

DVSA

Car and small van driver competence framework

(category B)

Introduction to the Driver Competence Framework

The Competence Framework is divided into five roles. Each role is presented in a separate worksheet and is subdivided into units, elements and performance criteria which describe specific driving related skills in greater detail. In addition, the knowledge and attitudes underpinning each competence are included.

The aim of the Framework validation exercise was to compile crash data, research evidence and expert comment which supported the inclusion of each competence statement in the Framework. In order to provide support, each piece of evidence needed to demonstrate that failure to exhibit the competence would increase the probability of one or more of the following outcomes:

1. Personal injury or death.
2. Injury or death of other road users.
3. Damage to own property.
4. Damage to others property.
5. Damage to the environment.
6. Committing an illegal act.

The evidence cannot be published here currently due to technical issues. If you would like to know what evidence supports any aspect of the Framework please send your request by email to helen.dunn@dsa.gsi.gov.uk

Role 1

Reference	Statement
Purpose	Drive a car / light van safely and responsibly
R1	Prepare car/light van and its occupants for the journey
J1.1	Prepare occupants of car / light van for the journey
E1.1.1	Choose an appropriate mode of transport
	Understand the environmental and economic implications of travelling by car/light van
	Understand the environmental and economic implications of using other modes and types of transport
	Correctly assess the fitness and needs of occupants to be driven
E1.1.2	Make sure you are physically and mentally fit to drive
	Understand the impact of drugs on driving performance
	Make alternative travel arrangements when performance will be impaired by drugs
	Understand the impact of alcohol on driving performance
	Make alternative travel arrangements when performance will be impaired by alcohol
	Understand how fatigue affects driving performance
	Make alternative travel arrangements when performance will be impaired by fatigue
	Understand how emotional states affect driving performance
	Make alternative travel arrangements when performance will be impaired by emotional state
	Understand the impact of physical state on fitness to drive
	Make alternative travel arrangements when performance will be impaired by physical state
E1.1.3	Control the risks associated with carrying passengers, loads and animals
	Make sure that passengers do not impact adversely on driving performance
	Ensure passengers are safe
	Ensure loads are secure and evenly distributed
	Allows for additional or different vehicle weight characteristics
	Ensure animals are secure and restrained within the vehicle
	Ensure sufficient seating
J1.2	Make sure car / light van is roadworthy
E1.2.1	Make routine checks of car / light van roadworthiness
	Check oil level is appropriate
	Check brake fluid level
	Check automatic transmission fluid where applicable
	Check there is sufficient water coolant and washer reservoir
	Check there is no damage to car / light van that would significantly impair performance on the journey
	Check electrical equipment is in good working order
	Check all tyres are in good working order, legally compliant and correctly inflated
	Check serviceable spare tyre and jack etc. on the vehicle
	Organise repairs and replacement of faulty parts as required
	Check footbrake, handbrake and clutch adjustments are in good working order
	Check windscreen and other areas of vision are clear
	Check vehicle registration plates are fitted and visible
E1.2.2	Check car / light van is fit for the journey
	Check there is sufficient fuel
	Familiarise yourself with new car / light van
	Make adjustments to ensure correct driving position is adopted
	Ensure good visibility for normal driving position
E1.2.3	Make sure car / light van documentation meets legal requirements
	Ensure registration and tax are up to date and tax disc is displayed in car / light van
	Ensure driver licence is valid and signed for the category of car / light van being driven
	Ensure that the driver has valid and legal insurance
	Ensure that the car / light van has a current MOT certificate (where applicable)
J1.3	Plan journey
E1.3.1	Choose an appropriate route

	Memorise key route references where necessary
	Choose roads with suitable road conditions
	Choose roads which are not adversely impacted by weather conditions
	Choose roads which are not adversely impacted by traffic conditions
	Choose roads that are not unsuitable for car / light vans characteristics
	Choose suitable alternate route if original is blocked
	Choose locations for rest breaks / refuelling
E1.3.2	Calculate time required for the journey
	Calculate time required for the journey in ideal conditions
	Build in sufficient time for refuelling, breaks and refreshments
	Build in sufficient time for adverse travel conditions
	Build in sufficient time for return journey
	Knowledge Requirements
R1	Prepare car/light van and its occupants for the journey
J1.1	Prepare occupants of car / light van for the journey
E1.1.1	Choose an appropriate mode of transport
	Environmental impact of different types of vehicle
	Environmental effects of exhaust gases (e.g. carbon monoxide, oxides of nitrogen, sulphur dioxide, lead)
	Relationship between engine size and emission.
	Noise related to driving and its effects (e.g. damage to hearing, annoyance to hospital patients and others living near busy roads).
	Standing costs involved in buying a vehicle (e.g. initial/replacement cost of driving licence, road tax costs, correlation of depreciation and age of vehicle)
	Running costs involved with vehicles (e.g. petrol, oil, servicing, repairs and replacements)
	Effects of pollution on other road users, vegetation, wildlife, etc.
	Avoid using your car for very short journeys, especially when the engine is cold
	Other transport options, such as walking, taking public transport, car sharing, and their advantages and disadvantages
	Decline in health and abilities when over 65 and of other modes of transport open to older drivers (e.g. public transport, drivers, taxis etc.)
	Fuel efficiency of diesel engines
	Alternative fuels (e.g. diesel, city diesel and city petrol, liquid petroleum gas)
	Which cars have low fuel consumption
	Economic benefits reaped from different types of vehicle (e.g. more Miles per Gallon, lower road tax, reduced insurance premiums)
E1.1.2	Make sure you are physically and mentally fit to drive
	The implications of driving under the influence of drink or drugs
	Symptoms of alcohol / drug / fatigue impairment
	Different strengths of alcohol
	What a unit of alcohol can 'look' like
	Why not to drive if your breath alcohol is higher than 35µg/100ml (e.g. equivalent to a blood alcohol level of 80mg/100ml)
	Why zero alcohol levels are desirable and the benefits of never drinking and driving
	Penalties of indictment
	Metabolic rates and the speed with which alcohol can be removed from your system
	The effects of prescriptive medication / illegal substances
	The effects of fatigue (e.g. before and during a journey)
	The effects of emotional state on driving performance
	How decision making can be impaired
	The effects of temporary physical impairment
	Recognition and effects of eyesight deterioration
	Recognition of the effects of reactalite lenses and tints
	The effects of a poor seating position and posture on driving performance
	The effects of emotional disturbance on road-user behaviour
	Anger, aggression and frustration as accident causation factors
	That being careless, thoughtless and / or reckless has been one of the largest

	contributory factors to accidents
	Why inattention has been one of the largest contributory factors to accidents
	The effects of physical and mental changes on driving ability, particularly because of aging (e.g. slower response times, deterioration of vision and hearing, loss of muscle strength and flexibility, drowsiness due to medications, a reduction in the ability to focus or concentrate, lower tolerance for alcohol)
	If you are 60 or older, the need to see an optician every year to check for cataracts, glaucoma, macular degeneration, diabetic retinopathy and other conditions associated with aging
E1.1.3	Control the risks associated with carrying passengers, loads and animals
	Current legal requirements for the wearing of seatbelts
	Current legal requirements for booster seats and carry cots
	The importance of head restraints and the correct adjustment position
	Legal requirements for carrying any projecting loads
	How to pack loads safely
	Types of load securing equipment and when to make appropriate use
	How to manage the impacts on driving resulting from carrying passengers or loads, including the effects of:
	<i>Additional weight and its distribution</i>
	<i>Suitable restraints for animals</i>
	<i>Distractions</i>
	<i>Reduced visibility</i>
	<i>Social pressure</i>
	Why inattention was one of the largest contributory factors to accidents
J1.2	Make sure car / light van is roadworthy
E1.2.1	Make routine checks of car / light van roadworthiness
	What oils to check (e.g. brake hydraulic, engine, power steering reservoir etc.)
	That good quality engine oil can save fuel
	The danger of overfilling the oil level
	How to check oil and refill with correct type, when necessary
	What water levels to check (e.g. coolant, screen washer)
	How and what type of coolant to add to engine
	How, what and when to add additives to engine fluid (e.g. anti-freeze in winter)
	What rubber to check (e.g. tyres, wiper blades, spare wheels to include any relevant restriction e.g. space saver)
	How to check tyre pressures
	How to check the brakes are working correctly
	How to recognise and fix (where appropriate) basic faults
	What electrical equipment to check (e.g. lights, wipers, horns and battery)
	That lights, indicators, reflectors and number plates must be clean and clear
	That windscreens and windows should be clean and free from obstructions to vision
	That exhaust emissions must not exceed prescribed levels
	That tyres must be correctly inflated and be free from certain cuts and other defects
	Signs of abnormal wear on tyres
	Methods to eliminate tyre wear
	That Category B vehicles must have a tread depth of at least 1.6mm across the central ¾ of the breadth of the tread and around the entire circumference
	Awareness of tread depth indicators
	The purpose of air and water cooling systems
	How to dispose of / recycle oil, batteries and old tyres if you carry out your own car maintenance
	Security measures (such as anti-theft devices, -alarm and/or immobiliser and visible security devices)
	Vehicle Watch schemes and the benefits of participation in them
E1.2.2	Check car / light van is fit for the journey
	How to find out what type of fuel needs to be used for a particular vehicle
	How to use the bonnet release mechanism

	How to familiarise yourself with a new car / light van (e.g. visibility/ seating adjustments, steering, instrument panel, gears, size width, height and length, handling, brakes (e.g. ABS), ancillary controls such as cruise control / traction control)
	The effects of poor posture on drivers (e.g. control, fatigue, vision)
	That car / light van has reserve levels of petrol /diesel
E1.2.3	Make sure car / light van documentation meets legal requirements
	How to keep details of vehicle Registration Document or Certificate up to date
	How to apply for a tax disc renewal and keep it up to date
	MOT test certificate requirements
	That the vehicle must have passed an MOT if older than 3 years
	That you must have a valid signed driving licence and be aware of any restrictions that may be applicable
	That you must inform DVLA if you change your name or address or medical condition
	That you must have a valid insurance certificate covering at least third party liability
	What insurance companies need you to do in order to meet your legal obligations
	The factors affecting the cost of insurance (e.g. make of car, performance, engine capacity, age of driver, driving record, area of driving, purpose of driving - e.g. personal vs business use)
	Terminology used by insurance companies (e.g. broker, utmost good faith, premium, indemnity, personal liability, no claims discount etc)
	That you must have a valid Vehicle Excise Duty disc clearly and correctly displayed at all times
	If asked. that you must be able to produce your driving licence, valid insurance certificate, MOT certificate – if not immediately then within seven days to the Police
	That learner drivers must hold a valid provisional licence and must be supervised by someone at least 21 years old who has held a licence in that category of vehicle for a minimum of 3 years
	That you must display red L plates (red D plates in Wales) if you are a learner driver
	That to drive unaccompanied you must pass the theory/hazard perception test and then the practical driving test for the category of vehicle
	The Statutory Off-Road Notification obligations
	Car rental procedures (e.g. such as inspection before taking car, filling petrol tank if required before hand back)
	Congestion charging in cities (e.g. London)
J1.3	Plan journey
E1.3.1	Choose an appropriate route
	The use of GPS facilities for use in route planning
	The limitations of satellite navigation systems
	How to use route planning aids (e.g. internet / teletext / weather reports etc.)
	The need to build in additional time factors for adverse circumstances
	Map symbols / road classification
	The importance of calculating refuelling locations taking into account vehicle fuel consumption rate
	Where and how to get information about congested routes
E1.3.2	Calculate time required for the journey
	Where to find information for journey calculations (e.g. teletext, internet etc.)
	The use of GPS as a journey time guide
	The limitations of any route calculating software such as Microsoft Auto route
	That being in a rush is one of the main contributory factors to road accidents (e.g. through carelessness, recklessness, etc.)
	Attitude - Risky The following are examples of some of the things people might say about particular aspects of driving. Making any one of these statements does not mean that a driver will not behave in a safe and responsible way. People can express attitudes that seem dangerous but still behave in a safe way. However, there is evidence to suggest that individuals who say such things, and have these attitudes consistently, are most at risk.

R1	Prepare car/light van and its occupants for the journey
J1.1	Prepare occupants of car / light van for the journey
	Cannabis would reduce aggression and make you a better driver
	Driving when under the influence of alcohol or illegal drugs has little affect on crash involvement
	Driving when under the influence of alcohol or illegal drugs has little affect on crash severity
	Driving under the influence of drugs enhances the pleasurable effect of the drugs
	You don't need to know the safe limits of alcohol consumption
	Safe limits of alcohol consumption don't apply to you
	Drinking coffee will reduce fatigue
	Winding down the window will reduce fatigue
	Listening to music will reduce fatigue
	Fatigue only occurs on long journeys
	Fatigue mainly occurs on country roads
	Fatigue is not a contributor to serious crashes
	There are no consequences for fatigued driving (e.g. the police cannot detect a fatigued driver)
	Most fatigued crashes occur at night
	Driving fatigued is not as dangerous as driving drunk or speeding
	Friends' expectations should influence own behaviour
	Having passengers in the car make you more alert
	Having passengers in the car make you a better driver
	There is no need to secure loads that arent heavy
J1.2	Make sure car / light van is roadworthy
	It is acceptable to drive without car insurance
	It is acceptable to drive without a valid MOT
	It is acceptable to drive without a valid driving licence
	It is ok to drive an unroadworthy car for short distances / on minor roads / if driving if to the garage to be fixed
	Other people drive unroadworthy cars, so why can't I?
	I wouldn't be able to fix any faults myself, so what is the point of checking for them?
J1.3	Plan journey
	Driving fast can reduce time pressure
	Driving manoeuvres are less risky than they are
	Crash risk for particular situations is lower than it actually is
	Driving is an innate skill and not learned
	You are a better driver than you actually are
	Gaining a driving licence is a right, not a privilege
	If you use SatNav you don't need to plan a journey in advance
	It is better to get somewhere quickly than build in breaks for refreshment

Role 2

Reference	Statement
Purpose	Drive a car / light van safely and responsibly
R2	Guide and control the car / light van
U2.1	Start, stop and leave the car / light van safely and appropriately
E2.1.1	Start car / light van
	Carry out routine checks (doors, handbrake / parking brake, seat, steering, seatbelt, mirrors)
	Make sure car / light van is disengaged
	Consider effects on vulnerable road users
	Monitor instrumentation and gauges throughout engine turn on
	Correctly respond to instrumentation and gauges throughout engine turn on
	Turn engine on using appropriate method
	Switch lights on, if required
E2.1.2	Stop and leave car / light van
	Stop the car / light van in an appropriate position and keep it stationary on gradients both up and down as well as on the level
	Use the handbrake to hold the car / light van
	Switch engine off
	If appropriate, select a gear that makes sure car / light van is safe when parked and the engine is turned off include Park position for automatic transmission vehicles
U2.2	Drive the car
E2.2.1	Move off safely and smoothly
	Move off smoothly without the car / light van rolling the wrong way, maintaining control
	Recover quickly and effectively if car stalls
	Only move off when it is safe to do so having checked blind areas
	Move off safely and under control at an angle from behind a parked vehicle or obstruction
E2.2.2	Monitor and respond to information from instrumentation, driving aids and the environment
	Respond appropriately to gauges and warning lights when driving
	Use switches and other controls as required (lights, indicators, horn, wipers, climate and ventilation controls, cruise control, windows, demister etc.)
	Make effective use of mirrors for keeping track of other road users and hazards
	Judge speed and distance correctly and effectively
	Use indicators effectively
	Employ the 'Mirrors Signal - Position Speed Look' routine correctly
E2.2.3	Operate accelerator effectively
	Move accelerator smoothly to change speed
	Use accelerator to keep a steady speed and release appropriately
E2.2.4	Operate brakes effectively
	Brake safely using appropriate braking techniques
	Stop accurately as and where necessary
	Make appropriate use of handbrake / parking brake
	Stop the vehicle in an emergency
E2.2.5	Steer car correctly
	Hold the steering wheel correctly to maintain full control
	Use the steering wheel to maintain a straight course
	Use steering wheel to corner safely and appropriately
	Make controlled use of steering wheel with one hand when changing gear or operating an ancillary control
	Use maximum steering lock where necessary when manoeuvring
E2.2.6	Use gears correctly
	Change gears smoothly and in good time
	Use a suitable gear for speed and driving conditions so engine is not revving or strained
	Use automatic gear box effectively when and where appropriate

E2.2.7	Manoeuvre car / light van
	Reverse to left within allowed parameters with due regard to other road users and awareness of blind areas
	Reverse to right within allowed parameters with due regard to other road users and awareness of blind areas
	Perform controlled stops with due regard to other road users
	Perform parallel forward parking correctly within controlled parameters with due regard to other road users and awareness of blind areas
	Perform parallel reverse parking correctly within controlled parameters with due regard to other road users and awareness of blind areas
	Perform forward parking correctly within controlled parameters with due regard to other road users and awareness of blind areas
	Perform reverse parking correctly within controlled parameters with due regard to other road users and awareness of blind areas
	Turn in road (U turn/ 3 pt turn) correctly within controlled parameters with due regard to other road users and awareness of blind areas
E2.2.8	Coordinate use of accelerator, brakes and steering
	Coordinate brakes and steering
	Coordinate acceleration and steering
	Coordinate speed and steering
	Coordinate accelerator and footbrake when manoeuvring an automatic in a confined space
E2.2.9	Correctly tow trailer/caravan
	Carry out correct safety checks
	Ensure load is evenly distributed and secure
	Allow more time and brakes earlier when slowing down or stopping
	Allow sufficiently more distance and time to overtake safely
	Make allowances for extra length of vehicle, particularly when turning or emerging at junctions.

	Knowledge Requirements
R2	Guide and control the car / light van
U2.1	Start, stop and leave the car / light van safely and appropriately
E2.1.1	Start car / light van
	The main visual aids on the instrument panel (e.g. speedometer, direction indicator repeater lights, fuel gauge & low fuel warning indicator, high beam indicator, revolutions counter, diesel pre-heat coil indicator lamp when fitted, temperature and oil pressure gauges)
	The lamps fitted in a car (e.g. oil pressure, ignition warning light, ABS, brake condition warning light, water temperature, engine management light, 'doors open' warning light, 'parking brake applied' light, four-way hazard flashers, rear fog-lamp warning light, seat-belt warning lights, fog/head/side lamps indicator light, 'boot-lid unlocked' warning light, air bag/s warning light)
	Vehicle diagnostic systems where fitted
	How to use manual choke and when and why to reduce the choke when appropriate
E2.2.2	Stop and leave car / light van
	The correct drill for stopping – Mirrors – Signal – Manoeuvre
	How to identify a safe, legal and convenient stopping location
	The stopping distances for varying speeds and traffic and weather conditions
	That stopping distance is broken into:
	<i>Thinking distance</i>
	<i>Braking distance</i>
	That you must apply handbrake / parking brake
	That you must switch off your headlights, fog lights and engine when parking
	Setting the steering wheel position when and where appropriate
	The on-road night parking rules:
	<i>Parking and leaving a vehicle on the highway both during the day and overnight</i>
	<i>Not to park on a road at night facing against the direction of the traffic unless in a recognised parking space</i>

	<i>Displaying parking lights when parked on a road or a lay-by on a road with a speed limit greater than 30mph</i>
	<i>That vehicles and trailers and all vehicles with projecting loads must not to be left on a road at night without lights</i>
	The consequences of opening a door when not safe to do so
U2.2	Drive the car
E2.2.1	Move off safely and smoothly
	The location of blind spots and blind spot checks before moving away or performing a manoeuvre
	The MSPSL routine Mirrors – Signal – Position – Speed – Look routine
	Effective observation before moving off
	The use of the footbrake before selecting drive on a vehicle with automatic transmission
	Use of the 'biting point' when releasing the clutch pedal in co-ordination with the accelerator pedal where appropriate
	Automatic handbrake release mechanism where fitted
	The effects of "dry steering" on tyres etc.
	That 'failure to look properly' is one of the most frequently reported contributory factors to accidents
E2.2.2	Monitor and respond to information from instrumentation, driving aids and the environment
	The location of blind spots and making blind spot checks where and when necessary before performing a manoeuvre
	The MSPSL routine Mirrors – Signal – Position – Speed – Look routine
	Effective observation before moving off
	The location of switches and controls and how to use to avoid distraction or loss of control while on the move
	The use of dipped headlights in indoor car parks
	When and how to use dipped headlights at night and when not (e.g. on restricted roads such as those with street lights not more than 185 metres apart and which are generally subject to a 30 mph speed limit)
	Front and rear fog light rules and when to use them
	How to identify and respond to changes in road surfaces and weather conditions
	The effects of different types of glass fitted to exterior mirrors
	That 'failure to look properly' is one of the most frequently reported contributory factors to accidents
	The meaning of dashboard warning lights
E2.2.3	Operate accelerator effectively
	The effects of acceleration and deceleration sense on vehicle performance and the environment
	Where to position the right foot to consistently operate the accelerator pedal smoothly
	How to operate cruise control systems when fitted
	The disadvantage of excessive engine revolutions during moving away and while stationary
E2.2.4	Operate brakes effectively
	The physical and dynamic implications of braking on bends
	Why to avoid braking on bends where necessary
	Stopping distances and the effects of adverse weather and / or changes in road surface on them
	How and when to use the progressive braking technique
	Three stage braking (feel the brake, squeeze the brake and ease the brake)
	How to stop the vehicle as quickly and as safely as possible
	How to use anti-lock braking systems, effectively when fitted
E2.2.5	Steer car correctly
	The 'pull-push' steering technique
	The 'hand over hand' technique when manoeuvring in confined areas
	The steering limitations of your vehicle (e.g. the turning circle)
	That 'failure to look properly' is one of the most frequently reported contributory factors to accidents

E2.2.6	Use gears correctly
	The number of gears and configuration as fitted
	The use of 'kick down' to the next lowest gear on vehicles with automatic transmission
	The use of 'lock up' on automatic transmissions
	The environmental impact of high revving engines, low gears and high speeds
	Vehicle loading and effects of timely gear selection when ascending and descending gradients
	Use of selective gear changing (e.g. block changing)
	Use of gears when parking
	(For manual drive cars involving clutch operation only)
	How and when to use the clutch around the biting point to vary very slow pace of the car for tight control
	Making controlled use of the clutch to enable smooth operation when moving away, changing gears or stopping
	The problems of not fully releasing the clutch or "riding the clutch" during normal driving
E2.2.7	Manoeuvre car / light van
	Blind spots and making blind spots checks where and when necessary before performing a manoeuvre
	The Mirrors – Signal – Position – Speed – Look routine
	The 'effective observation' elements when executing any manoeuvre
	Various braking techniques to stop the car effectively and efficiently under full control
	Skid avoidance and correction
	The correct procedure for reversing into a side road on the left
	The correct procedure for reversing into a side road on the right
	The correct procedure to carry out a turn in road / U-turn manoeuvre
	Rules relating to prohibition of U-turns
	Rules relating to parking
	The correct procedure for carrying out any reverse parking exercise on road and off road
	Why you should not reverse your vehicle further than necessary
	Guidelines for safe, convenient and legal driving when manoeuvring or reversing
	How to allow for and react to vulnerable road users
	That 'failure to look properly' is one of the most frequently reported contributory factors to accidents
E2.2.8	Coordinate use of accelerator, brakes and steering
	The effects of sudden / harsh application of accelerator, brakes and steering
	The benefit of engine braking when releasing the accelerator
	The effects of coasting
	The effects of firm use of the accelerator in conjunction with the footbrake when manoeuvring a vehicle with automatic transmission
	Vehicle creep and when to apply it when a vehicle is fitted with automatic transmission
	That 'exceeding the speed limit' or 'going too fast for conditions' were reported as a contributory factor in 15% of all accidents
E2.2.9	Correctly tow trailer/caravan
	Blind spots and making blind spots checks where and when necessary before performing a manoeuvre
	The Mirrors – Signal – Position – Speed – Look routine
	The 'effective observation' elements and when to fit additional mirrors
	Towing regulations and weight restrictions
	The correct trailer checks (e.g. caravan or trailer is loaded correctly, is correctly hitched up, lights and indicators are connected, jockey wheel and assembly is fully retracted, braking system is working correctly, windows, roof light and door are closed, tyre pressures are correct)
	Speed limits when towing a trailer / caravan
	Changes in vehicle handling characteristics and how to compensate for them when

	lowing a trailer or caravan
	When an abnormal vehicle position may be required to negotiate junctions / turnings or roundabouts
	What "snaking" is and how to remedy it
	Brake fade and what to do when descending gradients
	How to carry out safe procedure when uncoupling – re-coupling a caravan / trailer
	How to find the maximum nose weight of a vehicle's tow bar
	Whether any height and width restrictions apply to the intended route
	Whether rescue service cover will include a trailer
	The requirement to carry spare wheels and any other necessary equipment for the trailer
	The need to display number plates on trailers and caravans

	<p>Attitude - Risky</p> <p>The following are examples of some of the things people might say about particular aspects of driving. Making any one of these statements does not mean that a driver will not behave in a safe and responsible way. People can express attitudes that seem dangerous but still behave in a safe way. However, there is evidence to suggest that individuals who say such things, and have these attitudes consistently, are most at risk</p>
R2	Guide and control the car / light van
U2.1	Start, stop and leave the car / light van safely and appropriately
	Driving manoeuvres are less risky than they are
	Crash risk for particular situations is lower than it actually is
	Driving is an innate skill and not learned
	You are a better driver than you actually are
	Gaining a driving licence is a right, not a privilege
	Once you get out of your car it is not your responsibility
	A car / light van is not very powerful
U2.2	Drive the car
	Driving manoeuvres are less risky than they are
	Crash risk for particular situations is lower than it actually is
	Driving is an innate skill and not learned
	You are a better driver than you actually are
	A car / light van is not very powerful
	Gaining a driving licence is a right, not a privilege

Role 3

Reference	Statement
Purpose	Drive a car / light van safely and responsibly
R3	Use the road in accordance with the highway code
U3.1	Negotiate the road correctly
E3.1.1	Negotiate junctions
	Carry out procedures correctly when negotiating junctions
	Turn left/right and go ahead correctly
	Emerge into the traffic stream correctly from both left and right sides
	Cross the path of traffic safely when turning right into side roads
	Negotiate cross roads correctly
	Negotiate roundabouts correctly
E3.1.2	Negotiate slip roads
	Join main road correctly from left hand side
	Join main road correctly from right hand side
E3.1.3	Maintain correct position on the road
	Use correct lane
	Maintain correct position in lane
	Change lane correctly when necessary
U3.2	Comply with signals, signage, markings and traffic calming measures
E3.2.1	Comply with traffic signals and road signage when driving
	Respond correctly to warning signs
	Comply with mandatory and prohibitive signs giving orders
	Respond correctly to information and direction signs
	Comply with all lights designed to control traffic
	Negotiate all types of pedestrian crossing safely
	Negotiate all types of railway and tram crossings safely
E3.2.2	Comply with signals given by others
	Respond appropriately to signals given by other road users
	Comply with signals given by police officers
	Comply with signals given by traffic wardens
	Comply with signals given by school crossing wardens
	Comply with signals given by Highways Agency Traffic Operators
	Comply with signals given by VOSA officials
	Comply with signals given by any authorised persons
E3.2.3	Comply with road markings and traffic calming measures
	Comply with road markings along the carriageway
	Comply with road markings across the carriageway
	Comply with road markings along the edge of the carriageway or at the kerb
	Comply with other road markings
	Negotiate traffic calming measures correctly

	Knowledge Requirements
R3	Use the road in accordance with the highway code
U3.1	Negotiate the road correctly
E3.1.1	Negotiate junctions
	Rules relating to the main types of junction (e.g. T junctions, Y junctions, staggered junctions, crossroads and roundabouts)
	The Mirrors – Signal – Position – Speed - Look routine
	How to turn left safely
	How to turn right safely
	How to emerge into the traffic stream safely
	How to cross the path of approaching traffic safely
	That all vehicles at mini roundabouts must pass round the central markings except large vehicles which are physically incapable of doing so
	The importance of showing consideration for vulnerable road users
	Abnormal positioning required to be taken by some road users
E3.1.2	Negotiate slip roads

	How to join a dual carriage way/motorway
	The Mirrors –Signal – Manoeuvre routine
	How to emerge safely and fit in with other road users when present
	How to leave a dual carriageway / motorway
	The need to allow for queuing traffic on slip roads when joining / exiting
	When and how to use the hard shoulder
E3.1.3	Maintain correct position on the road
	Appropriate road positioning of car in bends
	Lane discipline and appropriate lane selection and use
	Early application of Mirrors – Signal for smooth safe lane changing
	What factors to take into account when judging speed and positioning on bends (e.g. type and condition of the road, sharpness of the bend, camber of the road, visibility, weather conditions)
U3.2	Comply with signals, signage, markings and traffic calming measures
E3.2.1	Comply with traffic signals and road signage when driving
	How to respond to all warning signs
	How to comply with all mandatory traffic signs wherever located on all roads to include motorways
	All rules and procedures that apply to zebra crossings
	All rules and procedures that apply to pedestrian crossings controlled by lights
	That you must stop when the Police signal you to stop
	When, where and why hazard warning lights may be used whilst driving
	That you must exercise proper control of your vehicle at all times
	That traffic must travel on the left unless indicated by signs to say otherwise
	Where not to drive except to gain lawful access to property
	Why motorways are not to be used by pedestrians, holders of provisional car or motorcycle driving licences unless exempt, riders of motorcycles under 50cc, cyclists and horse riders
	Why not to go beyond the signal in your lane if red lights on the overhead signals flash above your lane
	That you must not go beyond the signal in any lane if red lights flash on a signal in the central reservation or at the side of the road
	Why you must not exceed the maximum speed limit permitted for the road you are on and your vehicle
	That you must not exceed a lower limit if one is in force, for example, at road works
	Why you must not reverse, cross the central reservation, or drive against the traffic flow on a motorway or dual carriageway
	Why you must not to drive on the hard shoulder except in an emergency or if directed to do so by signs
	That the right hand lane of a motorway must not be used by:
	<i>Any vehicle drawing a trailer or caravan</i>
	<i>A goods vehicle with a maximum laden weight over 7.5 tonnes or coaches limited to 60mph</i>
	Why you must not stop on the carriageway, hard shoulder, slip road, central reservation or verge except in an emergency
	Why you must not pick up or set down anyone, or walk on a motorway except in an emergency
	How to behave at controlled railway crossings:
	<i>That you must obey flashing red stop signals</i>
	<i>That you must stop behind the white line across the road</i>
	<i>That you must wait if a train goes by and the red lights continue to flash</i>
	Why you must not cross user operated gates or barriers when the red light is showing
	That you must not enter a road, lane or other route reserved for trams
	Why you must not park a vehicle where it would get in the way of trams or where it would force other drivers to do so
	That you must follow the route shown by road signs and markings
	That you must not drive between a tram and the left-hand kerb when a tram has stopped to pick up passengers
E3.2.2	Comply with signals given by others

	That you must stop when a school crossing patrol shows a 'stop for children' sign
	Arm signals given by persons controlling traffic
	That you must stop when directed by the Police, traffic warden or Highways Agency Traffic operator
	That you must stop when directed to do so at road works
E3.2.3	Comply with road markings and traffic calming measures
	That you must not enter the triangular-chevroned area bound by continuous white lines at junctions except in an emergency
	Why you must not drive or park in a cycle lane
	That you must not drive or stop in a tram lane or a bus lane during its period of operation unless the signs indicate you may do so
	When a driver can and cannot cross or straddle double continuous white lines
	That you must stop behind the line at a junction with a 'stop' sign and a solid white line across the road
	That you must give way to traffic on the main road when emerging from a junction with broken white lines across the road
	Why you must not enter a yellow criss-cross box until the exit road or lane is clear
	That you must stop behind the white stop line across the road at traffic lights, unless the light is green
	That you must not move forward over the white line when the red light is showing at traffic lights
	That you must wait behind the first white line reached at advanced stop lines
	That you must not park on an area covered by the zigzag lines at pedestrian crossings
	That you must not overtake the lead moving vehicle on the approach to a pedestrian crossing nor overtake the lead vehicle which has stopped to give way to pedestrians
	Why you must not wait or park where there are restrictions shown by:
	<i>Yellow lines along the edge of the carriage way</i>
	<i>School entrance markings on the carriageway</i>
	Why not to stop or park on:
	<i>The carriageway or the hard shoulder of a motorway except in an emergency</i>
	<i>A pedestrian crossing, including zigzag crossings</i>
	<i>A clearway</i>
	<i>A bus stop within its hours of operation</i>
	<i>An urban clearway within its hours of operation, except to pick up or set down passengers</i>
	<i>Road marked with double white lines, except to pick up or set down</i>
	<i>A bus, tram or cycle lane during its periods of operation</i>
	<i>A cycle track</i>
	<i>Red lines in a Red Route area or zone</i>

	Attitude - Risky The following are examples of some of the things people might say about particular aspects of driving. Making any one of these statements does not mean that a driver will not behave in a safe and responsible way. People can express attitudes that seem dangerous but still behave in a safe way. However, there is evidence to suggest that individuals who say such things, and have these attitudes consistently, are most at risk.
R3	Use the road in accordance with the highway code
U3.1	Negotiate the road correctly
	Highway Code does not apply to you
	Highway Code aberrations will not be caught
	Highway Code aberrations will not be penalised
	Laws and rules only need to be followed if they fit in with other considerations
	Law does not apply to you
	You don't need to know the law to be a good driver
	It is acceptable to be ignorant of the law
	Ignorance of the law is a justifiable excuse
	If there is no one else around then the laws of the road don't apply

	Other drivers ignore the Highway Code, so why can't I?
U3.2	Comply with signals, signage, markings and traffic calming measures
	Highway Code does not apply to you
	Highway Code aberrations will not be caught
	Highway Code aberrations will not be penalised
	Laws and rules only need to be followed if they fit in with other considerations
	Law does not apply to you
	You don't need to know the law to be a good driver
	It is acceptable to be ignorant of the law
	Ignorance of the law is a justifiable excuse
	Driving fast is exciting
	Accelerating hard is exciting
	Speeding is not risky
	You are safe even when exceeding speed limits
	Speeding is acceptable
	Speeding is enjoyable
	Driving fast is thrilling
	Driving fast can reduce time pressure
	Speeding will make you feel good about yourself
	It is acceptable to speed if driving safely
	Speed limits are not set at reasonable limits
	You can exceed the speed limit to a certain extent
	Speed limits are arbitrary
	Speed limits don't apply to you
	You can judge safe speed better than the limit
	Driving within the speed limit is boring
	As long as you justify the situation to be safe, you can stop the car wherever you want
	It is ok to stop outside a school (for example) as long as it is for a short time
	If there is no one else around then the laws of the road don't apply
	Other drivers ignore the Highway Code, so why can't I?

Role 4

Reference	Statement
Purpose	Drive a car / light van safely and responsibly
R4	Drive safely and efficiently in the traffic system
U4.1	Interact appropriately with other road users
E4.1.1	Communicate intentions to other road users
	Use arm signals and indicators to signal intentions in a timely fashion
	Give signals clearly and correctly according to the Highway Code
	Position car in a way that signals intentions
	Use horn and lights as a means of communication to other road users
E4.1.2	Cooperate with other road users
	Allow for others' mistakes
	Give other road users time to perform manoeuvres
	Adapt driving to road and traffic and weather conditions
	Make progress in the traffic stream when safe and appropriate
	Identify and respond to vulnerable road users correctly
	Monitor and manage own reaction to other road users
	Overtake other vehicles safely
	Meet approaching traffic safely
	Show awareness and anticipation for other road users
	Respond to emergency vehicles appropriately
U4.2	Minimise risk when driving
E4.2.1	Identify and respond to hazards
	Use effective scanning techniques
	Identify precursors or clues to hazards correctly
	Identify hazards correctly
	Anticipate what is likely to happen
	Prioritise hazards correctly
	Plan actions and respond appropriately
	Maintain attention when faced with distractions
E4.2.2	Drive defensively
	Create and maintain a safe driving space
	Make use of safe driving techniques 'Mirrors - Signal - Manoeuvre, Observe - Signal - Manoeuvre'
	Position car / light van to avoid hazards
	Manage own physical/psychological state
	Drive at such a speed that you can pull up in the distance seen to be clear ahead
E4.2.3	Follow principles of ecologically responsible driving (eco-safe driving)
	Brake efficiently using appropriate braking techniques
	Accelerate smoothly and progressively to minimise fuel consumption
	Use deceleration sense to minimise fuel consumption
	Use cruise control, where and when appropriate
	Remove excess weight from vehicle when not needed
	Remove roof rack / roof storage space etc. when appropriate
	Use highest gear possible
	Turn engine off, when appropriate
	Select fuel for economy and low emissions
U4.3	Manage incidents effectively
U4.3.1	Take appropriate action if car / light van breaks down
	Stop car / light van in safe place to minimise future risk and switch off engine
	Ensure adequate warning to other road users to minimise risk
	Ensure car / light van has basic car maintenance equipment
	Get appropriate help
	Make sure passengers / loads / animals are managed safely
U4.3.2	Take appropriate action when witness to, or involved in, an incident
	Where appropriate, stop car / light van in safe place to minimise future risk and switch off engine

	Ensure adequate warning to other road users
	Make appropriate assessment of incident scene and personal safety
	Make sure passengers / loads / animals are managed safely
	If casualties are involved, make appropriate assessment of casualty priority
	Perform correct first aid, if appropriate
	Give clear and accurate information to emergency services
	Complete legal requirements accurately and in good time, if required

	Knowledge Requirements
R4	Drive safely and efficiently in the traffic system
U4.1	Interact appropriately with other road users
E4.1.1	Communicate intentions to other road users
	Arm signals as covered in the Highway Code and when they may need to be given
	When to use indicators and the importance of ensuring that when given they are used correctly and in good time
	The importance of ensuring signals are cancelled as and when appropriate
	How to link the use of signals to the application of the Mirrors – Signal – Manoeuvre routine
	When signals must be given and when it is acceptable not to use them
	When and when not to use the horn e.g. do not sound the horn, unless there's a danger from another moving vehicle, when:
	<i>Vehicle is stationary</i>
	<i>In a built up area between 11.30pm and 7am – flash headlights instead</i>
	<i>Within hearing distance of animals and vulnerable road users</i>
	When the flashing of headlights may be an appropriate means of warning of approach or as an alternative to the horn (e.g. to remind others that your car is there)
	That 'failure to judge another person's path or speed' was one the most common contributory factors in road accidents
	How and when to use hazard warning lights
E4.1.2	Cooperate with other road users
	Effective scanning techniques (e.g. 'fishing' in front, behind, or side to side)
	Awareness and anticipation of the actions of other road users to include:
	<i>Pedestrians – both young and elderly to include those with any physical impairment e.g. poor sight, infirm or hard of hearing</i>
	<i>Animals on the verge or carriageway</i>
	When and where it is appropriate to make progress
	The dangers of driving at such a pace as to be unable to pull up in the distance seen to be clear ahead or to exceed any speed limit in force
	Separation distances and the two second rule
	Applying the Mirrors – Signal – Manoeuvre routine and giving priority when relevant to meet other traffic safely
	Applying the Mirrors – Signal – Manoeuvre routine safely and correctly when overtaking slower moving traffic
	Where and when is unsafe to attempt to overtake other road users
	That you must not drive without due care and attention or without reasonable consideration for other road users
	How to respond correctly when emergency vehicles are on call and how to give them precedence whether approaching from behind, ahead of from side roads
	That 'failure to judge another person's path or speed' was one the most common contributory factors in road accidents
U4.2	Minimise risk when driving
E4.2.1	Identify and respond to hazards
	Effective scanning techniques (e.g. 'fishing' in front, behind, or side to side)
	What determines the zone of vision including:
	<i>Buildings and hedges</i>
	<i>Bends in the road or contours in the land</i>
	<i>Moving and parked vehicles</i>
	<i>Available light and the weather</i>
	When other road users are vulnerable and how to react accordingly

	How to “read the road ahead” and being prepared to expect the unexpected
	That you must not drive without due care and attention drive or without reasonable consideration for other road users
	Potential distractions, what they are and how to manage them (e.g. mobile phones, eating / smoking at the wheel, talking to passengers, using a satellite navigation system or in-car sound system or visual display screens /games or video)
	That 'failure to look properly' is one of the most frequently reported contributory factors to accidents
	That 'failure to judge another person's path or speed' has been one the most common contributory factors in road accidents
E4.2.2	Drive defensively
	The Mirrors – Signal – Manoeuvre routine
	Separation distances and the two second rule when and where appropriate
	Separation distance in slow moving and queuing traffic
	Thinking and braking distances for varying speeds
	Effective scanning techniques (e.g. fishing in front, behind, or side to side)
	That you must not drive without due care and attention drive or without reasonable consideration for other road users
	That 'following too close' is one of top 10 contributory factors to road accidents
	That 'failure to judge another person's path or speed' was one the most common contributory factors in road accidents
E4.2.3	Follow principles of ecologically responsible driving (e.g. eco-safe driving)
	The effects of increased fuel consumption by carrying unnecessary equipment or luggage (e.g. roof top boxes etc.)
	Forward planning linked to early reaction and smooth deceleration
	How to use the highest gear possible and recognise when to change down to avoid engine labour
	The importance of regular maintenance and adhering to recommended service schedules
	How to use cruise control when fitted
	Effective scanning techniques (e.g. 'fishing' in front, behind, or side to side)
	That you should not put eco driving techniques above safe driving principles
	Different techniques for reducing exhaust pollution (e.g. fuel injection, electronic engine management systems and redesigned exhaust systems)
	Catalytic converters
	The fuel efficiency of diesel engines
	Alternative fuels (e.g. such as diesel, city diesel and city petrol, liquid petroleum gas)
	Which cars have low fuel consumption
	When fuel consumption is highest
	How to maintain and use momentum
	Additional fuel consumption on engine-driven air conditioning systems
U4.3	Manage incidents effectively
E4.3.1	Take appropriate action if car / light van breaks down
	How to keep control of your car / light van, should a breakdown occur by:
	<i>Trying to keep in straight line by holding steering wheel firmly</i>
	<i>Avoiding braking severely</i>
	<i>Steering gently onto side of the road as you lose speed</i>
	<i>If possible, getting the car off the road</i>
	<i>Using hazard warning lights</i>
	<i>Keeping sidelights on if dark</i>
	<i>Not standing behind the car</i>
	<i>Using appropriate warning device/s</i>
	<i>If on a motorway, switching on hazard lights</i>
	<i>Not opening the offside door and leaving the vehicle by the nearside door</i>
	<i>Keeping animals inside the vehicle</i>
	<i>Locking all doors, except the front passenger door</i>
	<i>Telephoning the emergency services</i>
	<i>Waiting on the embankment</i>
	<i>Not attempting to carry out repairs</i>

	How to control car following puncture or blow out by:
	<i>Taking your foot off the accelerator</i>
	<i>Not braking suddenly</i>
	<i>Trying to keep a straight course by holding steering wheel firmly</i>
	<i>Stopping at the side of the road</i>
	<i>Getting the vehicle away from traffic</i>
	Where to position warning triangle when broken down:
	<i>On a straight road, putting the triangle 45 metres from your vehicle</i>
	<i>On a winding or hilly road, putting the triangle where drivers will see it before they have to deal with a bend or hump in the road</i>
	<i>On a narrow road, putting the triangle on the nearside verge or footpath</i>
	Why it is better to use an emergency roadside telephone rather than a mobile phone
E4.3.2	Take appropriate action when witness to, or involved in, an incident
	What to do in an emergency including:
	<i>Giving help wherever you can</i>
	<i>Noting details of witnesses</i>
	<i>Gathering as much information as possible</i>
	<i>Taking photographs</i>
	<i>Drawing a map</i>
	<i>Not admitting liability</i>
	<i>Giving statements when requested by the Police</i>
	The legal requirements concerning accidents, that is the need to report to Police name and address within 24 hrs any accident involving injury to any person or animal or any damage to any vehicle or property
	Why you must not stop on the carriageway, hard shoulder, slip road, central reservation or verge except in an emergency
	Why you must not pick up or set down anyone, or walk on a motorway except in an emergency
	That, if your car breaks down, you must leave animals in the vehicle or, in an emergency, keep them under proper control on the verge
	That you must, if you are involved in an accident which causes damage or injury to any other person, vehicle, animal or property:
	<i>Stop</i>
	<i>Give your own and the vehicles owner's name and address, and the registration number of the vehicle, to anyone having reasonable grounds for requiring them</i>
	<i>If you do not give your name and address at the same time of the accident, report the accident to the Police as soon as reasonably practicable, and in any case within 24 hours</i>
	That you must, if another person is injured and you do not produce your insurance certificate at the time of the accident to a Police officer or to anyone having reasonable grounds to request it:
	<i>Report the accident to the Police as soon as possible and in any case within 24 hours</i>
	<i>Produce your insurance certificate for the Police within seven days</i>
	The principles of first aid
	The symptoms and treatment of shock
	How to contact the relevant emergency services

Reference	Attitude - Risky The following are examples of some of the things people might say about particular aspects of driving. Making any one of these statements does not mean that a driver will not behave in a safe and responsible way. People can express attitudes that seem dangerous but still behave in a safe way. However, there is evidence to suggest that individuals who say such things, and have these attitudes consistently, are most at risk.
R4	Drive safely and efficiently in the traffic system
U4.1	Interact appropriately with other road users
	Others will not be upset by your bad behaviour
	Traffic congestion situation can be improved by aggressive behaviour
	Driving violations are condoned by others

	It is acceptable to compete with other drivers
	You are a better driver than you actually are
	Road etiquette and good manners do not apply to you
	Others will not be upset by your bad behaviour
	Traffic congestion situation can be improved by aggressive behaviour
	Driving violations are condoned by others
	It is acceptable to compete with other drivers
	You are a better driver than you actually are
	You are a better driver than others
	Aggressive driving is acceptable
	Aggressive driving will not be caught
	Aggressive driving will not be penalised
	Aggressive violations are acceptable
	Aggressive violations will not be caught
	Aggressive violations will not be penalised
	Aggressive driving is acceptable because of its anonymity
	Belief that you have more of a right than others to be on the road
	Other people are rude to me, so why can't I be?
	If people are driving very slowly and disrupting the traffic flow it is ok to behave aggressively to them
U4.2	Minimise risk when driving
	Driving manoeuvres are less risky than they are
	Crash risk for particular situations is lower than it actually is
	You are safe even when exceeding speed limits
	Speeding is enjoyable
	Driving fast is thrilling
	Driving fast can reduce time pressure
	Speeding will make you feel good about yourself
	You are a better driver than you actually are
	It is acceptable to speed if driving safely
	Speed limits are not set at reasonable limits
	You can exceed the speed limit to a certain extent
	Speed limits are arbitrary
	Speed limits don't apply to you
	You can judge safe speed better than the limit
	You have a lower chance than others of experiencing a negative event
	Driving does not need full attention
	It is acceptable to answer phone calls when driving
	It is acceptable to send text messages when driving
	It is acceptable to read text messages when driving
	It is acceptable to attend to distractions
	Driving within the speed limit is boring
	You have a lower chance than others of experiencing a negative event
	Driving does not need full attention
	Having a cup of coffee will reduce fatigue
	Winding down the window will reduce fatigue
	Listening to music will reduce fatigue
	Fatigue only occurs on long journeys
	Fatigue mainly occurs on country roads
	Fatigue is not a contributor to serious crashes
	There are no consequences for fatigued driving (e.g. the police cannot detect a fatigued driver)
	Most fatigued crashes occur at night
	Driving fatigued is not as dangerous as driving drunk or speeding
	Since others don't drive in an eco-safe way, then why should you?
	Own eco-safe driving would have little or no effect globally
	Driving close to others will encourage them to drive faster
U4.3	Manage incidents effectively
	It is better not to get involved in another road users accident or incident

	Car insurance is not necessary
	It is better not to get involved in another road users accident or incident
	Performing incorrect first aid may do more harm than good
	If the accident was not my fault, it is not my responsibility to get involved

Role 5

Reference	Statement
Purpose	Drive a car / light van safely and responsibly
R5	Review and adjust driving behaviour over life time
U5.1	Keep up to date with changes
E5.1.1	Keep up to date with changes to road rules
	Keep up to date with legal changes to signals and signage
	Keep up to date with legal changes to road markings and traffic calming measures
	Keep up to date with road / traffic law
E5.1.2	Keep up to date with maintenance requirements of car / light van
	Understand about changing maintenance requirements of new cars / light vans
	Make sure maintenance requirements are appropriate for age of car / light van
	Keep up to date with changes to car / light van technology
E5.1.3	Keep up to date with changes to legal requirements for registering and taxing car / light van
	Keep up to date with certificates for car / light van (e.g. tax, registration, MOT)
	Make sure licence is still valid and update DVLA Swansea of any personal changes when relevant
U5.2	Learn from experience
E5.2.1	Review driving behaviour
	Identify errors in own driving behaviour
	Evaluate seriousness of driving errors (e.g. one off vs. trend)
	Identify when poor habits are developing
	Evaluate and learns from others' driving behaviour
E5.2.2	Recognise personal characteristics and changes which affect driving performance
	Evaluate personal factors (e.g. personality, norms, values) influencing driving behaviour
	Seek professional advice when necessary
	Identify relevant age related changes – e.g.. deterioration of sight / spectacles
	Identify physical and psychological impairment successfully and advise DVLA Swansea as appropriate
E5.2.3	Adjust own driving behaviour
	Identify options for reducing mistakes
	Identify options for improving driving
	Continue to develop and update personal driving skills
	Adapt driving behaviour to ensure that age related changes do not affect safe driving performance
	Adapt driving behaviour to ensure that physical and cognitive changes do not affect safe driving performance

	Knowledge Requirements
R5	Review and adjust driving behaviour over life time
U5.1	Keep up to date with changes
E5.1.1	Keep up to date with changes to road rules
	Where to find information which will keep you up to date (e.g. internet sites covering road safety and safe driving techniques, Government publications, etc.)
E5.1.2	Keep up to date with maintenance requirements of car / light van
	The importance of referring to the manufacturers' handbook specific to vehicle type and the contents therein
	Technological changes affecting car maintenance
E5.1.3	Keep up to date with changes to legal requirements for registering and taxing car / light van
	How and where to contact relevant agency or department and review appropriate web site information updates prior to having to renew or re-register as and when necessary
	The need to ensure that your car is taxed, insured and tested at the required intervals

U5.2	Learn from experience
E5.2.1	Review driving behaviour
	The value of assessing your own driving behaviour against best practice.
	How to assess your own driving behaviour.
	The advantage of having driving development from a professional instructor to keep up to date and eliminate the potential for poor habits
	That being careless, thoughtless and / or reckless has been one of the largest contributory factors to accidents
	That inattention has been one of the largest contributory factors to accidents
	The consequences of failure to comply with rules of the road
E5.2.2	Recognise personal characteristics and changes which affect driving performance
	The standard required for driving licence.
	Your own visual efficiency - including tunnel /peripheral vision.
	The negative effects of high and low contrast on vision (e.g. in ageing drivers)
	The negative effects of high and low contrast glare on vision (e.g. in ageing drivers)
	The negative effects of reduced respiratory volume on driving performance (e.g. in ageing drivers)
	Situations where driving performance may deteriorate when elderly (e.g. following routes from memory, reverse parking, navigating efficiently, and driving at night)
	That crash rates based on miles driven increase exponentially for drivers aged 65 and over
	That mortality rates related to driving accidents start to increase at age 55
	That being aware of your own potential driving problems is a good way of reducing risky driving behaviours (e.g. perhaps through actions such as reducing number of miles driven, avoidance of driving in bad weather conditions etc.)
	Physical and mental changes that can affect an elderly driver's ability (e.g. such as: a slowdown in response time, a loss of clarity in vision and hearing, a loss of muscle strength and flexibility, drowsiness due to medications, a reduction in the ability to focus or concentrate and lower tolerance for alcohol)
	If you are 60 or older, that you should see an optician every year to check for cataracts, glaucoma, macular degeneration, diabetic retinopathy and other conditions associated with aging
E5.2.3	Adjust own driving behaviour
	How to assess your own driving behaviour
	How to evaluate driving experiences and learn from them
	Where to get advice or help on good driving practices

	Attitude - Risky
	The following are examples of some of the things people might say about particular aspects of driving. Making any one of these statements does not mean that a driver will not behave in a safe and responsible way. People can express attitudes that seem dangerous but still behave in a safe way. However, there is evidence to suggest that individuals who say such things, and have these attitudes consistently, are most at risk.
R5	Review and adjust driving behaviour over life time
U5.1	Keep up to date with changes
	Driving is an innate skill and not learned
	The law does not apply to you
	You don't need to know the law to be a good driver
	It is acceptable to be ignorant of the law
	You are a better driver than you actually are
	That gaining a driving licence is a right, not a privilege
	That advances in car technology will not affect you
	It is acceptable to drive without car insurance
	It is acceptable to drive without a valid MOT
	It is acceptable to drive without a valid driving licence
U5.2	Learn from experience
	That driving is an innate skill and not learned

	The law does not apply to you
	You don't need to know the law to be a good driver
	It is acceptable to be ignorant of the law
	You are a better driver than you actually are
	Gaining a driving licence is a right, not a privilege
	Once you have passed your driving test you do not need to check and continuously improve your driving skills
	You become a safer driver with old age
	That physical deterioration will not happen to you in old age
	That you haven't picked up any bad driving habits

Range Statements

- 1 All road types (motorway, A road, Broad, minor road, local street)
- 2 All road surfaces (paved, unpaved, metal)
- 3 All road conditions (wet, dry, icy, standing water)
- 4 All weather conditions (rain, fog, snow, sleet, sun)
- 5 All times of day (day, night, dawn, dusk)
- 6 All road geometry (on level, up hill, down hill, bends in the road)
- 7 All car or light van vehicle types (manual or automatic)
- 8 All locations (urban, town/ city, rural)
- 9 All days of the week
- 10 All countries where the driver is legally entitled to drive a car or light van
- 11 All types of journey (long, short)
- 12 All volumes of traffic (heavy, medium, light)
- 13 In all gears and while changing gears (automatic or manual)