind, have never used one since.

Moving headboard. Too much wind resistance.

Roof boards can come off at high speeds with a head wind.

The car is heavily branded red driving school. The old magnetic pyramid is no longer used.

There is a risk to other traffic which is not worth taking.

With a national company- it came off in high wind due to bad design- no problems with my current school

a car in front of me lost their roof board when they overtook me in high winds, with their board having a near miss with me and the car behind me

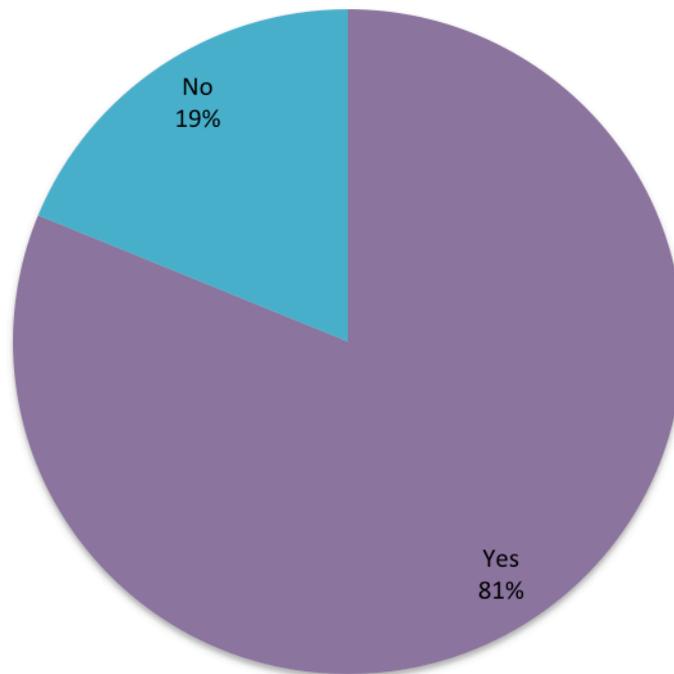
its inefficient

lost a roof box passing an approaching left junction as an articulated lorry passed in the opposite direction. speed was under 50mph.

the roof board does get noisy and when winds are higher I use "L" plates which means the learner status is not recognised by other drivers

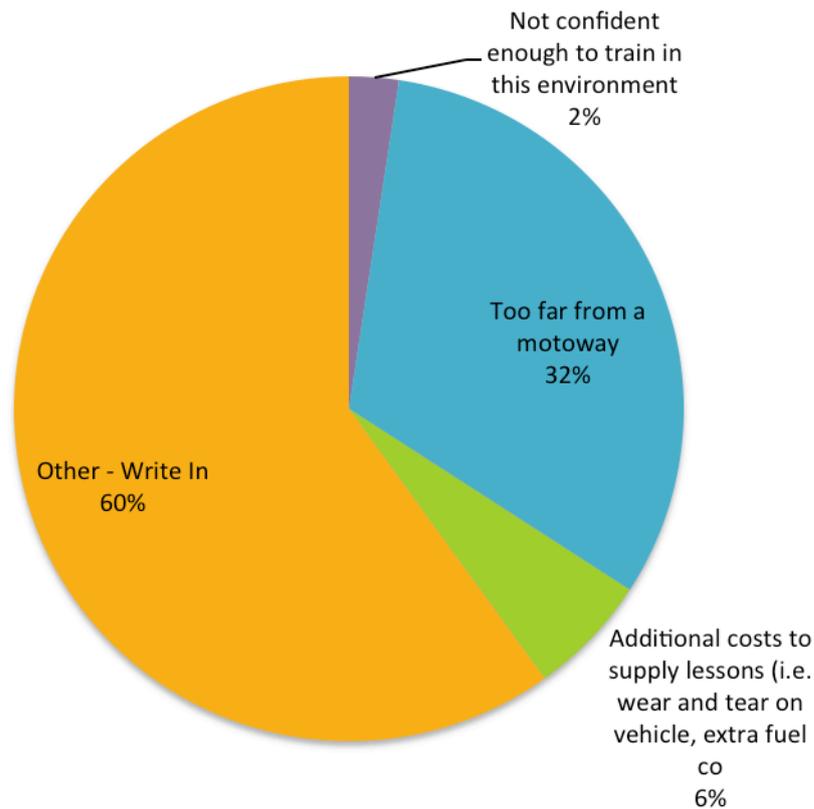
unstable blew off

**Q6. If learners are allowed on motorways, will you be taking your pre-test pupils onto them for training?**



Value	Percent	Count
Yes	81.2%	177
No	18.8%	41
	Total	218

## Q7. If you answered 'no' to the question above, why?



Value	Percent	Count
Not confident enough to train in this environment	2.4%	2
Too far from a motoway	31.8%	27
Additional costs to supply lessons (i.e. wear and tear on vehicle, extra fuel costs etc)	5.9%	5
Other – see below	60.0%	51
	<b>Total</b>	<b>85</b>

## Respondent's reasons for NOT wanting to teach motorways

Don't believe this to be the correct approach to driver training

Dual carriageways offer far more difficulties, are easier to fit in a lesson and are harder to drive, if you can cope with the A12, or A14 or A66 at scotch corner, etc etc then motorways are easier to deal with

Extra mileage

I believe other road users will be too alarmed to see an L plate on a motorway.

I feel they should have passed their test before I sign them off for motorway driving.

I have not tried

I live 30 miles from a motorway and would drive down a dual carriageway to get there

I think it will be dangerous to have Learners on the before they've had other road experience driving alone

I will only take them after the test.

I will only train if i feel learner is ready

Mainly financial and time??

Most are not experienced enough, I encourage pass plus which will include the motorway session.

Motorways are a very safe environment, and easy to cope with even for new drivers. twisty country roads at night are far more challenging and i would say more dangerous

No demand and not a test requirement. Let's go for a lesson on road that you won't drive on in a test, that an overwhelming majority drive on with no additional training and that we keep telling you is the safest type of road. Oh and that'll be £30 please...."

Not appropriate - Knee jerk political expediency

Think the DVSA examiner should decided the pupil is to standard at that stage I will consider taking them on the motorway as it is not compulsory at the mometrn

This area of training I feel should be covered and practiced well before the day of the test a poor drive pre test on a motorway would do more harm than good to the pupils confidence

Why should I bother it's not a test requirement. I won't be taking them on a skid pan, out bowling

dual carriageway roads provide ample experience and are more challenging

students want to save money not spend it on extra lessons

they need to be qualified first

they will not have enough experience until at least qualified

**Q8. What key elements of learning would you/do you focus on in such training?**

Planning Awareness

Safety

Joining a motorway, complicated junctions

observation and planning

All Round Observation, Planning & Anticipation. Joining and Leaving including motorway interchanges. Separation / Stopping Distances. Mirrors & Blind Spots. Speed Awareness including effects of buffeting and side winds. Signs and Markings. Emergency Procedures (especially motorways). Fatigue & rest stops. Route planning. Regulations especially motorway. POWDERY checks especially motorways.

All pass plus elements

All round observation. Use of signals. Changing lanes. Overtaking. Driving at speed. Spatial awareness. Stopping distances. In

Anticipation, continuous all round observations, maintaining good separation distance, journey planning.

Anticipation, observation

Defensive driving

Anticipation

Approaching slip roads , lane discipline, road signs

**Q9. What do you think the biggest challenges will be in teaching learners on motorways for trainers?**

Other drivers

Being aware of the speed limit

Location

**PLANNING**

judgement of speed, your own and that of vehicles already on the road

ADIs failing to assess their pupils ability correctly for motorway driving.

ADIs who will take learners on motorways who have not already reached a safe standard to benefit from such training without endangering others.

Abuse and intimidation from other road users perhaps.

Acceptance / recognition of learner by other road users

Access for some in areas of country

Access to motorway. Assessing when pupil is ready for motorway training

Anticipation of speed and road situations.

Anticipation of what to expect

Nerves, nervous of high speed roads

**Q10. What do you think the biggest challenges will be in training on motorways for pupils?**

Confidence

Planning ahead and aware of speed limit

Other drivers

Confidence.

Nerves

PLANNING

Speed

Adapting to high speeds and decision making

All of the above

Amount of traffic/speed/use of lanes

Anxiety, a lot of full licence holders avoid motorways and the pupil may therefore have preconceived ideas about motorway driving

As long as i think learners are ready

As long as it's done with ADI!s

As long as the ADI takes them on the motorway at an appropriate level of competency there won't be a problem. I would suggest taking them on the motorway as they are approaching their test date