

CHAPTER FIVE.

PROJECT FINDINGS.

1. AUTHORISED DRIVING INSTRUCTORS.

Experience. The majority of responding ADIs had over fifteen years professional experience.¹

Members of the IMTD are mainly working ADIs.² All the Ro.SPA trainers are still working. The percentage of members of the combined bodies with qualifications in addition to their ADI credentials is 98.5%. In many cases more than two qualifications are held.³

This is a group of professional, highly qualified, driving instructors with long experience. The majority still work in driver training. Their views are therefore worthy of note.

1 A. How many of your “L” test pupils express an interest in further driver training?

75% of the ADI respondents replied “under 10%” of their pupils.

<u>Reasons for not taking further training.</u>		<u>Percentage of pupils.</u>
Lack of finance.	-	69%
Not enough time.	-	24%
Lack of motivation.	-	55%
Desire to drive without an instructor.	-	25%
Felt further lessons were unnecessary.	-	30%
Parents will not subsidise or thought unnecessary.	-	7%

(Most respondents selected more than one reason.)

Please see the percentage charts at the end of this Chapter.

A common comment was that despite expressing interest, very few pupils took further lessons. These figures strongly suggest (a) that post “L” test lessons would be more attractive if cheaper. (b) When a full licence is gained there is a perception that everything needed has been learnt.

¹ Only two has less than four years, and a number had over thirty.

² There are a minority of retired members.

³ For example, holders of Ro.SPA Diplomas, and I.A.M.or DIAmond passes. LGV and PCV licensees. Police class 1 or Instructor. Fire or Ambulance Service Instructor.

Although the DSA stress that the “L” test is the beginning, not the end, many still feel that further training is unnecessary⁴. “Pass Plus”, the DSA voluntary post “L” test scheme, has a poor take-up. In 2000 only 8.4% of “L” test graduates volunteered to take further training. (Percentage from the DSA Magazine “Despatch” Summer 2001).

1 B. Gender Difference.

61% interested in further training were female.

This substantiates the insurance view that females, through attitude, are a lesser risk.

1 C. Should further training be mandatory for specific driving skills?

<u>Driving Skills.</u>	<u>Percentage of ADIs who thought training essential.</u>
Motorway driving.	- 85%
Night driving.	- 74%
Poor weather driving, skid avoidance.	- 60%
High performance vehicle management.	- 56%
Attitude training.	- 9%
Vehicle maintenance training.	- 7%

Most respondents selected more than one skill. Only one respondent felt that further training was unnecessary. The benefit to ADI income may affect these answers although these are a successful, comparatively well rewarded group.

The criticism of the lack of mandatory motorway training is repeated throughout all the surveyed groups. I hear it regularly from experienced drivers during my own training work.

Please see the charts relevant to 1C and 1D at the end of this Chapter.

1 D. Is it unsatisfactory for “L” test candidates to practice or take lessons with friends or relatives ?

<u>Comment</u>	<u>ADI response.</u>
Satisfactory	- 9%
Not satisfactory.	- 16%
Satisfactory if the friend has been assessed.	- 28%
Satisfactory for practice, not teaching.	- 47%

⁴ Even some parents, according to the respondents. Please see the “Pass Plus” leaflets preceding this page, and also Chapter Six, (1A) with footnote 5, which mentions one advertising approach.

A majority of 91% disagree with *teaching* with no ADI input. It is surprising, in view of the ADI income factor, to find the high figure who agree with untrained supervisor practice. This is, however, specifically practice, with no teaching. They suggested that the friend was likely to instil bad or outdated habits, or be an ineffective teacher.

About 5% of “L” test candidates have had no professional instruction.⁵ The DSA have no figure for their pass rate. Since over one million candidates were tested in 2000/2001, of whom 43.91% passed⁶, there could be many non-professionally trained drivers on the roads.

88% of ADIs believed that poor drivers could pass the “L” test given an element of luck. Some also felt that safe drivers could fail, given bad luck.

1 E. Is the multiple choice theory test an effective way of testing knowledge?

74% of respondents considered it ineffective.

<u>Reason why ineffective.</u>	<u>ADI response.</u>
The answers are available in book form, and can be learned by rote.	- 60%
A written answer tests knowledge better.	- 42%
Only the answer book is studied, not the Highway Code.	- 18%
The multiple choice questions are poor, in some cases ridiculous.	- 9%
There are not enough questions to test attitude.	- 8%
Marks should be deducted for wrong answers, to discourage guessing.	- 6%

Many gave more than one reason.

7% believe that education levels prohibit other forms of test.

10% thought that the Examiner should still ask verbal questions at the end of the practical test, to check Highway Code knowledge. It was noted that this is done on the Advanced Test. 40% were dismayed by ignorance of the Highway Code since the introduction of the multiple choice test⁷.

1 F. Other points raised by ADIs.

Non-professional “supervisors” should have mandatory training, like the French “Apprentisage” system⁸.

“Pass-Plus” should be mandatory.

The practical test should be more like the advanced test, and last at least 60 minutes.

⁵ From the DSA magazine “Despatch”, Summer 2001.

⁶ Pass rates vary from under 30% to over 70% at individual test centres. A very few candidates at a remote “out-station” centre may skew the percentages, but generally pass rates are higher in rural areas. **Appendix Eighteen, item 1 makes the important point that an ideal test will include both rural and urban traffic conditions.** Source:- The DSA Press Office, and “Despatch”, Winter 2001.

⁷ Please see Appendix 8 for the RAC Survey on Highway Code knowledge.

⁸ Similar to the advanced training group system, where non-professionals are given training.

“Intensive” short courses should be illegal. Proper knowledge cannot be instilled in that time.

Some DSA Examiners are obsessed with progress rather than safety.

DSA Examiners operate different standards in different areas.

There should be more hazard awareness in the theory test. (NB. This is currently under trial by the DSA).

2. ADVANCED DRIVERS.

The table in Chapter Four shows that most respondents were male and over 31 years. This suggests that more should be done to interest women and younger people. This is substantiated by my own experience. There are young and female advanced drivers, but not enough. This may be due to lack of money, time or opportunity and is worthy of further study.

Advanced drivers are interested in improvement – shown by the 40% questionnaire return. A substantial minority have more one qualification. The 92.5% who chose to take advanced training reveals room for much more company involvement.

2 A. Was there a difference in your attitude when driving a company vehicle?

35% of company vehicle users noted a difference. Specifically higher speed, less care and more aggression. This should warn companies of the need for training involvement.

Please see the bar chart relevant to 2A and 3A at the end of this Chapter.

2 B. What prompted you to seek advanced training?

<u>Reasons for seeking training.</u>		<u>Percentage who did so.</u>
General interest in driving.	-	25%
Pride in driving.	-	15%
Concern about safety.	-	22%
Advertisements or articles.	-	26%
Word of mouth	-	12%

The figure of 26% from advertisements does not agree with my experience as Ro.SPA Chief Driving Examiner. We found that returns did not justify expenses. It may be that newspaper articles about better driving are more productive. Further study is needed. The low figure of 12% suggests that members of advanced driving groups could “spread the word” more themselves.

2 C. How do you check whether your driving ability has deteriorated over time?

100% take regular checks with an advanced examiner every three years. This contrasts with the non-advanced group, where only 7% have any form of professional check. Without some form of check unsafe habits could develop over years of driving and go unnoticed until disaster strikes. This is a significant statistic.

2 D. When did you last read the Highway Code or any driving instruction book?

<u>Time scale</u>	<u>Proportion of respondents.</u>	
Within the last six months.	-	77.5%
Within six months to a year.	-	15.5%
Over one year ago.	-	7%

***This is also significant.** A comparison with the non-advanced group is shown at 3 F where for 31% it had been over ten years.*

Please see the bar charts relevant to 2D and 3F at the end of this Chapter.

2 E. How has further training enhanced your skill levels?

<u>Skill.</u>	<u>Percentage.</u>			
	<u>A great deal.</u>	<u>To some extent.</u>	<u>A little.</u>	<u>Not at all.</u>
Observation.	85	12.5		
Awareness.	78	19	2	
Efficiency.	60	32	5.5	
Attitude.	51.5	38	7	
Economy.	37.5	24.5	26	11
Confidence.	67.5	25	5.5	
Enjoyment.	69.5	21	7	2
Responsibility to other road users,	58.5	30.5	9.5	
Overall ability.	75	25		

Not all respondents answered every question.

*Advanced drivers perceive their observation, awareness and overall ability skills to be enhanced. Confidence, enjoyment, attitude and responsibility have also been increased. Trainers should note that not enough emphasis has been placed on economical driving. My experience supports the figures, as observation and awareness improvement are the prime objectives on a training course. This is different to ab-initio training, where manual rather than mental skill training is predominant. **The need for further training in mental or "thinking" skills when the manual ones have been properly learned and digested is shown here.***

2 F. Do you think that the advanced test contributes to safer driving, or is advanced training more important?

<u>Comment.</u>	<u>Percentage of Respondents.</u>
The test is more important.	- 24%
Training is more important.	- 36%
Both are equally important.	- 40%

The importance of training is emphasised by these views. The graded result as provided by Ro.SPA was seen as a motivating factor by 35%. A lower grade provokes the desire to improve.

2 G. Comment about the attitude of insurance companies to better driving incentives.

<u>Comment</u>	<u>Percentage of Respondents.</u>
There is little interest in driving qualifications.	- 42%
Incentives to take further training could be given.	- 33%
The Government could do more to encourage discounts for good driving.	- 25%

Several respondents noted that insurance premiums decrease after corporate driver training. Why not for individuals?

Insurance discounts are available for people who have taken Pass-Plus or the advanced test. The Pass- Plus discounts are generous, but are not widely known to be available.

2 H. Give your views on how the present minority appeal of advanced driving could be widened.

<u>Methods</u>	<u>Percentage of Respondents.</u>
Encouragement.	- 57%
Sponsorship by Government.	- 29%
Sponsorship by the Insurance Industry.	- 32%.
Tests made mandatory.	- 44.5%

Some respondents opted for several methods. The majority suggestion of encouragement would rely on incentives and a Government campaign. At present Government is not persuaded that better training would save lives and money.

2 I. Were you involved in any blameable collisions or driving incidents before or since taking advanced training?

<u>Type of driver.</u>	<u>Before training.</u>	<u>Since training.</u>
Company vehicle users.	40%	5%
Private vehicle users.	22%	4%

*Untrained drivers (those who have only passed the “L” test) had more incidents than trained drivers. Of the untrained drivers those with a company vehicle are more at risk. After training the risk is almost equal. **These are significant figures and again suggest that more companies should train their staff.***

Please see the bar charts relevant to 2 I and 3 I at the end of this Chapter.

2 J. Other points raised by the advanced group.

- 13% want regular refresher training for all drivers.
- 18% want motorway training before the “L” test.
- 20% want two tier or graduated licences with new drivers on probation.⁹
- 35% felt that attitude was more important than manual skills in driving.

Individual Minority Comments.

- The driving course for the “L” test should be a minimum six months.
- Manoeuvres could be dropped from the “L” test and more time spent on the road.
- The Government should advertise the free training offered by advanced driving groups.
- Only professional ADIs should teach learners.

Not all these suggestions are practical, at least in the short term.

3. NON-ADVANCED DRIVERS.

24% had taken further driver training. This was unknown in advance. The low return (12%) compared to the 40% from Group 2 suggests a general lack of interest in better driving. Three quarters of the respondents were over 51, indicating that, as with Group 2, older drivers are the more motivated.¹⁰

⁹ This is now happening through the New Drivers Act. 3393 licences were revoked during May, June and July 2001. Of these 2890 belonged to men, overwhelmingly young men. Licences are revoked to provisional or learner status if the licensee accumulates 6 or more penalty points within two years of passing the “L” test. From the DSA Magazine “Despatch” Autumn 2001, and the DSA Press Office.

¹⁰ The questionnaires were designed to be answered quickly. A Freepost envelope was included for the return.

75% who had taken advanced training did so voluntarily. As 40% of the Group have had a company vehicle, this again suggests room for more company involvement in further training.

3 A. Was there a difference in your attitude when driving a company vehicle?

32% of company vehicle users noted a difference. This is almost identical to the 35% in Group 2. Specific comments included less respect for the vehicle. Only 7% had taken extra training through their company, suggesting once more that companies should be more involved in further training.

3 B. Would you have taken further driver training if it had been:-

<u>Reason.</u>	<u>Percentage who would have done so.</u>
Easier.	- 37%
Cheaper.	- 34%
Incentivised.	- 70%

Most respondents gave more than one reason.

This response implies that financial incentives are seen as important to attract more drivers to advanced training. It confirms views expressed in 2 G and 2 H. 17% would not have considered it anyway.

3 C. How did you learn to drive on motorways?

<u>Method.</u>	<u>Percentage of respondents.</u>
Self-practice.	- 56.5%
Practice with a friend or relative.	- 32%
Professional tuition.	- 8%
From a book.	- 3.5%

Important information. No wonder that there are multiple collisions on motorways.

3 D. How did you learn to drive in bad weather, on ice, snow or in poor visibility or darkness?

<u>Method.</u>	<u>Percentage of Respondents.</u>
Self-practice.	- 71%
Practice with a friend or relative.	- 18%
Professional tuition.	- 11%

Important information. No wonder that there are collisions every time the roads get slippery and the days shorter.

Please see the “learning” percentage charts relevant to 3C & D at the end of this Chapter.

3 C & D illustrate the chasm between “L” training and advanced training. Advanced training groups operate in bad weather and on motorways where possible. They also underline the omission of “Fast-Road” driving in the “L” test.

3 E. How do you ascertain whether your driving has deteriorated over time?

<u>Method.</u>	<u>Percentage of respondents.</u>
Self assessment.	- 37%
No method.	- 27%
Comments from family or friends.	- 16%
More collisions or near misses.	- 13%
Professional checks.	- 7%

A comparison is made with the answer at 2 C. 100% of the advanced drivers take regular checks with an examiner.

We are all bound to deteriorate with age. Advanced drivers try to find out. Others, it seems, hope to be told, or perhaps hope not to be told. There is currently no medical test of any sort, even eyesight, because of age; a further dreadful omission on the part of Government. Most of my fully licensed trainees are not even aware of this.

3 F. How long since you read the Highway Code?

<u>Timescale.</u>	<u>Percentage of respondents.</u>
Under 1 year.	- 19%
Under 5 years.	- 42%
Under 10 years.	- 8%
Over ten years.	- 31%

The Highway Code has been revised and changed considerably in the last ten years. Yet 31% of the respondents have not read it and have no idea of the current rules of driving. This must be compared with the advanced drivers (question 2 D). Only 7% failed to read the Highway Code or any other book of driving instruction less than one year ago. My experience indicates that this is partly due to interest and partly to the regular retest pattern. The general lack of knowledge is also confirmed. Would one enter a card game without knowing the rules? A card game rarely ends in fatality.

No wonder that the RAC Survey¹¹ revealed a dreadful lack of knowledge of the rules of driving and driving behaviour. Please see also the bar chart relevant to 2D and 3F at the end of this Chapter.

¹¹ Placed at Appendix 8.

3 G. Do you think that the “L” test and training for it is sufficient to produce a safe, fully skilled driver?

Only two respondents said “Yes”.

<u>Reasons it is not sufficient.</u>		<u>Percentage of respondents.</u>
No motorway training.	-	25%
Training is not long enough.	-	24%
There is no follow-up training.	-	12%
Licences should be graduated.	-	8%
No bad weather testing.	-	8%
No night testing.	-	6%

The lack of motorway training and testing is commented on by all groups. It emphasises the difference between advanced training and testing, where proper “Fast-Road” use is essential. Bad weather and night driving are not practicable in the “L” test, but are part of an advanced syllabus where possible (see Appendix Two - an advanced training course). Pass-Plus does cover motorways and darkness, for the minority who take it.

3 H. Would you object to compulsory further training and testing for new drivers?

Only one respondent objected. He is under 31.

This suggests that some form of compulsory further training would be accepted by the general driving public.

3 I. Describe any driving incidents for which you have been blamed, or feel some responsibility.

40.5% of the group had been involved in some blameworthy incident.

These included falling asleep when driving and one fatal collision. The answers to 3 C, D and E imply that such a percentage is a likely result. By contrast only 4.5% of advanced drivers were involved in a blameworthy incident since taking training. See (2. I) Please see also the bar chart relevant to 2 & 3 I at the end of this Chapter.

3 J. Other points raised by the non-advanced group.

- Company car users should have mandatory re-tests, paid for by employers.
- Doctors, Teachers, Midwives all take refresher training. Why not drivers?
- From a Teacher:- “50% of her 6th formers have a collision within six months of passing the “L” test”. She asks “Is 17 too young to drive”?
- “Intensive” one week driving courses should be illegal.
- “P” or green “L” plates should be mandatory.
- Non-professional instruction should be illegal.

Not all these suggestions are practical, although most would convey some benefit.

4. The LGV driver group was not analysed, for reasons previously given.

5. FLEET TRAINING.

Fourteen companies responded in writing or by e-mail. Ten of the responses included statistics, one gave permission for use of a previously published paper and three gave views on further driver training but without statistical data. All twenty company managers contacted said that there had been a benefit from training. Not all felt able to respond in written form, giving company security and industrial competition as reasons.

Four of the written responses were from international companies with household names. For reasons of confidentiality they have been deleted from this version.

Analyses of the statistics from these four companies are placed at Appendix Ten. The full data is at Appendices Eleven to Fourteen. These companies were chosen for analysis as the drivers are in the high risk group, i.e. mainly young, with a high proportion of males, well motivated and covering large mileages.

The remaining ten written responses are more briefly analysed in Appendix Fifteen. They are placed at Appendices Sixteen (A) to Sixteen (J).

The findings were *that in each case there has been a benefit from driver training and the other initiatives introduced. The benefit was a measurable decrease in collisions and insurance claims in the case of the four companies above. There was a measurable decrease in the case of five of the six other companies who responded with data. The sixth had managed to keep collisions at a relatively steady rate, despite increasing mileage. There are special considerations in respect of this company.*

6. LITERATURE.

Thirty books, articles and papers are examined, and their relevance to driver training described in the Literature Review placed at Appendix Seven (A). The views expressed in the four items below are analysed on pages 1 – 3 of that Appendix.

The findings were that the statistics quoted in the “Green Flag Report” were similar to those found in this project, and that they therefore provided a validity check. One conclusion in the TRL paper on “Advanced Driver Training and Testing” was that a package of measures may be necessary to reduce collisions. This also agrees with my conclusions reached from the company data. TRL Report No.384, whilst stating that no firm evidence exists of driver training benefit, did provide evidence that skid control training has been shown to work in Scandinavia. This supports my own experiential learning in Sweden. The Training Solutions paper, “Is Defensive Driver Training Effective?” supports my contention that there is no effective mechanism to train new drivers in mental and attitudinal skills.

7. OBSERVATION.

Observation of twenty drivers taking advanced training was made, with their agreement and co-operation.

7 A. Company Car users. One day course. Part classroom, part on-road. Company Financed.

Seven males, three females.	All 25 to 40 years.
Average miles 35,000 miles p.a.	All sales staff, with pre-set targets to meet.
Participative at start:-	Five males, all the females.
Reasons for disinterest:-	(i) Not necessary. (ii) Could lose my bonus. ¹²
Participative at end:-	All ten.
Reasons for new interest:-	Didn't think it would be so good / so useful.
What have you learned?	(i) Observation links. (ii) Two second rule. (iii) Safety checks. (iv) The car control system. (v) Looking for BOB. ¹³
What was most useful?	Hazard awareness, and video presentation.
What was least useful?	Parking practice.

¹² Many companies pay a substantial bonus if sales targets are met.

¹³ Boy on bike.

Any other comments? (i) Everyone should do this. (ii) We should have done it before. (iii) It needs to be regular. (iv) Can I take an advanced test?

7 B. Light Goods Vehicle (Van) drivers. One Day Course. All on-road. Company Financed.

Nine males. One female. All under fifty. Three under thirty.

Participative at start:- Eight males and the one female.

Reason for disinterest:- Is this to find a way to sack us?

Participative at end.:- All ten.

Reason for new interest:- You explained it better than the boss.

What have you learned? (i) Observation.(ii) Commentary.(iii) System.

What was most useful? (i) Observation. (ii) Reaction times.

What was least useful? Handouts.

Any other comments? (i) It was useful. (ii) I shall remember it.

A consistent comment, from members of both groups, was that their companies expected high work targets to be achieved. This meant mileages of up to 50,000 p.a., in some cases even more, and high speeds, particularly by the car drivers. Company car and van drivers are seriously at risk, and training is essential.¹⁴

A clear implication is that management, both line and executive, need to be involved to explain objectives, dispel worries and ideally to take part themselves. This will be part of my conclusions. Targets are apparently set too high to allow adherence to speed limits or rest periods. Also apparent is that prejudices can be eradicated.

There is another comment to which I should draw attention, from a twenty six year old female, with six years driving experience. “Last Christmas (2000) was the first time I had been on a really slippery road. I was petrified, and I did not know how to deal with it. I just had to get on with it, and do my best”.

*This confirms the criticism that I have made earlier – we **do not** teach people how to deal with icy roads. Repeatedly, similar comments are made.*

¹⁴ Company drivers have a level of risk of 1 in 8,000 compared to 1 in 7,100 for coal miners and 1 in 10,000 for construction workers. 1 in 2 company cars have a collision every year. Source:- Ro.SPA Road and Fleet Solutions. See also Appendix Seven (A), item 30, a brief synopsis of the Work-Related Road Safety Task Group Report of 22nd November 2001.

8. INTERVIEWS.

Three company car drivers, four private owners and eight heavy haulage drivers were interviewed in depth, using a narrative style.

8 A. Car drivers.

Experience.	One:- thirty years. Five:- ten to twenty years. One:- under five years.
Training.	One:- Professional, in the Army. Five:- Driving School. All included family practice. One:- Taught by Father only.
Basic training felt to be sufficient.	Four:- Yes. Three:- No.
Missed from basic training.	Motorways. Night driving. Skid avoidance.
Further or advanced training.	No-one.
Skid Avoidance training.	No-one.
Further comment.	(i) I would welcome advanced training, if I could afford it. (ii) Where could I get advanced training? (iii) Could I pass the advanced test? ¹⁵ (iv) I don't have time for more training.(v) The extra training should be free. (vi) If I kept to the speed limits I should not get the job done.

8 B. Drivers of Large Goods Vehicles.

Experience in LGVs.	All over twenty years.
Extra training.	All LGV qualified by professional tuition. No extra training.
Basic training.	Five:- Driving School, including family practice. Three:- Family tuition only.
Skid Avoidance training.	One only.
Basic training felt to be sufficient.	None.
LGV training felt to be sufficient.	All.

¹⁵ There is a myth that the advanced driving test is some weird esoteric ritual, demanding knowledge of handbrake turns, experience of at least 140 miles an hour and ability to drive in Formula One. Nothing could be further from the truth, yet the above question is regularly put to me, in those terms!

Missed from basic training.

- (i) Knowledge about LGV problems.
- (ii) Motorways. (ii) Night driving.

Further comment.

- (i) Something needs to be done about the standard of car drivers. I see stupidity every day, often several times a day. (Similar comment from all eight).
- (ii) Why does everybody keep calling them accidents? They aren't, are they? I reckon it's only an accident when a tree falls on top of you, or something like that.

A consistent comment from heavy haulage (and van) drivers is that delivery and collection schedules are too tight, introducing stress, and keeping rest periods to the legal minimum, or even pressure to flout the regulations.

These eight experienced drivers, using the biggest vehicles on the roads, were critical of car training and testing, and very critical of the quality of car drivers.

The fifteen interviews contain comment similar to those received from the questionnaire respondents about motorway and night driving, and provide a validity check. They also confirm that a minority of people take no professional "L" test training and substantiate the large proportion who do not go on to take any further training. As in the observed groups it appears that in most cases management were setting very high target times, leading to stress and speed. The comment about "accidents" is interesting, and repeats observations heard from advanced trainees, that there is a cause to most road collisions, i.e. bad driving.

Examples of Observation Notes and Interviews are placed at Appendix Six.

OVERALL EVALUATION OF THE PROJECT FINDINGS.

- ✓ **That many ADIs and drivers believe that the "L" test fails in important ways and that non-professional "L" test 'supervisors'¹⁶ should not "teach" without some professional input.**
- ✓ **That most new drivers have no interest in further training.**
- ✓ **That advanced training and testing produces drivers who have less collisions, take refresher training and acquire current driving knowledge.**

¹⁶ i.e. parents or friends.

- ✓ **That few non-advanced drivers take professional instruction in motorway, night or bad weather driving. “I did not know how to deal with a slippery road.”¹⁷**
- ✓ **That Insurance Companies could give greater incentives to train further.**
- ✓ **That a third of company drivers admitted to a worse attitude in the company vehicle.**
- ✓ **That some fleet operating companies, by a package of measures including driver training, have made substantial improvements. DuPont, for example, steadily raised their kilometrage between collisions from under a quarter of a million km in 1993 to over three quarters of a million km in 2000.¹⁸**
- ✓ **That further training of fleet drivers can lead to pride in, and “ownership” of, the company vehicle.¹⁹**
- ✓ **That comparatively few company fleet managers invest in further training however, and that some who do so fail to manage it effectively.**
- ✓ **That fleet drivers are under continual pressure to meet objectives, to the detriment of careful driving.**

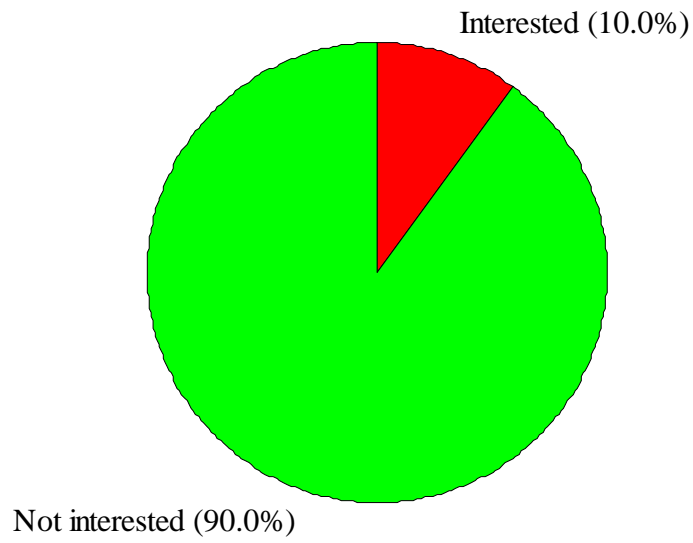
Please see the following pie and bar charts describing the statistics in this chapter.

¹⁷ See this Chapter, 7B.

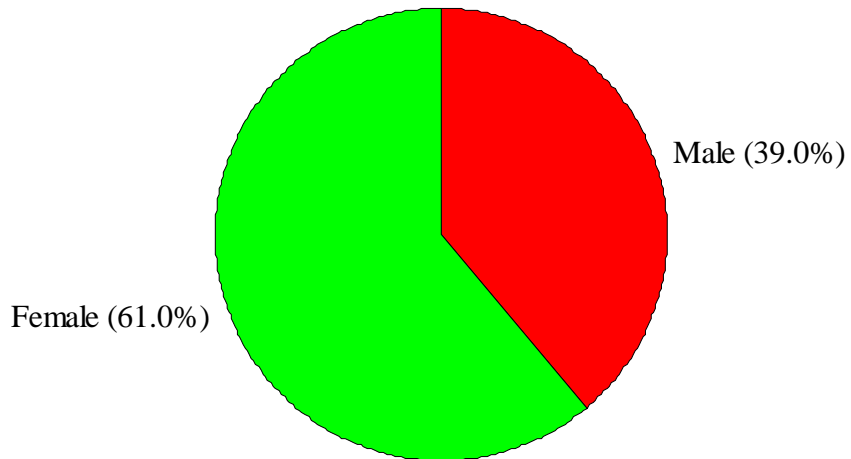
¹⁸ Please see Appendices Ten and Thirteen

¹⁹ Please see Appendix Sixteen (I).

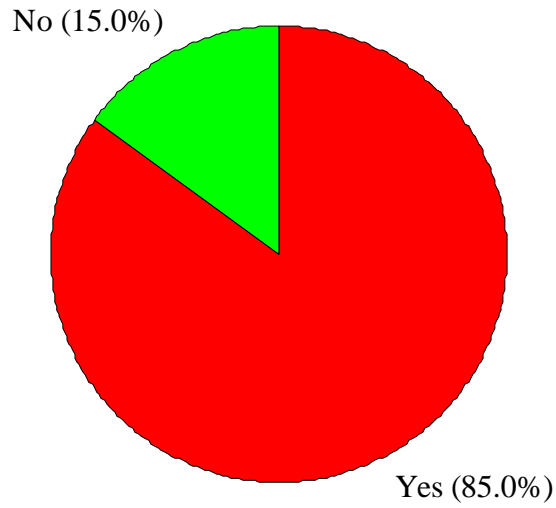
“L” test candidates interested in further training



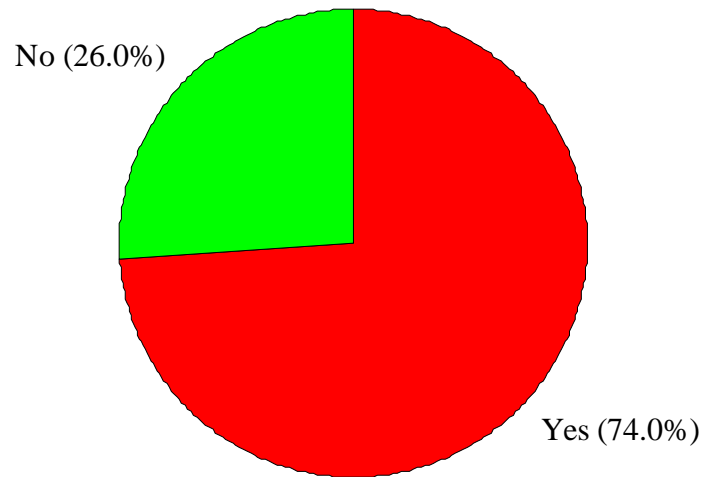
Gender of those interested



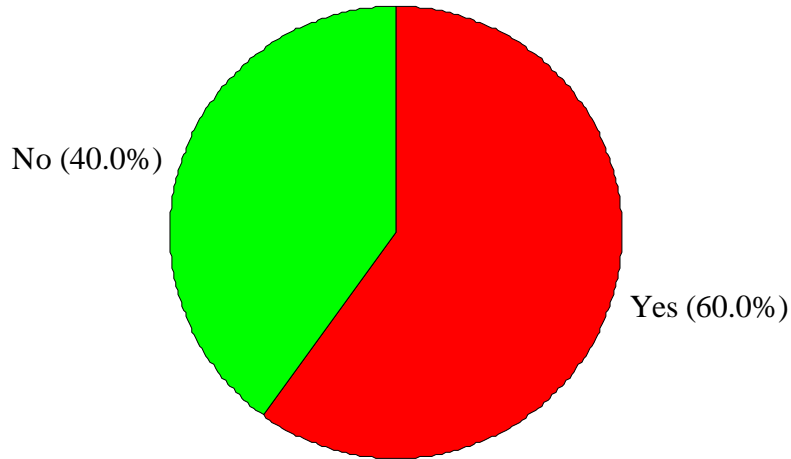
ADIs who consider motorway training essential



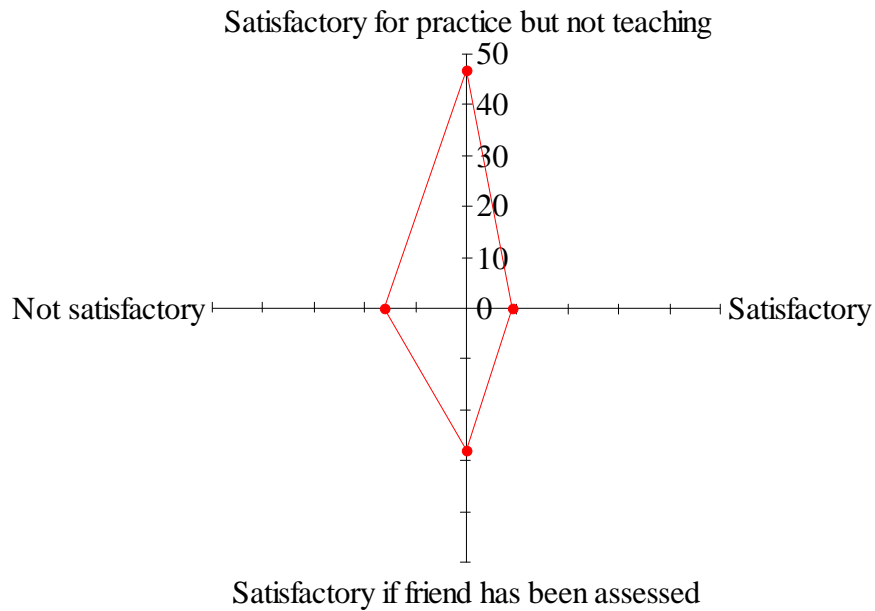
ADIs who consider night driving training essential



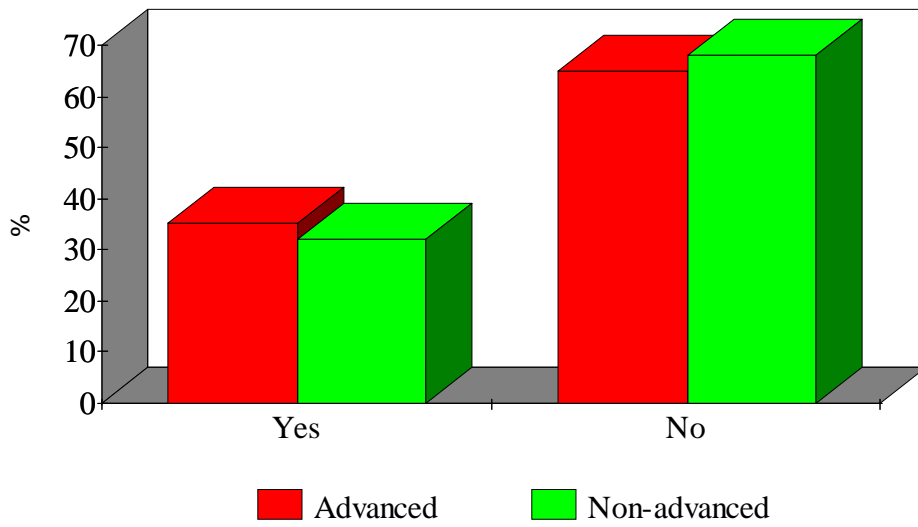
ADIs who consider bad weather training essential



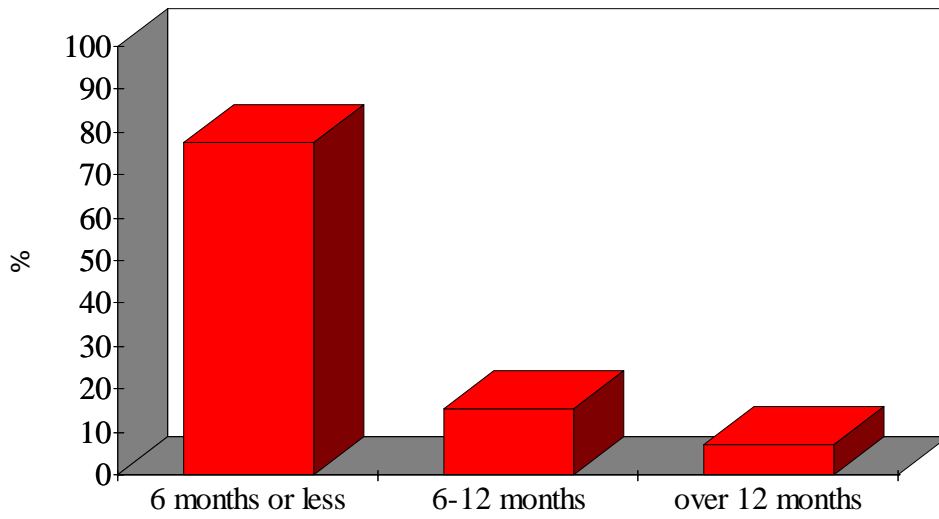
Should "L" test candidates be taught or practice with a friend or relative?



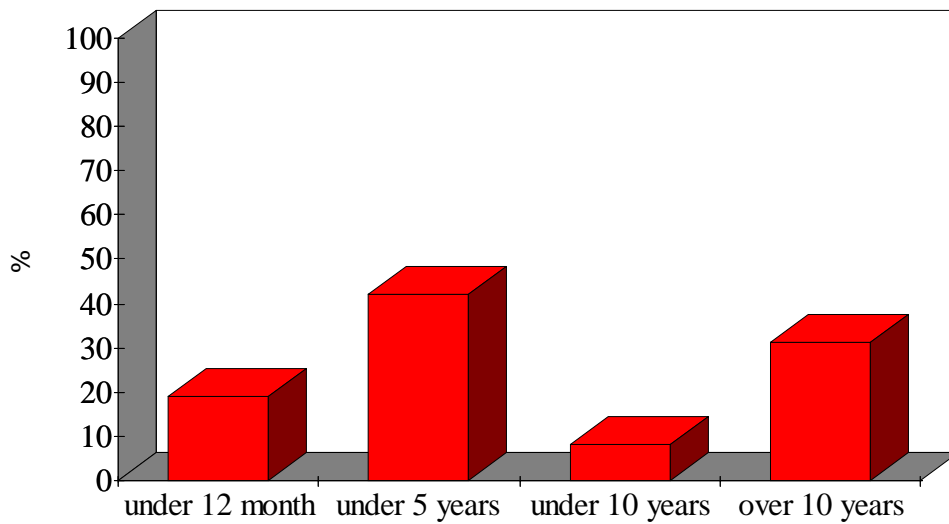
Was there a change in your attitude when driving a company vehicle?



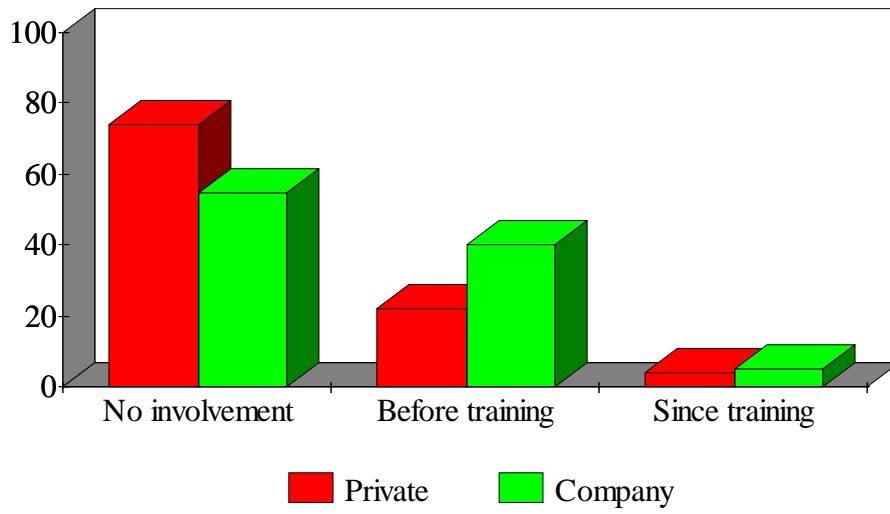
Elapsed time since reading the Highway Code or similar book: Advanced group



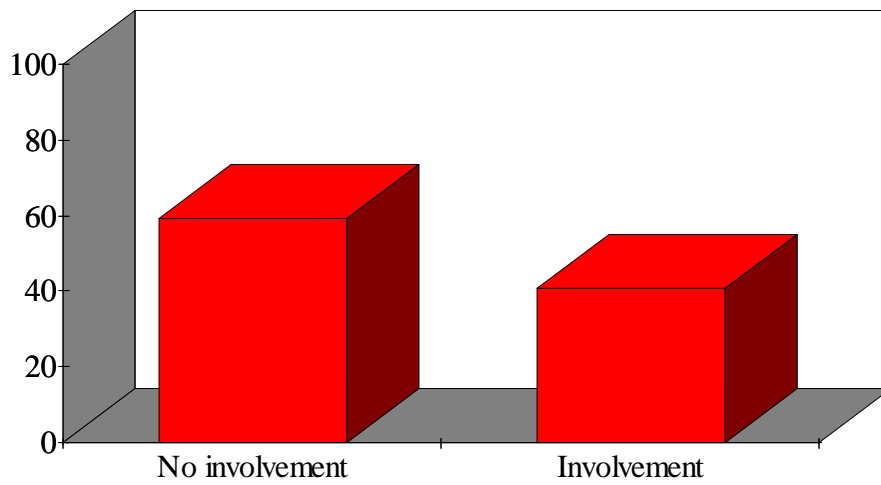
Elapsed time since reading the Highway Code: Non-advanced group



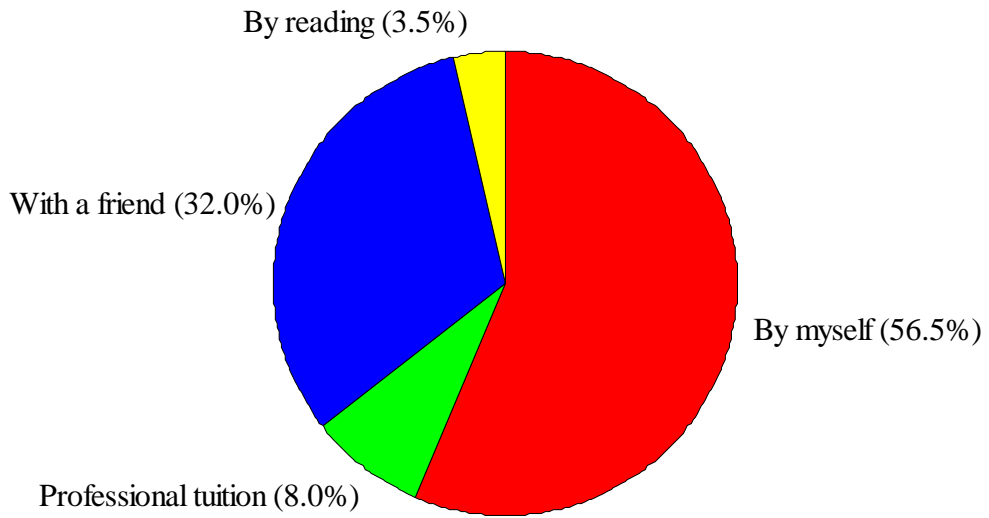
Blameable driving incidents: Advanced group



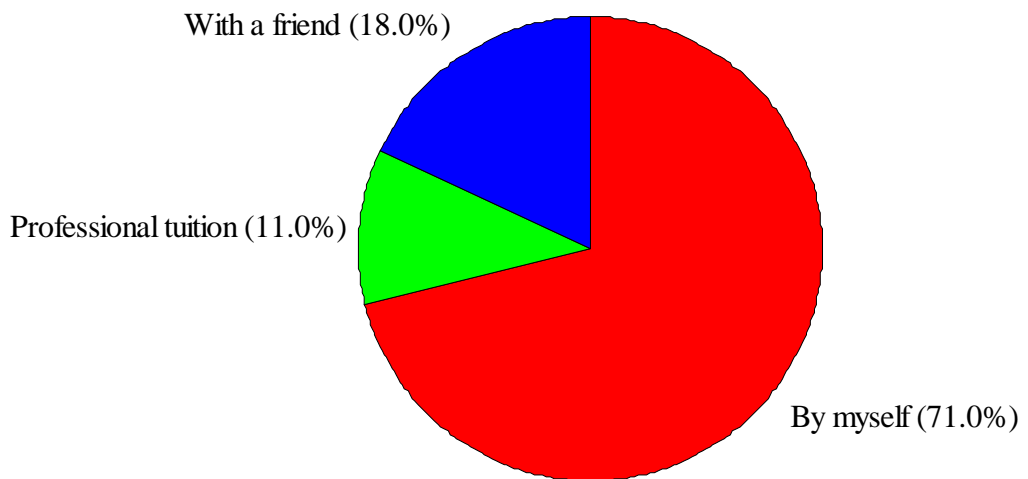
Blameable driving incidents: Non-advanced group



Motorway training: Non-advanced group



Bad weather/darkness training: Non-advanced group



CHAPTER SIX.

CONCLUSIONS AND RECOMMENDATIONS.

About three and a half thousand people are killed on British roads each year. Another thirty eight thousand are seriously injured. Approaching four billion pounds are wasted and massive, avoidable misery caused. People's lives are changed – not only the directly involved. Action is necessary and overdue.

My research leads to the following conclusions:-

1. DRIVING POPULATIONS AT HIGHEST RISK.

1 A. Young and inexperienced drivers.

Initial training is essentially concerned with teaching the physical processes of car control.²⁰ The skills of motorway use, or driving at up to 60mph, night and bad weather driving are not examined. They are mainly learned by self-tuition or advice from a friend or relative,²¹ unless professional or advanced training is sought voluntarily. In some cases they are never learned.²² The major skill of hazard perception, which should include concentration and anticipation has not been subject to examination, although there are now plans to include it in the Theory Test towards the end of 2002.²³ The take-up of the DSA further training scheme “Pass Plus” is a mere 8.4% of new drivers.²⁴

Conclusion:- That new drivers are granted a full licence with insufficient training in the higher proficiencies, and without knowledge of how to deal with hazardous conditions such as fog, ice or snow. They can be “taught” by the inadequate.

1 B. High Mileage At -Work Drivers.

Although experienced and skilled at manual control this group tend to have bad driving habits. They are often tasked to drive further or longer than is safe.²⁵ The survey and literature search reveal that only a minority of companies provide driver training.²⁶ One academic study has produced evidence of a benefit following training, but others have failed to find conclusive data.

²⁰ See Chapter Five, (1A&C). See also Appendix Seven (A), item 3.

²¹ See Chapter Five, (3 C) &(3 D). See also special comment, Chapter Five, Page 13.

²² In my professional experience as a police officer and advanced driving examiner.

²³ See Appendix Seven (A), item 6 with footnote 3.

²⁴ See Chapter Five, (1A). A post-test magazine “Drive On”, issued to successful “L” test candidates, does now advertise “Pass Plus” to new drivers. This is a useful and welcome approach.

²⁵ See Chapter Five, (2 A),(3 A), (7 B) &(8 B). See also Appendix Seven (A), items 3, 4 & 30.

Other factors may cause temporary or permanent improvement.²⁷ The response from fleet operators does not support these ambivalent findings. Ten companies have provided statistics showing continuous improvement after fleet training. See Appendices Ten and Fifteen.

A report issued by the Work Related Road Safety Task Group on 22.11.01. concluded that driving for work was dangerous, caused 1,000 deaths annually, 12,000 serious injuries and the waste of £3.7billion. **See Appendix Seven (A), item 30.**

Conclusion:- That in several cases extraneous factors can be discounted, and that the statistics gathered show the benefit of further training. Other factors such as the direct involvement of management, written instructions, area familiarisation courses and rewards or penalties are used by the companies showing the best results. My conclusion is that a package of measures, including on-road training, is the most effective. My own experience, in the UK and abroad, is that senior management involvement is also vital for a successful training course.²⁸ The above mentioned report advised that road collision investigation should include enquiry into unrealistic work schedules.

2. ADVANCED TRAINING.

2 A. Is there any evidence of a benefit?

A benefit can be found in fleet training.²⁹ Training courses for individuals are similar in basic content, but less intense. All the responding advanced drivers sought regular driving advice.³⁰ Over half thought that more encouragement should be given to seek further training. In all aspects of driving (except economy) over half the respondents felt that training had improved their skills.³¹ The number of driving incidents experienced by this group was much less after training, with little difference between company and private drivers. Before training there was a significant difference.³² Over 40% of the non-advanced group had been involved in a driving incident.³³

Conclusion:- That there is a perceived improvement in almost all driving skills by those who have taken further training. That the advanced training organisations should pay more attention to economy. That the inclusion of the at-work drivers as a high risk group is justified by their own perceived opinion. That there is

²⁶ See Chapter Five, (7A) and Appendix Seven (A) item 4.

²⁷ See Chapter Two, pages 3 & 4, with footnote 8.

²⁸ Regrettably, some senior managers seem to feel that their time is too valuable to spend refreshing skills learned years ago. This attitude can “trickle down.”

²⁹ See Appendices Ten and Fifteen.

³⁰ See Chapter Five,(2 C).

³¹ See Chapter Five,(2 E).

³² See Chapter Five, (2 D).

³³ See Chapter Five, (3 D).

*advantage in the individual course which allows in-depth tuition and time for assimilation.*³⁴

2B. Is there any evidence of an adverse effect?

There is no evidence of a bad effect from the survey replies. Cost and lack of incentives are seen by the non-advanced group as reasons for not taking further training.³⁵ ADIs found that lack of motivation was a further reason amongst new drivers.³⁶

Conclusion:- That advanced training needs to be promoted and incentivised to attract more drivers to further training, particularly women and the young. The cost of training is a myth – it is not expensive, if taken through the widespread network of local groups. The cost of the test is likely to be recovered through insurance discounts. Insurance companies however could, and should, do more to promote further training.

3. ADVANCED TESTING.

3 A. Is there any evidence of benefit?

40% of advanced drivers thought that training and testing were equally important, with 36% giving more weight to training³⁷. Appendix Two describes how training led to a test, which led the trainee to a wider involvement in various forms of further training. It is comparatively rare for fleet drivers to progress to a test.

Conclusion:- That the test is of benefit. It requires a demonstrable level of training and ability, and may lead to further involvement and proselytising. (The case study shows this well).³⁸ In the Ro.SPA test there is a requirement to regularly recheck competence, which may not happen in the fleet sector unless a test is taken.

3 B. Is there any evidence of an adverse effect?

None has been suggested during the research, but I know of many drivers who feel that an advanced test is beyond their capability. This is not necessarily true.³⁹

Conclusion:- That the advanced training and testing organisations need to seek methods of appealing to a wider public, and disseminating knowledge of test requirements. That the insurance industry and the DTLGR⁴⁰ should take more part.

³⁴ See Appendix Two.

³⁵ See Chapter Five, (3 B)

³⁶ See Chapter Five, (1 A)

³⁷ See Chapter Five, (2 F).

³⁸ See Appendices Two and Three.

³⁹ See Chapter Five, (8 A) with footnote 15.

⁴⁰ The Department of Transport, Local Government and the Regions. (Formerly the DETR).

4. THE POLICE.

The police have re-instated, or improved, instruction, after collisions rose sharply following financially motivated reductions in training.⁴¹

Conclusion:- That the training was necessary, effective, and should not have been reduced. That "Roadcraft", the police driver's manual, used as a basis for civilian advanced training, is still valuable, as an adjunct.

5. OTHER ISSUES.

5 A. The "L" Test.

88% of ADI respondents thought that luck played a part in the "L" test. 91% thought that it was wrong for non-professionals to be allowed to teach driving. 74% considered that the theory test was ineffective, and 40% said that they were dismayed by the ignorance of the Highway Code. 85% said that professional motorway training should be mandatory. 74% felt that darkness training should also be mandatory.⁴²

Conclusion:- That a high proportion of the most highly qualified ADIs are not satisfied with the current "L" test. That the question of revising the "L" Test should now be addressed, to assess the possibility of graduated or two tier licences.⁴³

5 B. Company cars.

35% of fleet drivers in the advanced group admitted driving differently when using a company vehicle. Speed, less care and more aggression were points mentioned.⁴⁴ 32% of the non-advanced group agreed, specifically mentioning less respect for the vehicle⁴⁵. Only 7.5% of the advanced respondents, and 7% of the non-advanced group, had taken training through their employer.⁴⁶ In 1992 a study found that only 1 to 2% of company drivers received training each year.⁴⁷

Conclusion:- That there is an urgent need for much more involvement in driver training by fleet operators. Only a minority of companies provide it. That the CBI⁴⁸, the DTLGR and the insurance industry need to be involved.

⁴¹ See Appendix Four.

⁴² The percentages in this paragraph are from Chapter Five, (1A to E).

⁴³ A more difficult "L" Test could lead to more young people ignoring it. This begs the question of enforcement, with windscreen display of licence validity. See this Chapter, Recommendation 1.

⁴⁴ See Chapter Five, (2 A & 3 A).

⁴⁵ See also Appendix Sixteen (C). Letter from the Birmingham Post and Mail Ltd.

⁴⁶ See Chapter Four. Page 3 and Chapter Five,(2 & 3 A).

⁴⁷ See Appendix Seven (A), item 4.

⁴⁸ The Confederation of British Industries.

5 C. Knowledge and fitness.

42% of the non-advanced group had not read the Highway Code in the last five years, nor 31% during the last ten.⁴⁹ (However, over three-quarters of the advanced group had looked at the Highway Code, or a similar book within the last six months). The RAC Survey⁵⁰ showed an appalling lack of knowledge, which is borne out by this project and my training and examining experience. The ADIs found a dismaying lack of knowledge of the Highway Code, perhaps due to “parrot” answer learning by rote for the Theory Test.⁵¹

Conclusion:- That as the Highway Code changes to reflect new laws and practices, there are very many drivers on the road with an inadequate knowledge of current legislation, road signs and best practice. That there is a need for verbal questions to be re-introduced, in addition to the written Theory Test. That few people check continued fitness to drive.⁵²

6. OVERALL CONCLUSIONS.

That the aims set out in Chapter Two have been achieved inasmuch:-

- **That the project has produced evidence of benefit from advanced training and testing for the individual and for companies and their employees.**
- **That the case studies show the extent to which training and testing can be taken.**
- **That “good driving” and “driver training” have been identified.**
- **That the findings have created a base from which conclusions and recommendations to change opinions can be developed.**
- **That much more needs to be done to reduce road casualties.**
- **Recommendations to specific bodies follow, on pages 6 to 8.**
- **Suggested “ideal” objectives to be achieved by an ab-initio test are placed in Appendix Eighteen.**

⁴⁹ See Chapter Five, (3 F).

⁵⁰ See Appendix Eight.

⁵¹ See Chapter Five, (1E).

⁵² See Chapter Five, (3E).

RECOMMENDATIONS.

New Drivers.

The following six recommendations are addressed particularly to:-

- (a) The Secretary of State (currently the Rt. Hon. Stephen Byers, MP), The Department of Transport, Local Government and the Regions.
- (b) The Chief Executive (currently Mr. Gary Austin), of the Driving Standards Agency.
- (c) The Association of British Insurers.
- (d) The Director of “The Learn and Live Campaign.” (currently Mrs. V. Stone MBE.)
- (e) The Executive Director of BRAKE (currently Ms. M. Williams OBE)

1. “Pass-Plus” needs to be much more widely taken-up. This can be achieved through a restricted initial licence, covering lower powered vehicles⁵³ and non-motorway roads only, and by a restriction on the number of passengers.⁵⁴ Enforcement is possible by a triangular windscreen display, to include tax, licence and insurance cover.

2. The full two-tier licence should only be issued after passing a second test on advanced lines⁵⁵, after completing “Pass-Plus” training, and within (for example) two years of passing the first-part test. The existing advanced test organisations could be licensed to carry out second level tests, under DSA supervision. A feasibility study may be necessary.

3. “Pass-Plus” courses would not, unless taken in wintry conditions, provide bad weather training. A one day theoretical course⁵⁶, conducted by registered “Pass-Plus” trainers, followed by an examination at existing “L” Theory Test centres is recommended, before the full two-tier licence is gained. This could at least instil knowledge of winter climate problems and methods of dealing with them.⁵⁷

4. In view of the widespread ignorance of vehicle dynamics, legislation and the Highway Code it is recommended that verbal questions are re-introduced into the initial test, or as part of the second level test,⁵⁸ in order to reduce “parroted” learning.⁵⁹

⁵³ As vehicle classification is due to change in 2002 from engine size to emission quality this would require amending legislation, which is perfectly possible given the will.

⁵⁴ The objective here is to stop the regular, repeated deaths of four or five young people in a car driven by a newly tested “L” driver.

⁵⁵ See Appendix Three.

⁵⁶ A theoretical course is proposed only because the Country does not possess enough accessible areas suitable for practical skid avoidance training. Information about practical training should be given.

⁵⁷ See Chapter Five, (7B), “I was petrified and did not know how to deal with it.” This course should also include advice about the use of ABS. 30% of my “experienced” trainees have only a vague idea about what it will or will not do, or how to make best use of the system. See comment in Appendix Two, page 5. Advice on fog, high winds, flooding, fords and low blinding sun should also be covered.

⁵⁸ See Appendix Eight (the RAC survey) and Chapter Five, (3F).

⁵⁹ See Chapter Five, (1E).

5. If the political will does not exist to make “Pass-Plus” training semi-mandatory by the methods suggested above, then it **must** be more widely advertised – to parents as well as candidates, and provided with greater incentives. The present 8.4% take up, although improving, is still deplorable.⁶⁰

6. That some pre-test professional training becomes mandatory.⁶¹

High Mileage At Work Drivers.

The following six recommendations are directed particularly to:-

(f) The Work Related Road Safety Task Group of the Health and Safety Executive.

(g) The Association of British Insurers.

(h) The Confederation of British Industries.

(i) The General Secretary of the Trades Union Congress (currently Mr. J. Monks).

In addition to the organisations listed on page 6.

7. An investigation into job targets and mileage driven by drivers of commercial vehicles and work related company cars is needed. Legislation to include company car drivers within Driver’s Hours Regulations is overdue.⁶²

8. Fleet Managers should include driver’s hours and targets in Risk Assessment Strategies.

9. Dialogue between the CBI, the TUC, the DTLGR and the insurance industry is needed to promote increased use of further driver training by Fleet Managers.

10. The project has shown that companies achieving the best reduction in collision rates are those who have introduced a package of measures, including workshops, on-road training, collision investigation, rewards and literature.⁶³ It is recommended that the CBI, the TUC, the DTLGR and the insurance industry should make this more widely known.

11. Companies who undertake further driver training need to involve senior management, make this known to all other participants, and **ensure**, not merely pay lip-service to the principle, that proper explanations of the aims and methods of driver training are given to junior staff.⁶⁴

⁶⁰ Source-the DSA Magazine, see Chapter Five, (1A)

⁶¹ This could be achieved by a certificate signed by, for example, a “Pass-Plus” instructor. Is corrupt practice really a problem here? The certificate could be sent to DVLA direct. Mandatory professional instruction works in General Aviation flying training. It is accepted that a feasibility study will be required. **See also** the highlighted paragraph, Appendix Seven (C), page 3.

⁶² See Chapter Five, (7B) and the good practice example at Appendix Sixteen (D). See also Appendix Seven (A), item 30.

⁶³ See Appendices Ten and Fifteen.

⁶⁴ See Chapter Five, (7B).

12. Since company drivers are a high risk group⁶⁵, whether further trained or not, regular re-tests are needed to ensure the retention of basic driving competence. A feasibility study is necessary to enquire if the existing advanced test organisations could be licensed to retest practical driving and knowledge, in conjunction with the recommendation at **2** above.

Advanced Training.

The following six recommendations are particularly addressed to:-

- (j)** The Secretary of State (currently the Rt.Hon. Margaret Beckett MP), The Department of the Environment, Food and Rural Affairs.
- (k)** The Royal Society for the Prevention of Accidents.
- (l)** The Institute of Advanced Motorists.
- (m)** The Driving Instructors Association.
- (n)** The Institute of Master Tutors of Driving.
- (o)** The Association of British Insurers.
- (p)** “Care on the Road”, the journal of Ro.SPA.

In addition to the organisations listed on Pages 6 & 7.

Additional recipients should include Dr. P. Russell, MA, F Inst MTD, for the EU/CIECA committee, and Professor F. McKenna, of the Department of Psychology, The University of Reading.

13. Study is needed to enquire why comparatively few women and young drivers take advanced driver training, and to find a way of increasing their number.

14. Dialogue between the DTLGR, CBI, TUC, the advanced testing organisations, and the insurance industry is necessary to find ways of improving further training incentives.

15. Advanced driver training and testing can produce a driver who meets the criteria listed in Chapter One. The advanced organisations must do more to dispel the myths of difficulty and expense, to increase their influence.

16. Economical driving was selected by the advanced driver group as their least enhanced skill. Environmental concerns, together with benefits to society and individuals suggest that the advanced organisations should improve this aspect of their training, and that this is promoted and subsidised by DEFRA.

17. The word “collisions” should be used to replace “accidents” by all official or semi-official bodies. The dictionary definition of an accident is “an event that is without apparent cause”. This is rarely the case with road injury or damage. The use of “accident” leads to sloppy thinking that casualties cannot be prevented.⁶⁶

⁶⁵ See Appendices Ten and Fifteen.

⁶⁶ See Chapter Five, (8B) and Chapter Three, Page 3, footnote 10. Most road collisions are “caused” by bad driving by one or more people.

18. That mandatory eyesight tests are required for older drivers.⁶⁷

If the almost £4 billion⁶⁸, currently wasted through road death, injury and damage, were reduced, or even partly reduced, these proposals could be funded.

Driver Training, at any level, is too important to be left to the unprofessional, the incompetent or the disinterested.

⁶⁷ Medical advice to determine the appropriate age is necessary. My experience suggests fifty, with the test certified by an optician direct to the DVLA. See also Chapter Five, (3E).

⁶⁸ See Chapter Two, page 1 and Appendix Seven (A), item 30.