

GCSE



**Chief Examiner's and
Principal Moderator's Report**
**Motor Vehicle and
Road User Studies**

Summer Series 2023

Foreword

This booklet outlines the performance of candidates in all aspects of this specification for the Summer 2023 series.

CCEA hopes that the Chief Examiner's and/or Principal Moderator's report(s) will be viewed as a helpful and constructive medium to further support teachers and the learning process.

This booklet forms part of the suite of support materials for the specification. Further materials are available from the specification's microsite on our website at www.ccea.org.uk.

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GCSE MOTOR VEHICLE AND ROAD USER STUDIES

Chief Examiner's Report

Subject Overview

The examiners felt that the challenges posed by the Covid pandemic in 2021 and 2022 continue to impact the quality of written responses for the examination paper in 2023. The Advance Information provided to centres afforded candidates the opportunity to prepare for the three long response questions on the paper. It was clear that some centres used this to good effect.

Assessment Unit 1 Motor Vehicle and Road User Theory

Unit Overview

The paper was successful in affording candidates the opportunity to demonstrate their knowledge and understanding whilst also allowing for differentiation between candidates. The paper enabled the candidates to respond positively, and the level of language used in the paper was appropriate in challenging GCSE level candidates. 901 candidates were entered for the examination. A few candidates made a token effort to complete the paper, but the majority submitted honest, earnest attempts. There was no evidence to suggest that candidates did not have enough time to complete the paper. The examination provoked a wide range of responses from the very weak (less than 30 marks out of 160) to the very competent, with marks in excess of 130.

Most candidates achieved marks in all sections of the paper, though the obvious and long-standing weakness in Motor Vehicle Technology clearly remains in some centres. However, the examiners did feel that overall, there was an improvement in the quality of candidates' responses in this section of the paper.

The examiners would also point out that all sections of the specification should be taught in order to obtain the higher grades. Centres are once more reminded that Vehicle Control & Road User Behaviour area of the specification, equates to approximately 50% of the questions and that the area of Motor Vehicle Technology addresses a further 20%, approximately.

Centres are also reminded to encourage candidates to use calculators, which are permitted, to assist with the mathematical questions. All working out should be shown, as marks can be awarded for demonstrating the correct process, even if an incorrect answer has been given.

The examiners are still concerned about the standard and quality of the longer written answers in the paper. There was evidence to suggest that some candidates misinterpreted questions. Candidates are expected to spell with something approaching accuracy.

Candidates should also avoid leaving questions unattempted; some sort of a written response should be offered in the hope that they find one or two additional marks across the paper.

It should be emphasised that careful and thorough reading of every word of every question is essential. There is evidence of quick, careless reading of some questions which resulted in misunderstanding of the question and incorrect answers.

The essay questions are framed in such a way as to make them as accessible as possible to candidates. However, some candidates are still missing some or all of what is being examined as a result of not taking sufficient time to read questions fully. It is important that centres focus on teaching candidates how to structure detailed answers, with valid points, in the space available. The examining team is satisfied that the implementation of a structured layout for the essay questions has continued to benefit most candidates and centres should continue to focus on this area to gain valuable marks. Centres are also reminded that the essay style questions take into consideration QWC and candidates should therefore avoid the use of bullet points and write structured sentences.

Question Number 1-20 (short response questions) No candidates achieved 20/20 in the first section; marks achieved ranged from 8-14.

- Q1** There were no issues with this question.
- Q2** Most answers to this question were surprisingly incorrect.
- Q3-5** Posed no problems for the candidates.
- Q6** Was poorly answered.
- Q7-9** Posed no notable problems for candidates but Questions 10-12 were in the main, poorly answered.
- Q13-15** Posed no difficulty, while Q 16 was not answered well.
- Q17-20** Were all answered well by candidates.

Vehicle Control & Road User Behaviour Section

- Q21** Well answered.
- Q22** Well answered.
- Q23** Poorly answered.
- Q24** (a) Generally well answered, sometimes 24.1 and 24.2 were mixed up by candidates.
(b) Most candidates got one of the two points required.
- Q25** (a) Reasonably well answered.
(b) Very well answered.
- Q26** (a) Poorly answered – Highway Code referencing is necessary.
(b) Most candidates offered poor guesswork in lieu of correct Highway Code referencing.
(c) Poorly answered and clearly some guess work as well as general road knowledge, was at play in many responses.
- Q27** (a) Most candidates answered correctly.
(b) Reasonably well answered.
(c) Most candidates scored one of the two available marks.
(d) Well answered.
- Q28** (a) Most candidates scored two of the three available marks.
(b) Reasonably well answered.
(c) Some correct responses from the better candidates.

- Q29** (a) Well answered.
 (b) Well answered.
 (c) Poorly answered, this question focused on checks before driving.
 (d) Well answered.
- Q30** 1. It was very surprising that this was so poorly answered by most candidates. Answers, in the main, lacked accuracy. Centres are strongly advised to spend more time focusing on Highway Code signs.
 2. Poorly answered.
 3. Reasonably well known by the better candidates.
 4. Well answered.
 5. Poorly answered.
 6. Reasonably well answered.

Legal Requirements Section

- Q31** (a) (i) This question was poorly answered by many candidates, as was Part (ii).
 (b) Reasonably well answered.
 (c) Some good responses to this question.
 (d) Well answered by most candidates.
- Q32** (a) Poorly answered.
 (b) Well answered.
 (c) Well answered.

Road Transport & its Effect on Society Section

- Q33** (a) In general, well answered but clearly some candidates gained marks for guesswork.
 (b) Reasonably well answered.
 (c) Well answered.

Motoring Mathematics Section

- Q34** (a) Reasonably well answered – most candidates showed working out.
 (b) Reasonably well answered.
 (c) Well answered.
- Q35** (a) Well answered.
 (b) Well answered.
 (c) Reasonably well answered.
 (d) Poorly answered.
 (e) Very few candidates got all three abbreviations correct.

Collision Procedures

- Q36** (a) Well answered.
 (b) Poorly answered.
 (c) Poorly answered.
 (d) Well answered.

Motor Vehicle Technology Section

- Q37** (a) This was not well known by the majority of the candidature.
 (b) This question was reasonably well answered; most candidates scored 4 marks or more.
 (c) Poorly answered.
 (d) Poorly answered.
- Q38** (a) It was surprising that this question was poorly answered.
 (b) Well answered.
 (c) Poorly answered.
 (d) Reasonably well answered.
- Q39** (a) Well answered.
 (b) Well answered.
 (c) Very few gained candidates gained full marks for this question and there was some evidence of guesswork.
 (d) Poorly answered.
 (e) Poorly answered.
 (f) Guesswork was offered by most candidates.

Q40 (6 Marks)

Most candidates achieved two to four marks from the six on offer. This was a straightforward question looking for correct procedures.

Q41 (Essay Style)

This question was reasonably well answered with most candidates achieving 5+ marks out of a possible 10. Centres are reminded that this is an essay style question that takes into consideration QWC and candidates should therefore avoid the use of bullet points and write structured sentences.

- Q42** This question was not as well answered as Question 41. Better responses did gain five marks or more. There was some evidence to suggest that this question did challenge some candidates with candidates failing to mention obvious, important points and therefore struggling to achieve more than three or four marks.

As with Question 41, centres are reminded that this is an essay style question that takes into consideration QWC and candidates should therefore avoid the use of bullet points and make every effort to write structured sentences.

Principal Moderator's Report

Assessment Unit 2 The Investigative Study / Variety and Type of Investigative Study Overview

All centres adhered to the specification requirement of selecting from the four given topics for 2022-2023:

- Seat belt wearing by drivers and front seat passengers.
 - Abiding by designated speed limits on urban or rural roads.
 - Driver and pedestrian behaviour at light-controlled crossings.
 - Driver behaviour at roundabouts, with particular reference to appropriate indication.
- The most commonly chosen topics for 2023 were:

Quality of the Investigative Study

The Moderation team reported that the work submitted by candidates this year was well-presented and of a high quality, with many studies demonstrating a clear and logical pathway from introduction through to conclusion and recommendations.

The moderation team made the following comments:

- Section A should include a set of aims which are achievable along with expected outcomes that have sufficient detail. To achieve top band marks, candidates should have a depth of background research that provides a clear rationale for their expected outcomes. Reference to NI and UK statistics was found to be useful when justifying predictions. Centres should avoid aims which are difficult to quantify or irrelevant, e.g., age or colour of vehicles.
- Section B should detail the method used to collect data and the individual pupil roles and responsibilities. Candidates should include an example of the data collection sheet used in the field. However, original data collection sheets should be included in an appendix section. Any marks for quality of roadside work should be recorded on the e-Moderation comments section.
- Section C should present the results and findings of the study and each candidate should be encouraged to develop this section as fully as possible. Graphs and charts used to present findings should include relevant titles, data labels and supporting commentary. Best practice involves collecting sufficient data over a period, to enable the Candidates the opportunity to analyse and interpret their findings. It is recommended that all charts are printed in colour.
- Section D contains the highest number of marks of all the sections. Therefore, all candidates should attempt an individualised approach to the analysis of the survey findings. Candidate work should include relevant conclusions, making comparison and reference back to the predicted outcomes and survey results. For top band marks, recommendations should be original, innovative, and specific to the main survey findings, in line with research collected.

Overall, marking was accurate and consistent with CCEA standards across the majority of centres. However, in centres where the marking was not at CCEA standard, moderators had noted the following:

- In Sections A and B, several candidates were awarded top band marks when presenting limited background information and a brief set of aims. Additionally, it is recommended that all candidates include evidence of original data collection sheets collected from the survey site.
- In Sections C and D, centres that marked outside of CCEA standard had limited or generic recommendations and, in some cases, did not explore all the three Es to provide recommendations for improvement.

The moderators found it very useful when studies were annotated, and e-Moderation comments included to justify the mark awarded. It is recommended that teachers take note of the online TAC 6 comments. These give an indication of the strengths and weaknesses that the moderator found in the centre marking.

Administration

Candidate work should be presented in A4 project folders or similar, avoiding the use of polypockets. The requested sample of candidate work should be in the correct rank order, including the top and bottom candidate. Each candidate's work should have the updated CCEA front cover sheet (eCRS form). These can be accessed on the CCEA microsite.

e-Moderation

The Moderators have found the E-moderation comments useful when justifying marks awarded. It should be noted that the Moderators found E-moderation most useful when teachers used their own individualised comments.

Conclusion

To conclude, the Principal Moderator and the moderating team extend their thanks to all the teachers and candidates who worked hard to present excellent studies which were fairly and accurately marked.

GCSE Motor Vehicle and Road User Studies Controlled Assessment Titles

(Work submitted May 2024-25)

1. Seat belt wearing by drivers and front seat passengers.
2. Abiding by designated speed limits on urban or rural roads.
3. Driver and pedestrian behaviour at light-controlled crossings.
4. Driver behaviour at roundabouts, with particular reference to appropriate indication.

Agreement Trials

Schools will be informed early in the autumn term of the arrangements for upcoming prerecorded agreement trials.

Assessment Unit 3 The Practical Riding Activity

Teachers of the subject are reminded that viewing of the CCEA practical riding activity support video (available on the CCEA microsite) is strongly recommended.

The visiting moderators reported that the skill and execution by candidates was very high across all centres. Courses were laid out correctly in accordance with the specification.

A summary of the moderator's findings on each of the manoeuvres is given below.

The Daily Check

Best practice occurred in centres that had a clear structure and process when carrying out the daily checks. Candidates must carry out the daily checks from the left (nearside) of the machine and be encouraged to talk through the checks.

Common faults included candidates carrying out the suspension checks either on the stand or off the stand with the engine running.

Centres are reminded that all checks must be carried out without any prompting from the teacher.

Starting the Machine

This was carried out quite well. The machine must be started from a standing position, on the left. It was noted a few candidates did not apply the rear brake as the moped was taken off the stand. (Note: Mark scheme point (b) Starting the Machine, "apply rear brake.").

Moving off from Kerb

There were minimal issues here. It is vital that the stand is checked prior to mounting the machine.

Right Turn at Stop Sign

The main difficulty that candidates faced here was a lack of space on the course which limited the time needed when trying to complete signals. Candidates must also demonstrate awareness of the appropriate road position when completing this manoeuvre.

Visiting moderators advise centres and candidates that rear observations should be a 180-degree turn, to the right, from the waist. Lifesavers should also be a clearly visible look over the appropriate shoulder.

It was pleasing that this had been reinforced by teachers across most centres.

Left Turn

Generally, this was well executed. The lifesaver should be executed just prior to the turn. Some candidates carried out their lifesaver over the right instead of the left shoulder.

Passing Stationary Vehicle

There were only a few minor issues here. As in previous years, errors occurred where the run-up was too short resulting in rushed hand signals and lifesavers. Keeping an appropriate distance from the parked vehicle and left lifesaver before resuming road position are critical to completing this section safely.

Stopping And Dismounting

This was completed quite well across centres. Occasionally, the rear observation was forgotten. Some candidates were penalised for switching the engine off after dismounting, instead of before.

Skill Test

Candidates impressed this year, with several demonstrating an excellent level of skill and control. Centres are reminded cones should be placed 3M apart.

Figure Of Eight

This was completed to a good standard by candidates across all centres. The specification requires the markings to be 11M by 4M.

Braking

The main issue in this section is completing the emergency stop at an inconsistent speed. In some centres, only one brake was used. Candidates should be advised to use both brakes to come to a controlled stop.

Safety Awareness and Quality of Control

This year the standard was high. The standard of rear observations and lifesavers continues to show variation.

General Points

The moderators would like to commend those teachers who prepared the candidates to a high standard on the day of moderation. A small number of centres had technical issues with their mopeds, but these were dealt with quickly and efficiently.

Finally, well done to all the candidates who performed to such a high standard.

Contact details

The following information provides contact details for key staff members:

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