Driving instructor training

Time: 7 hours, including arrival, departure and breaks.

Participants: 12

Aim:

To increase participants' awareness of the risk factors associated with driving for work, increase their familiarity with good practice and through the adoption of good practice to ultimately contribute to the reduction of road accidents in the northern part of Cyprus.

Objectives:

By participating in this discussion learner drivers will:

1. Be able to identify current accident patterns in the northern part of Cyprus
2. Be aware of the risks associated with driving for work
3. Know what you can do to mitigate important risks associated with driving for work
4. Be able to identify and safely deal with vulnerable road users.

Additional objectives:

For participants to feel comfortable and confident in the training; to enjoy themselves; to feel the training has been useful.

Infrastructure requirements:

- Room large enough to accommodate circle of chairs for participants
- Access to laptop, Power point projector, flip charts and pens
- Two 'work stations' (tables and five chairs widely separated from each other)

- Area for refreshments, not too far from toilet and other facilities.

Resources to be used:

1. Powerpoint presentation
2. Handouts of the presentation with room for comments

Task	Time allowed	Content	Participant activity	Objective/*group process*
Session 0: Formal introduction and welcome	**10 min**	**Introduce yourself & ask any other non participants to do same** • First name on sticker- it helps us get to know you, presenters do same • Fire escapes / toilets • Coffee breaks / lunch break **"There will be a lot of discussion throughout the course of the day"** • Written answers: – Don't worry- you get to keep the answer sheets – Also get a copy of the slides (distribute at the end of the day) • Spoken answers: – Anything said by another member of group – please keep it inside the room - confidentiality – Anything said by presenters – please pass it on if you know someone who may benefit		Help participants feel at ease. [*Forming the group*]
Getting to know each other	**30 min**	**Get to know the group…** Write on flipchart: • **First name** • **What kind of work-related journeys do**	Divide group into pairs; ask each pair to ask their partner questions on the flipchart	Help participants to get to know one & to get them used to talking in front of the group as their

		you undertake? Describe when, how often and in what vehicle you typically drive for work. • **What do you find challenging about your job? What do you find is fun about it?** • **Why are you here on the course?**	Ask each participant to introduce partner to group using the information obtained in conversation (15 mins)	contribution to discussions during the day is vital [*Forming the group*]
Present aim, objectives and content of the course	**30 min**	**Course aim (Slide 2)** To increase participants' awareness of the risk factors associated with driving for work, increase their familiarity with good practice and through the adoption of good practice to ultimately contribute to the reduction of road accidents in the northern part of Cyprus. **Course objectives (Slide 3)** 1. Be able to identify current accident patterns in the northern part of Cyprus 2. Be aware of the risks associated with driving for work 3. Know what you can do to mitigate important risks associated with driving for work 4. Be able to identify and safely deal with vulnerable road users **Course overview (Slide 4)** 7 modules to provide participants with good practice in mitigating driving related risks	Ask participants if any aims/objectives they would like to see are missing	Know why they are attending the training course & its main purpose. [*Forming the group*]

Session 1: Road safety trends in the northern part of Cyprus	**30 mins** **40 mins**	**Small group discussion exercise (Slide 6):** 1. What do you think are the typical accident causation factors in the northern part of Cyprus? Why? 2. What groups of drivers are most likely to have accidents? Why? **Review of accident trends for the northern part of Cyprus (slides 5-9):** Present accident trends and causation factors for the northern part of Cyprus (slide 7-9); make the point that the majority of accidents is due to human error rather than external circumstances. Young drivers of working age (18-35 years) are shown to be at particular risk of being involved in an accident (slide 9); put question to the group: **Why do you think this driver group is more at risk of being involved in an accident?**	Divide participants into 3 groups of 4; ask each group to discuss 1 question for 5 mins & to appoint a speaker who will summarise findings in plenary Ask group to identify reasons that can account for working drivers' higher accident involvement & collect on flip-chart	Objective 1
Session 2: Work-related road risk	**10 mins**	**What is work-related road risk (Slide 11+12):** Explain what journeys count towards work-related journeys & stress that professional drivers are an important sub-set of the group of		Objective 2

		people driving for work. Explain findings from EU showing the high prevalence of road accidents that occur during the course of work.		
	20 min	**The fleet driver effect (Slide 13-15):** Explain the Broughton (2003) study which found that drivers who did most of their annual mileage at work were at a considerable higher risk of an accident (slide 13). Go through the behaviours at-work drivers engaged more frequently in than private motorists (slide 14+15).	*Ask participants to comment on the findings and to relate them to their own experience as at-work drivers.*	Objective 2
	20 min	**Work-related driving- what are the risks (Slide 16-19)** Work-related driving risks can be related to the journey, the vehicle and the driver. In the work context, some aspects of the journey & the vehicle are already fixed (e.g. delivery routes or vehicle fleet are a given) and may fall under the responsibility of the organisation. However, the driver can help reducing some risks, e.g. by carrying out pre-trip vehicle checks or by planning regular breaks when embarking on long journeys. In organisations with a good safety culture, the driver should also be able to make suggestions to management improve the safety of working procedures. This course will focus on those factors the driver has immediate control		Objective 2 & 3

		over.		
Break	**15 mins**			
Session 3 Driver distraction	**60 mins**	**Driver distraction (Slide 20-37)** **Slides 21+22** outline data on a naturalistic driving study that found distraction to be the most important causation factor in crashes & near crashes. Mobile phones were an important source of distraction **Slide 23** includes a series of quiz questions on mobile phone use. **Slide 24** shows the prevalence of mobile phone use in Britain, which is higher for commercial vehicle drivers. **Slide 25** indicates that the acceptability of mobile phone use when driving in Britain is low. Present research conducted at TRL on the adverse effect of mobile phones on the quality of conversations in comparison to conversing with a passenger **(Slide 26)**. Explain the benchmarking study that compared the impairment cause by mobile phones to that	*Ask participants to raise their hands in response to the quiz questions (5 mins)* *Ask participants how frequent mobile phone use is in the northern part of Cyprus & how accepted it may be (10 mins)*	Objective 2 & 3

		caused by alcohol (**Slide 27-33**). Show findings from the TRL texting study (**Slide 34-37**) that found negative impacts particularly for lane discipline & reaction times. Conclude that mobile phone use when driving should be avoided because of it adverse effects.	*Discuss with participants how they can avoid using mobiles in their work context and what other sources of distraction they may have to consider (20 mins)*	
Lunch break	60 mins			
Session 4: Driver impairment	**10 mins** **30 mins**	**Driver impairment (Slide 39-47)** **Slide 40** talks about the negative effect of alcohol or drugs on driving. The northern part of Cyprus has a zero alcohol limit. **Slide 41** summarises when drivers are most likely to suffer from fatigue & what measures do and don't help in reducing it. **Slide 42-46** explain the role of nutrition in fatigue and explain how different foods impact blood sugar levels. The research suggests that professional drivers may reduce fatigue by choosing low GI foods. **Slide 47** summarises how drivers can mitigate		Objective 2 & 3

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Session 5: Seat belts and vehicle load restraint systems	**20 mins**	**Seat belts and vehicle load restraint systems (Slide 48-56)** Summarise the current legislation on seat belt wearing in the northern part of Cyprus (**Slide 48**) and point out that it is likely to move towards the prescription of seat belts for all vehicle occupants. Show participants a TRL crash test video where the rear passengers are not belted in. Present slide on good practice on securing loads & show participants videos on badly secured (**Slide 52+53**) and well secured loads (**Slide 54+55**) in crash tests at 56 km/h. Conclude that safe loading and asking all passengers to wear a seat belt is going to significantly reduce the risk of severe injury in the event of a crash (**Slide 56**).	*Gather feedback on video from participants & point out that crash test was performed at low speed (48km/h)*	Objective 2 & 3
Session 6: Vulnerable road users	**20 mins**	**Vulnerable road users** Introduce the groups that need the professional drivers' particular attention in traffic, including: • Motorcyclists • Bicyclists • Pedestrians • Horse riders Discuss participants' experiences of near misses		Objective 2 & 3

		with any of these group & what drivers can do to keep vulnerable road users safe.	*Ask participants:* • *In what way do vulnerable road users present risks to professional drivers?* • *Have you ever encountered near miss situations? What happened?* • *What can you do as a driver to reduce risks associated with vulnerable road users?* *Collect responses on flipchart (15 mins)*	
Summary	**10 mins**	**Summary and review (Slide 65)** Review the day's content: "Together we have: • Identified current accident patterns in the northern part of Cyprus • Explored the higher accident risk of people driving for work on a regular basis • Looked at the adverse effects of distraction on driving • Explored the risks associated with driver		[*Review and reflect*]

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Professional drivers in the Northern part of Cyprus

Britta Lang
Road Risk Consultant – 17th December 2010

A training programme for professional drivers

Aims

- Raise awareness for risks associated with at-work driving
- Share good practice aimed at reducing professional drivers' risk
- Through increased awareness of work-related transport risks & knowledge of good practice ultimately contribute to the reduction of road accidents in the northern part of Cyprus

Course objectives

- At the end of this course you will:

1. Be able to identify current accident patterns in the northern part of Cyprus
2. Be aware of the risks associated with driving for work
3. Know what you can do to mitigate important risks associated with driving for work
4. Be able to identify and deal with vulnerable road users

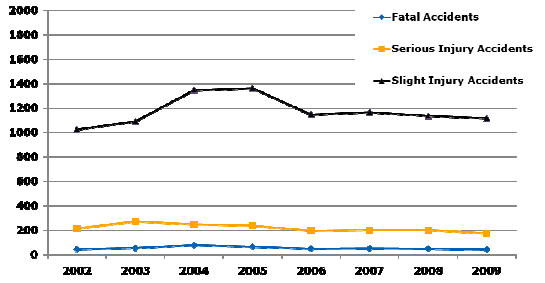
Table of contents

Session 1: Road safety trends in the northern part of Cyprus

ACTIVITY: GROUP DISCUSSION

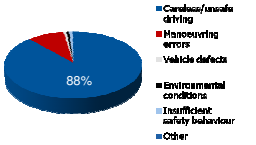
1. What do you think are the typical accident causation factors in the northern part of Cyprus?
   - Why?
2. What groups of drivers are most likely to have accidents?
   - Why?

Accident trends in the northern part of Cyprus



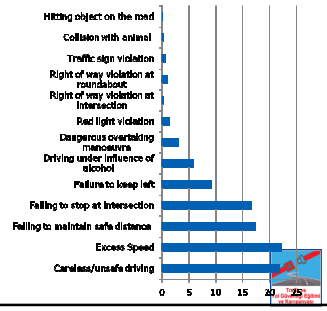
Accident causation factors in the northern part of Cyprus

Proportion of accident causation factors in all severity accidents between 2002 and 2010

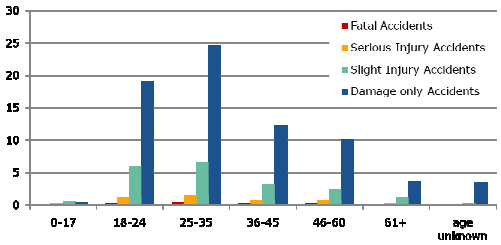


Careless or unsafe driving clearly present the greatest challenge.

Further break-down of the category "careless/ unsafe" driving



Accident involvement by age in the northern part of Cyprus



Percentage of accidents by severity and age group (data 2002-10)

Why do you think drivers between 18-35 years are more likely to be involved in an accident?

Session 2: Work-related road safety

What is Work Related Driving?

- Any journey made in the context of work (excluding commuting)
- Includes:
  - Deliveries
  - Commercial passenger transport operations
  - Emergency services
  - Driving to meetings and training courses
  - Driving to another office owned by your organisation that is not your usual place of work
  - Occasional journeys, such as trips to the bank or Post Office

Source: DfT THINK!

Why is it important?

- European statistics show that 39% of work-related fatal accidents involved someone driving for work in 2005

- European statistics show that 39% of work-related fatal accidents involved someone driving for work in 2005
- Main vehicle types involved:
  - Light vehicles: 42%
  - Heavy goods vehicles (trucks, buses etc): 28%
  - Two or three wheeled vehicles: 6%

- Young workers particularly affected: 13% of fatal loss of control accidents involving two-or three wheeled vehicles under 25 years

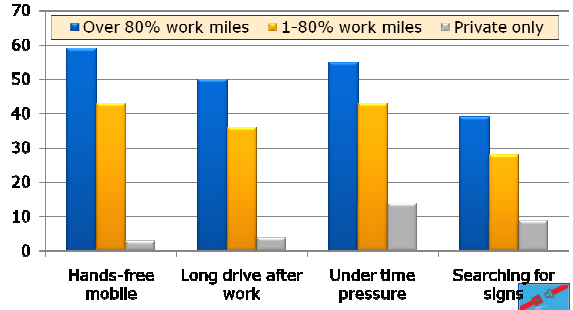
The fleet driver effect (Broughton, 2003)

- Research: Driving for work increases NET crash risk.
- Compared with drivers who do no work-related mileage
  - Drivers with over 80% work mileage have 53% higher risk of injury crash
  - Drivers with 1- 80% work mileage have 13% higher risk

This is after adjusting for annual mileage, proportion of motorway mileage, age and gender

Secondary tasks I

% Driving quite often, frequently or nearly all the time in each situation



Secondary tasks II

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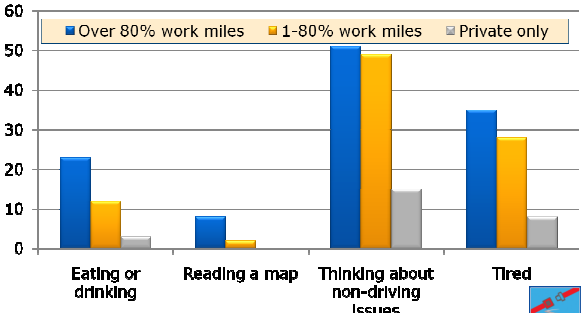


Work-related driving - what are the risks?

The Journey

- What roads?
- Familiar/unfamiliar?
- Time pressures?
- High risk travelling time (fatigue, rush hour)?

Work-related driving - what are the risks?

The Vehicle

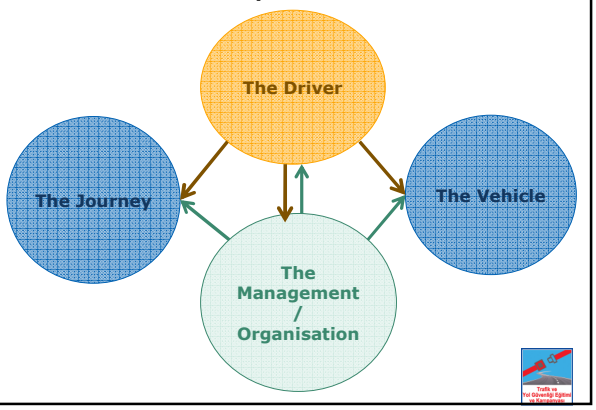
- Fit for purpose?
- How old?
- What safety features?
- Maintained?
- Loaded properly?

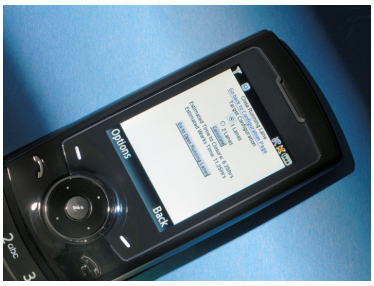
Work-related driving - what are the risks?

The driver

- How old?
- What gender?
- Trained/experienced?
- Hazard perception skills?
- Fit to drive?
- Focused on the driving task?
- Safe attitudes?

Work-related road safety – what are the risks?





Session 3: Driver distraction

Real-world data on distraction

- '100 car study' (Dingus et al. 2006)
  - Large-scale instrumented car study collecting pre-crash and near-crash naturalistic driving data
  - Data collection unobtrusive
    - Video, front and rear sensors, accelerometers, GPS, vehicle speed etc.
  - Drivers used cars for their everyday driving (2m miles)
  - 82 crashes
  - 761 near crashes

Real-world data on distraction

- Findings
  - 80% of crashes and 65% of near crashes involved driver inattention of some kind just before the event
  - Visual inattention contributed to 93% of rear-end crashes
  - In-car mobile devices associated with highest frequency of distraction for near crashes

Distraction quiz

Right or wrong?

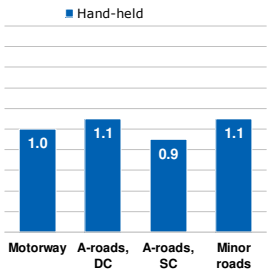
- Hands-free is less risky than hand-held
- Only just

- Mobile phone conversations are no different to talking to a passenger
- Yes, they are

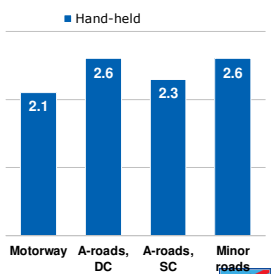
- Impairment resulting from mobile phone use is no worse than other forms of impairment
- Yes, it is

Results mobile phone survey in August 2007

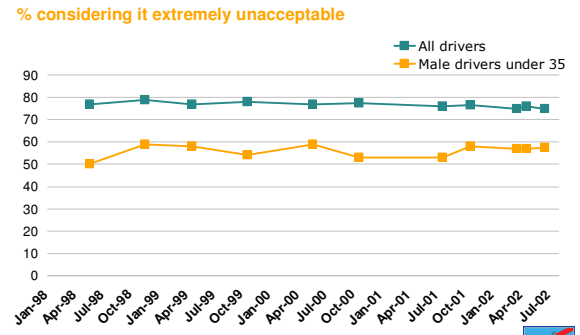
Car drivers



Commercial drivers (trucks, vans, buses/coaches)



Acceptability of mobile phone use when driving



Test track study of mobile phone impairment

Comparing Driver-Passenger to Mobile phone-Base

- Verbal memory decreased 25%
- Numerical memory decreased 21%
- Interpretation decreased 21%
- Speed decreased (particularly at early stage of conversation)

Mobile-phone more difficult

Parkes AM 1991 Contemporary Ergonomics 427-432

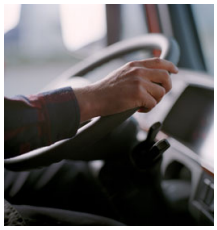
Mobile phone benchmarking study

Direct Line Insurance (2002) study

- 20 participants
- Alcohol 80mg/100ml
- Conditions: control, hand-held or hands-free mobile phone use
- Driving tasks in high fidelity driving simulator

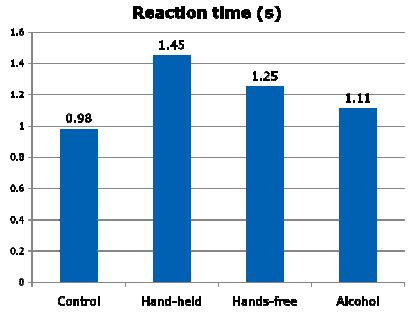
Measures:

- Distance keeping
- Lane keeping
- Reaction times to emergency events
- Choice reaction times to signs
- Mental effort



Burns, P.C., Parkes, A.M., Burton, S., Smith, R.K., And Burch, D. (2002). *How dangerous is driving with a mobile phone? Benchmarking the impairment to alcohol.* TRL Report TRL547. Crowthorne, Ltd.

Reaction times to warning signs

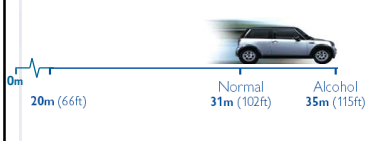


Mobile Phone Impairment

Distance travelled before response at 112 km/h

Mobile Phone Impairment

Distance travelled before response at 112 km/h



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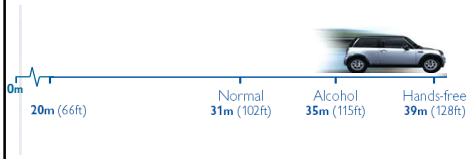

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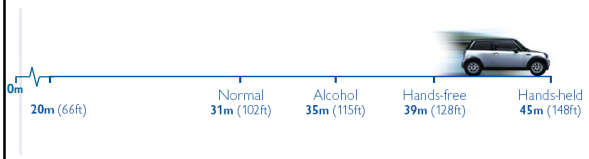

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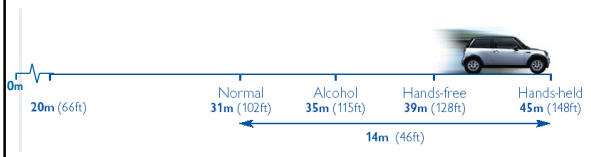
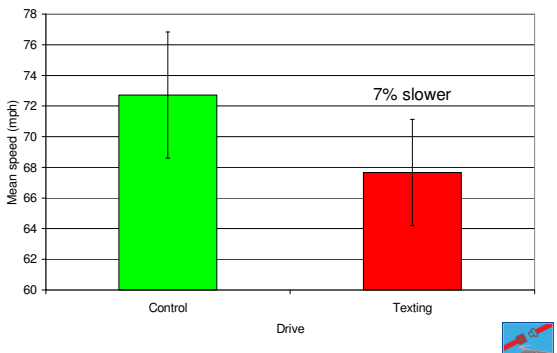


Influence of texting on driving

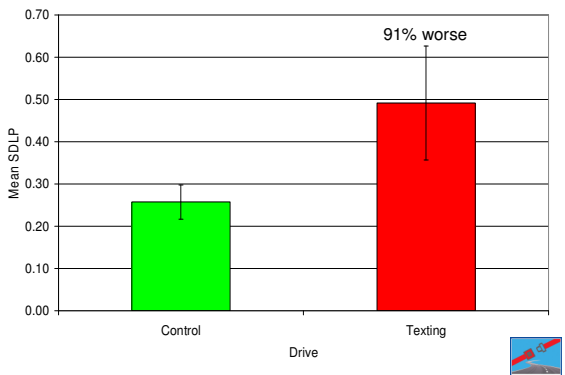
- Trial with 17 drivers aged 17-24
- Used their own mobile to send and receive text message to/from TRL experimenter whilst driving in simulator
- Content of text messages prescribed by experimenter
- Road environments: Motorway, curve following, car following
- Additional reaction time task: react to auditory & visual cues
- Control drive: same environment & additional task, but no texting

Reed, N. & Robbins, R. (2008). The effect of text messaging on driver behaviour – a simulator study (PPR 367) *Published Project Report. Wokingham, Berkshire. Transport Research Laboratory (TRL).*

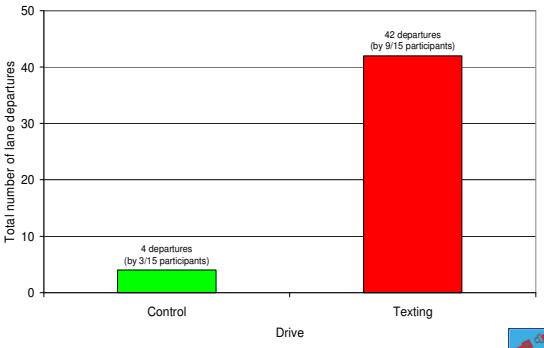
Results – Speed



Results – Variability of the Lane Position

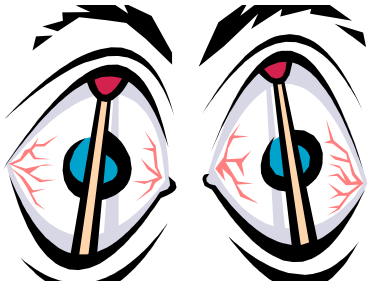


Lane departures when writing messages



Conclusions

- Hands-free only marginally better than hand-held & different from conversation with passengers
- All carphone conversations/ written communications result in:
  - Slower speed, more drifting in lane,
  - Slower reaction time, more missed events
- Evidence shows that mobile phone use when driving leads to significant deteriorations in the driving performance & an increased accident risk
- To be safe switch it off before setting out on a journey; check messages when taking a break
- Avoid as far as possible other sources of distractions in the vehicle



Session 4: Driver impairment

Alcohol and drugs

- Even small amounts of alcohol can be detected
- Alcohol can lead to decreased attention, overconfidence with negative impacts on driving safety
- Metabolising alcohol takes time; this process can't be accelerated
- Alcohol can interact with medicinal drugs and increase their side effects, such as sedation effects of antihistamines
- For medicinal drugs, check the product insert for side effects that may impair our ability to drive
- Do not drive under the influence of any substance that may impair your driving capability

Fatigue

- The most likely time to fall asleep is midnight to 6am and between 2pm-4pm
- Tiredness can be a symptom of stress resulting from work or home life pressures
- Some prescription and over-the-counter drugs can cause drowsiness
- If you feel sleepy, don't continue driving, but stop & have a rest
- Get a good night's sleep before a long journey
- Take 15 minute rest breaks at least every 2 hours on a long trip
- Caffeine drinks combined with a short nap can reduce fatigue, however, if they contain a lot of sugar the fatigue-reducing effect disappears
- Music or fresh air are **NOT** effective in reducing fatigue

How nutrition is implicated in fatigue

Low blood sugar & fatigue

There has been much research in the past looking at how fatigue might compromise road safety.

Research also shows that low blood sugar leads to a significant reduction in cognitive function & to increased fatigue.

Foods likely to increase fatigue




HI GI foods

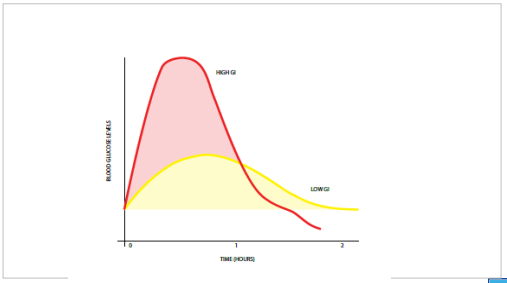
- Certain foods are more likely to cause fatigue than others
- These are foods that release their sugars quickly

Foods

Fast release foods	Slow release foods
White rice	Cherries
French bread	Pearl barley
Puffed wheat	Red lentils
Jacket potato	Whole milk
Cornflakes	Dried apricots
Rice Krispies	Butter beans
French fries	Wholemeal spaghetti
Bagel	Apples
White bread	Canned chick peas
Whole wheat bread	Baked beans

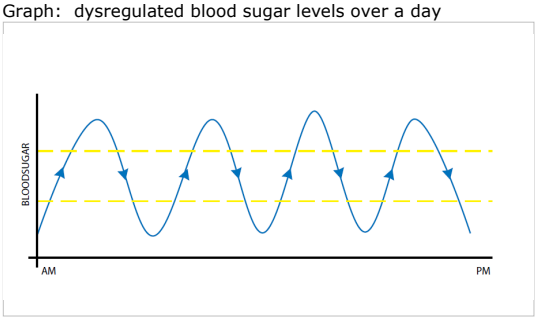
Blood sugar levels

Graph: how sugar absorbed from foods influences blood sugar levels



Blood sugar levels

Graph: dysregulated blood sugar levels over a day



Safety in the Workplace

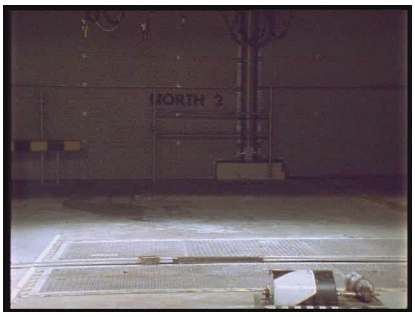
- Diet can directly impact driver safety
- Choose, where possible, foods that will slowly release into the blood to reduce occurences of fatigue when driving for work
- When feeling sleepy, stop at the earliest opportunity & take a quick nap in combination with a caffeinated drink
- Check any medication for adverse effects on driving performance
- Do not drive under the influence of any substance that may impair your driving performance

Session 5: Seat belts and vehicle load restraint systems

Seat-belt legislation

- Seat-belt wearing compulsory for driver/ front passengers of Category D vehicles;
- Children
  - Over 10 years may sit in the front
  - Between 5 & 10 may sit in the front with a specially designed safety belt
  - Under 5 must not sit in the front
- Exceptions from seat-belt requirement only on medical grounds or for vehicles that are in the country only temporarily
- Further legislative push towards:
  - Use of safety belts in other vehicles (except public transport)
  - Compulsory use of child protection systems for children beyond a minimum weight
  - Compulsory use of seatbelts for rear passenger of vehicles

Crash outcomes when not wearing a seat belt

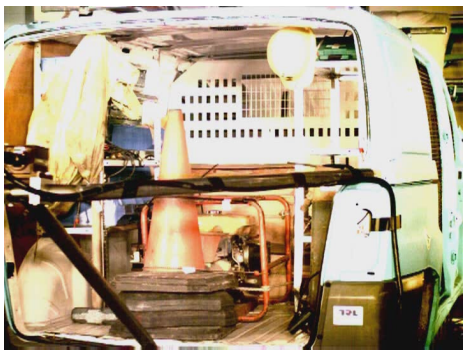


Loading vehicles

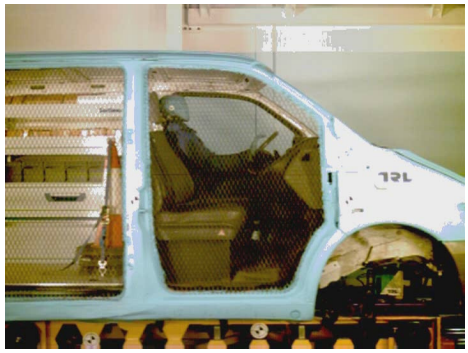
- Ensure that all loose items have been secured before starting a journey
- Do not load or unload in places where you could cause a hazard & could put yourself or other road users at risk
- Ensure you know how secure loads & tow safely, including:
  - Regular inspections of couplings to identify damage or wear.
  - Regular inspections of load-bearing components & cross beams to identify wear-and-tear and corrosion.
  - Securing loads with equipment such as heavy duty strapping, lashing rings on the trailer floor and cargo nets running on inboard tracks.
  - Checking that vehicles are not overloaded either by their gross weight or by individual axle loads.

Insufficient load security

Insufficient load security



Safely secured load



Safely secured load

Conclusions

- Always put on your seat belt, if one is fitted in the vehicle you drive
- Ask any passengers to put on their seat belt before you commence the drive; unbelted rear passengers can kill the driver!
- Ensure you know how to store & secure loads safely; items that are not secured can injury you in the event of a crash

Session 6: Vulnerable road users

Motorcyclists

Cyclists

(MOTOR) CYCLISTS

How can you help (motor)cyclists?

Expect and look out for (motor) cyclists
They can be difficult to see, especially at junctions

Always check mirrors and blind spots
- Changing lanes
- Pulling out of parking spaces
- Coming off roundabouts

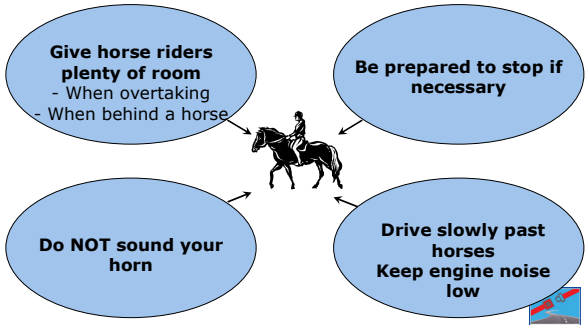
Leave plenty of room
- When overtaking
- When following

Do not overtake and then turn left shortly afterwards

Pedestrians

HORSE RIDERS

How can you help horse riders?



Session 7: Summary & feedback

Source: DfT THINK!

- A large number of collisions and casualties are associated with people driving for work
- Professional drivers can help reduce the risks associated with their at-work driving by:
  - Minimising distraction,
  - Minimising impairment,
  - Using of safe working procedures
  - Being aware of vulnerable road users

Training programme for professional drivers in the northern part of Cyprus

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