

# Fleet and Corporate DRIVER TRAINING Programme (Theory)

## **Classroom Training Course**

Client Details

Course Venue:

Duration ... ..

## **PERSONAL DETAILS**

Driver Name: .....

Date

Area: .....

M/F

Age .....

**Driver licence details:**

**Driver Number**

**Date expires**

.....

									Category
--	--	--	--	--	--	--	--	--	----------

How long have you held a full driving licence? ..... Years

How many miles per month do you cover at present? .....

How many miles per year did you drive before you started with your present company ? .....

What I like best about driving is .....

.....

.....

What I hate most about driving is .....

.....

.....

What I expect to get from this course is .....

.....

.....

## How likely am I to have a Road Traffic Accident?

Place a large dot somewhere in each box below. Try to assess your own personality rating by scoring yourself somewhere between 0 & 10

	0	1	2	3	4	5	6	7	8	9	10	
Young												Mature
Nervous												Stable
Flippant												Serious
Stressed												Relaxed
Tired												Alert
Slow Reactions												Quick Reactions
Bored												Attentive
Inexperienced												Experienced
Strange car or situation												Known car or situation
High mileage												Low mileage
	0	1	2	3	4	5	6	7	8	9	10	

Some of the headings refer to your general disposition, and some refer to the way you feel or behave at any separate time. However if you can make an accurate judgement of what you are, where you are going, how you feel and how you are likely to behave, then you can give yourself a "Potential Risk Score".

**If you score less than 30 you are at risk on this and every journey**

**If you score between 30 - 40 you need to drive more carefully**

**If you score between 40 - 60 you risk one serious accident per year**

**If you score between 60 - 70 you are an average company driver**

**If you score more than 80 you should be safe (if you are not fooling yourself).**

# SAFE DRIVING COURSE FOR EXPERIENCED MOTORISTS

## CLASSROOM NOTES: (GENERAL)

The following series of exercises is intended as “Classroom support material” where it is needed by companies for their drivers and staff. Not all of the quizzes should be given to every class. The instructor should select from them those most suited to the specific course and course members. It is also worth while mentioning the good and the bad factors about these (and any other) quizzes for group completion.

The good news is that all people like handouts to take home, and tit bits of information about things in which they are interested. They also enjoy quizzes, especially if they tell them the sort of things they want to hear. *“You are a good driver, excellent in bed and everyone thinks you are wonderful!”*

Remember that almost everyone thinks of themselves as possessing well above average driving skills. Your role a teacher is to get them to think about what they do, and to realise for themselves the various good reasons for improving their accident awareness and concentration on the road situation ahead.

The not so good news is that course members should not take the results seriously enough to upset themselves. You will notice that one of the quizzes actually guides the user towards one particular type of training course or another. The only genuine message in this is that we all know and believe that everyone can benefit from further professional training.

This is your role as the Consultant or Instructor in this instance. By listening to what your clients say to you about themselves, their driving worries and their interests, you will be able to build up a picture of them. This will enable you to determine how best to assist them in the practical course of training which is to follow. In other words you should use any or all of these exercises to encourage your clients to talk to you about themselves. It is for this reason that a number of them contain an element of humour - to assist you in getting their confidence.

Select from the quizzes those that you like best, and the ones which give you the most scope to use as a solid foundation for the classroom lessons you have in mind for any particular class. Although the subject to be taught may be determined by UDT or by the customer, it is your choice as an instructor how you handle each particular class. In every instance the teaching methods used are dependent solely on the instructor. The purpose of these drivers' quizzes is to give you additional training material for discussion.

If you only have a single hour in the classroom you would only have time for one of the following quizzes. We suggest that you use the multiple choice quiz (*Tests No 4a and b*) testing if they are Anxious, Aggressive or merely Average. The material contained in the accompanying pages gives a guide of what to discuss after the first quiz. The second stage of this quiz is designed to be completed by their spouse, partner or frequent passenger. That way they will get an extra and truly independent view of their own driving weaknesses. If you have a number of unusually aggressive or anxious drivers, it might be wise to suggest they leave this questionnaire until after they have taken the course and their driving has improved.

Where you have a half day or more in a classroom programme you will need to split the time up into an alternating mixture of periods of training, activity and discussions. Most effective classroom sessions are limited to periods of between forty minutes and an hour. Break your time allocation into ten, twenty and forty minute stages. Allow no more than ten minutes for

any single video or slide presentation, or quiz programme, and a further thirty minutes for a discussion on what has been discovered or learned. Then make a complete change of direction or action. The secret of generating a good class discussion is to ensure everyone takes part, and your role as teacher is that of chairman making sure that every voice is heard. The success of a discussion is when even the most radical class member has listened to and is prepared to accept or test another person's viewpoint.

Each of the following quizzes has a serious application, but none of them should be taken at simple face value. Always remember that the real purpose is always to get the class members involved in the learning and training programme. The best time for a quiz is at the start of any particular project. The results are often amusing and will enable the class to relate their views to each other and to you as their teacher. Once they are happy to talk with you, you will find it easy to get their agreement to improve.

Most of the subject matter in the quizzes is repetitive. There is a limit to what questions you can ask and answer. However you will note that a variety of questioning methods are used. Some will be more acceptable to the class than others, and your skill as a teacher is to choose the ones which will get from the class the best possible results.

Always stress the fun element of the questionnaires and never use them to criticise. There are no winners and losers in the various quizzes which follow.

**Remember there are never really correct answers - merely indications of driver behaviour. Any comments you make about drivers and the scores they achieve must be based on the fact that they are always giving their own opinions.**

**This Corporate Driver Training Programme has been devised specifically for you and for all company drivers. The enclosed programme is only part of the package, the main essentials of which are the practical driving elements. The only sure way to improve your driving skill is to take additional professional practical assessments and training.**

**However the following exercises and self tests are designed to enable company drivers to measure their own personal driving skills, knowledge and expertise.**

**As with all training materials the real value is not in the contents but in the way in which the readers apply it to themselves. UDT's highly**

**professional Driving Assessors and Consultants are able to give an objective view of your company drivers. But the benefits of the assessments and training will only show if the course members are properly motivated to take on board the assessments and reports made about them.**

# Home & Classroom Study Pack

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# SAFE DRIVING FOR EXPERIENCED MOTORISTS

## INTRODUCTION

Most drivers have an exaggerated idea of their own driving skill and risk avoidance potential and capabilities. A practical driving assessment with a professional advanced Driving Assessor is one of the few ways in which you can be told exactly how safe your driving is. There is an additional bonus in that they can also tell you how to cure your inherent faults and raise your standard even beyond what you think it is like now.

Although a practical drive - under normal road and traffic conditions – is the only certain way to gain a good appraisal of your skills there are some things you can do before you take this assessment. You are invited to try a couple of these personal assessments to see where you may be going wrong.

The most common error made by drivers is that they always seem to assume that they can drive at their best any time they wish.... It is just that they don't feel like doing it now. But in truth, very few drivers are good enough to be able to call up their best skills - on demand - whenever they are needed. This is why many experienced motorists have an "annual prang". Not all of their driving incidents are nasty. Some are only mildly expensive, perhaps only sixty or seventy pounds or so for a new tail lamp glass. But every dozen years or so they get involved in an incident that costs more than just the bodywork of their motor car to cure: the true cost of a vehicle crash is about ten times the bodywork repair.

The average motorist has an incident - they are not really accidents - every year. Every twelve years they have a serious one, involving death, serious injury or vehicle write-offs. Every twenty five years the accident is so severe that at least one of those involved will bear the scars for the rest of their lives. Yet every driver has the potential to avoid accidents simply by being more careful. If you look and plan ahead you can see and avoid most incidents from developing at all. But looking ahead and planning need to be done all the time if you are to avoid every incident. It is no good looking and being on your best behaviour only when you think you might be in danger.

The purpose of this booklet is to explain how some driving problems can easily develop; it shows how you can prevent them from escalating into incidents; and helps you to plan your day to day driving to avoid the accident potential of other road users too.

**Try a few Theory tests before we get down to the actual training programme**



**TRY THIS INITIAL DRIVER'S QUIZ**

**Quiz No 1**

**1 Under normal driving conditions you should be looking and planning what you intend to do for at least:**

- a 2 seconds ahead
- b 4 seconds ahead
- c 10 seconds ahead
- d 20 seconds ahead.

**2 Right of Way, when applied to driving on the roads,**

- a Is always given to the traffic on the main road.
- b Only applies to traffic turning left into side roads.
- c Should be given to people emerging on your left.
- d Does not exist, as you can only give priority.

**3 You wish to overtake a large truck on a three-lane single carriageway in a 50 mph limit. What position should you take up in relation to the vehicle ahead?**

- a As close as you can before moving out
- b About two car lengths from the truck before moving out
- c Move out from about ten car lengths before deciding to pass
- d Move out from ten car lengths and get past as soon as possible.

**4 It has been a long hot summer, and today there is the first light shower of rain for a long time. What is the greatest danger to a new driver?**

- a Oncoming vehicles' lights dazzling them.
- b The road becoming very greasy and slippery.
- c The brake drums getting wet and need drying out.
- d Being distracted by the wipers making a noise.

**5 You have just bought a second hand car and you are not sure if the tyres are legal. Which of the following would not be illegal?**

- a One of the tyre's tread depth is only 2.6 mm.
- b A cross ply and radial ply tyre are fitted on the same axle.
- c Both front tyres are under-inflated by 5 lbs per sq inch.
- d The tyres are wider than the wheel arches of the car.

**6 The minimum amount of alcohol which a driver can consume before it can have any effect on their driving skill and judgement is:**

- a A pint of shandy - half beer and half lemonade
- b Two glasses of white wine with dinner
- c A double whisky taken with soda;
- d Two pints of strong ale.

**7 Which of the following is the only way in which a driver can cancel the effects of alcohol?**

- a Take lots of fresh air walking around the car park
- b Drink a glass of milk before ingesting any alcohol.
- c Allow at least one hour for every unit of alcohol.
- d Eating a substantial meal whilst drinking.

**8 If your vehicle is fitted with ABS braking what effect is this most likely to have on the vehicle and the way it can be driven?**

- a You can stop in a shorter distance.
- b The brakes are better in the wet.
- c You can steer and brake together.
- d The front brakes will lock up more quickly.

**9 The national speed limit on dual carriageway roads is**

- a 50 mph
- b 60 mph
- c 70 mph
- d Dependent upon the weather conditions.

**10 You are the first to arrive at the scene of a road traffic accident on a rural road involving at least four or five cars. It is dark and raining. What should you do first?**

- a Telephone for the ambulance and fire brigade to arrive.
- b Switch off any engines and warn oncoming traffic.
- c Get the injured out of their cars to safety.
- d Drive on to the next town to ring for help.

### **HOW WELL DID YOU DO?**

#### **Answers:**

- 1 c You need to plan at least ten seconds ahead**
- 2 d Right of way does not exist on the roads - merely priority**
- 3 c You can see better and still change your mind**
- 4 b Long dry spells plus water create ideal skid pan conditions**

- 5 a The minimum tyre tread depth is 1.6mm**
- 6 a Any amount of alcohol has some effect on everyone**
- 7 c Time is the only way to disperse alcohol from the system**
- 8 c ABS prevents wheels locking; so you can steer and brake**
- 9 c 70 mph is the national speed limit unless signed otherwise**
- 10 b Safeguard the scene first, avoid making the accident worse.**

## ASSESSORS NOTES ON THE INITIAL TEST:

This is essentially a basic quiz, but one which will enable you to get your class talking amongst themselves as well as responding to you. The hardest part of any classroom training session can be to get the quieter members of the class to join in. Using questions which generate a certain amount of discussion in their answers will enable you to get all the class involved in the answers. You can then encourage them to develop their views and attitudes towards others.

The quiz is a very simple one and requires the same standard of knowledge needed by Learner drivers for the written theory test. However some of the questions are based on driver's attitudes rather than knowledge of driving procedures. Most experienced drivers have absorbed sufficient information about driving and motoring procedures and their knowledge levels should be high. But in the discussions which follow they may be able to discover how their attitudes can affect their risk potential.

Q1 is an example of how they may naturally assume answer a to be correct. Most drivers know the two second rule - by name - but do not necessarily understand exactly what it implies. Although you must not drive - ever - closer than two seconds from the vehicle ahead your planning and thinking must be way ahead of the vehicle in front of you if you are to stay alive.

Q2 is not a trick question, but helps to establish safe driving principles. Thinking about right of way is a may of assuming that you can demand priority. By defining priority instead of right of way you can condition your drivers to accepting what others do to them more graciously.

Q3 should be answered correctly and easily; but many drivers do not always apply the same rules when they are on the road. This is often due to impatience, although in some cases it is because they do not understand the mathematics involved in overtaking. If you meet with blank looks at this time you may well have to go into detail about the dangers of being too close, and how much easier it is to plan and execute an overtaking manoeuvre from further back.

Q4 Most experienced drivers are aware of the dangers of greasy roads. Newer drivers however may well be surprised about it. In this case you will have an obvious starting point for explanation.

Q5 Although tyres with 2.6<sup>mm</sup> minimum tread are not illegal, they could still be dangerous. This particular question is one that normally needs a supplementary discussion regardless of how well it was answered. All three wrong answers are illegal. It may be necessary to stress this factor in the discussion.

Q6 & 7 Although these are not trick questions, it may be necessary to remind drivers of the three facts about drinking and driving. Any drink will have some effect; it is possible to be under the breathalyser limit and still be legally under the influence of drink; and that the only way to reduce the effects of alcohol is time.

Q8 Many drivers are under the wrong impression that ABS enables drivers to stop their cars more quickly - or in a shorter distance. The only immediate benefit of ABS is to allow drivers to steer as they brake. This may allow you to avoid skidding or to avoid hitting something ahead of you; but it does not reduce braking distances. ABS applies very high speed cadence braking effort to the brakes and prevents front or all wheel lock up. Drivers must not try to cadence brake as well if ABS is fitted.

Q9 Although most drivers will get this question right, it is as well to cover all the speed limits which may apply to any vehicles driven by course members on any of the types of roads they are likely to use.

Q10 This question has a fairly obvious correct answer, but it can lead on to the whole sequence of what should be done in any accident and how drivers can assist others if they find themselves witnessing an accident. Don't forget the essential action which you should take if you are unable to assist - keep out of the way and avoid rubberneckers adding to the chaos and .

Although each question has a correct answer, and it is possible to score marks out of ten, you should avoid trying to make a competition out of it. The real purpose of the quiz is to get your class thinking about what they do, and seeing how they might need to change the way they think in order to improve their driving skill and efficiency. This is best done in your role as a Mentor / Assessor.

# Driver's Psychometric Personality Test

## Quiz No 2

Take this test to see what sort of driver you really are.

Are you suited to the driving lifestyle that you presently have, or would you be happier in different circumstances? The following series of questions requires you to give instinctive answers, and not spend time pondering about what you think is the best answer to give. The more honest you are with your answers, the easier it is to determine exactly what will improve your driving skills.

of **Place a tick under one  
these three options**

**Agree Not Sure Disagree**

### Section A

- |  |                          |                          |                          |
|--|--------------------------|--------------------------|--------------------------|
| 1 I am a sociable, outgoing sort of person | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2 I enjoy meeting new people               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3 I like driving to new towns and places   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4 I am normally a happy individual         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5 I don't like my own company              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6 I enjoy showing off in my car            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Section B

- |                                      |                          |                          |                          |
|--------------------------------------|--------------------------|--------------------------|--------------------------|
| 7 I am nervous when driving alone    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8 I hate heavy and strange traffic   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 9 My moods change when I am driving  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 10 I worry about breaking down       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 11 I don't enjoy driving abroad      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 12 I am not considered very cheerful | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Section C

- |   |                          |                          |                          |
|---|--------------------------|--------------------------|--------------------------|
| 13 I hate driving strange or new vehicles       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 14 I get irritated when I have to queue         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 15 I get angry with dangerous over/ undertakers | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 16 I can't relax on long journeys               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 17 I hate letting other traffic emerge          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 18 I occasionally crunch the gears              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Agree Not Sure Disagree**

### Section D

- |    |                                      |                          |                          |                          |                          |
|----|--------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 19 | I get bored easily                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 20 | I get annoyed with slow drivers      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 21 | I think about work when I am driving | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 22 | Driving is not usually much fun      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |
| 23 | I hate change and new things         |                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 24 | I worry about time when I am driving | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |                          |

**Section E**

- |    |  |                          |                          |                          |
|----|--|--------------------------|--------------------------|--------------------------|
| 25 | I am thoughtful of others                            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 26 | I prefer to cooperate than compete                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 27 | People like working with me                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 28 | I rarely ever argue a lot at work                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 29 | I hate it when I'm doing nothing                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 30 | I can easily cope with more than one thing at a time | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

**Agree Not Sure Disagree**

**Score as under:      Agree +1      Not Sure 0      Disagree -1**

**Scores:   A    B    C    D    E**

**What sort of driver are you and what should you do about it? There are no correct answers, just your own opinions.**

**Section A *Introvert or Extrovert***

More than 3 points	Take skid and high-performance courses
Between 3 and 0	Take an advanced driving test
Between 0 and -3	Take a defensive driving course
Less than -3 points	Take a refresher course

**Section B *Stable or Nervous***

More than 3 points	Take a refresher course
Between +3 and 0	Take a defensive driving course
Between 0 and -3	Take an advanced driving test
Less than -3 points	Take the skid car course

**Section C *Serious or Flippant***

More than 3 points	Take a defensive driving course
Between 3 and 0`	Take an advanced driving test
Between 0 and -3	Take a skid car course
Less than -3 points	Take the high performance course

**Section D *Stressed or Relaxed***

More than 3 points	Take a defensive driving course
Between 3 and 0	Take an advanced driving test
Between 0 and -3	Take a skid car course
Less than -3 points	Take a refresher course

**Section E *Reliable or Casual***

More than 3 points	Take a skid car course
Between 3 and 0	Take a high performance course
Between 0 and - 3	Take an advanced driving test
Less than -3 points	Take a defensive driving course

**Did you do well?**

Check each piece of advice you have been given. If the advice is consistent in four out of the five sections, then you need to think seriously about applying to take the course or test which is advised for you. If you are told to do something two or three times, and other things as well, it could be that you need to have your driving check tested for consistency. In any case, taking an advanced driving assessment will clearly indicate what you need to do to ensure your driving skills suit the occasion - at all times.



## **INSTRUCTORS NOTES ON THE PSYCHOMETRIC PERSONALITY TEST:**

Although this looks like a normal quiz you can see that it is only very loosely concerned with driving. The object of it is to enable your class to find out a little bit more about themselves and what sort of characteristics they show.

Six questions with pre-determined answers cannot really say whether people are introverted or not. Nor can they determine if they are stressed or flippant, nervous. But the underlying feature of the test is that it makes drivers think more about what they do when they are driving, and how the way they behave can affect themselves and others.

The answers in each case direct them towards some form of additional driver training or other. This is based on the principle which who are involved in professional driver training all accept, that all drivers would benefit from one form of driver training or another. It simply lists these courses - mainly in an hierarchic sequence suggesting those which would suit drivers with particular responses.

The lowest level of training or assessment we suggest starts off with a refresher course and this is aimed at drivers who accept they are very stressed or nervous about their driving. All drivers would benefit from this.

The next level would be to take a defensive driving course, which could enable drivers to improve their observational skills and abilities.

If they are already at a reasonable level of driving skill they could be encouraged to take an advanced driving test. As a company we can always arrange tests at advanced level to suit the requirements of the driver. Many will want to take the test of the IAM, whereas others may be more suited to taking the RoSPA test or that of the DIAMond Advanced Motorists exam.

Those drivers who have already shown excellent driving skills could be encouraged to take a high performance driving course. The nature of this would be based on the driver's own current standards.

Skid training is usually welcomed, but is only suited to those drivers who are capable of benefitting from it. It should always be part of an overall better driving package.

Now try this REACTION TEST

Quiz No 3

Use the top table to spell out your name; see how long it takes.

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>
<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>
<b>P</b>	<b>Q-Z</b>	<b>R</b>	<b>S</b>	<b>T</b>
<b>U</b>	<b>V</b>	<b>W</b>	<b>X</b>	<b>Y</b>

**NOW try the same exercise using the second table. Practice might improve your timing. Then try spelling other words and phrases.**

<b>P</b>	<b>O</b>	<b>F</b>	<b>W</b>	<b>G</b>
<b>Y</b>	<b>V</b>	<b>X</b>	<b>I</b>	<b>T</b>
<b>N</b>	<b>R</b>	<b>A</b>	<b>U</b>	<b>J</b>
<b>L</b>	<b>E</b>	<b>S</b>	<b>B</b>	<b>H</b>
<b>C</b>	<b>K</b>	<b>Q-Z</b>	<b>M</b>	<b>D</b>

The greatest proportion of driving skill is based on a combination of reaction and observation. This simple exercise shows you how this combination can work for you, and more to the point, it will show you how it can be improved with practice, training and desire. If you can bring these three essential factors into your practical driving habits you will drive better and live longer.

The reflex test on the previous page is only a simple one. If you can manage to spell out an average name (say a total of twelve letters) in eight seconds this shows your reactions are very good. (Using the second table of course)

Try finger spelling the following nine words and see if you can improve on your skill as your eyes remember where the letters are and your fingers can fly.

Regrettably the only true measure of your reaction time is the first time you use it. Once you spend some time on practice you are able to see how training and practice will speed up your responses. Reactions can be honed and fine tuned.

Repeated use will demonstrate how you can use observation, memory and dexterity to improve your visual search skills and your vehicle handling skills.

<b>QUESTIONABLE</b>	<b>PUBLICATIONS</b>	<b>OPERATIONAL</b>
<b>UNDOUBTEDLY</b>	<b>VULNERABILITY</b>	<b>EXTRAORDINARY</b>
<b>DESPERATELY</b>	<b>EXPERIMENTAL</b>	<b>ADVANTAGEOUS</b>

Try each word in rapid sequence. Count the total time taken in seconds. Divide the total time for all nine words plus your name and divide it by ten. The following table will show your REFLEX SKILLS:

<b>5.0 - 8.0 seconds</b>	<b>Very Good</b>
<b>8.1 - 10.0 seconds</b>	<b>Good</b>
<b>10.1 - 12.0 seconds</b>	<b>Average</b>
<b>12.1 - 15.0 seconds</b>	<b>Room for improvement</b>
<b>More than 15.0 seconds</b>	<b>Time to think about some dexterity exercises.</b>

Now we know what we are like at eyesight co-ordination and manual dexterity let us have a look at what we really think about ourselves as people. Some reflex actions are wrong ones. Do you put your clutch down too when you brake hard? Do you think about it, or is it just a reflex action?

**Quick reflex actions can only save lives if they are the right ones. Drivers need to observe and plan before reacting.**

## **ASSESSORS NOTES ON THE DRIVERS' REACTION TEST:**

All drivers rely on the parallel abilities of observation and reactions in order to keep safe on the road. Those drivers whose observational skills are weak must rely on quick reactions in order to keep safe. Those whose reactions are slow must depend on their full visual search to avoid danger.

If they combine poor observation with weak reactions they do not last long. In time they manage to improve one or both until they have reached the survival state, but every journey they take is full of risk, both to themselves and everyone around them.

Drivers with only average observation skills and whose reactions are not particularly quick are destined to become typical drivers who manage to maintain the national average of one incident every year, with one serious injury or fatal accident every nineteen years or so.

It is those drivers who can combine good observational skills with quick reactions who have the best potential to become excellent and safe drivers. They only need one other asset to achieve this, and that is to be able to concentrate on the driving task.

This finger tip exercise is a very simple one aimed to improve observation, memory and reaction. Once they have tried it a few times it loses its value; but for initial tests and exercises it has its value. Obviously the actual exercise is a very crude and ineffectual form of training or testing. However its main purpose is to demonstrate to students the need to concentrate in order to back up any weaknesses they may have whilst they are building up their visual search skills.

At the end of the exercise, try to develop a course discussion on the merits of reactions versus observation. Explain how all drivers, regardless of their reaction or observation skills can improve their driving. This is essentially a basic quiz, but one which can enable you to get your class talking amongst themselves as well as responding to you. The hardest part of any classroom training session is to get the quieter members of the class to join in. Using questions which generate a certain amount of discussion in the answers will enable you to get all the class involved in the answers. You can then encourage them to develop their views and attitudes towards others. g safety standards by concentrating further ahead and developing their road planning skills.

Remember too that even those with the quickest reactions are still vulnerable if they are day-dreaming when they should be thinking and planning their driving skills.

# A Personal Assessment

(Some personal questions)

Quiz No 4a

What sort of driver are you?

Name.....

Please select the answer closest to your normal attitude towards driving

- Circle a,  
b or c below
- 1 a I hate large vehicles around me whilst I am driving  
b I don't mind other large vehicles around me at any time  
c I enjoy jockeying for position with LGVs and others.
  - 2 a I worry about my route when I'm on strange roads.  
b If I get lost it doesn't matter very much at all  
c If I get lost, I will stop anywhere to look at the map.
  - 3 a I often imagine an accident happening whilst I'm driving  
b I actively plan my driving to avoid accident and risks  
c I know my driving is good; I control my road situation.
  - 4 a If others wish to overtake I slow down immediately  
b I am quite happy to allow others vehicles to overtake - always  
c I hate being overtaken by other cars similar to my own.
  - 5 a I worry in case my brakes or any part of my car might fail  
b I always have an escape route in mind when driving  
c I know my car has been well serviced and I trust it.
  - 6 a I usually end a long drive feeling exhausted  
b At the end of a long drive I like to relax  
c Driving long distances keeps the adrenalin flowing
  - 7 a If I hear a horn sound I get self conscious  
b I would wonder who was being hooted  
c I sound my horn at them even louder.
  - 8 a I get nervous when I am following lots of other vehicles  
b I am quite happy to stay behind and follow a good driver  
c I try to make maximum headway at all times.
  - 9 a I hate driving at night or in very bad weather  
b I have to concentrate much harder at night or in bad weather  
c I can drive much faster at night in the dark or in the rain.
  - 10 a I approach green traffic lights slowing down  
b I try to adjust my speed to arrive as the lights change to green  
c I know that the amber light always gives you a safety margin.

**This is not a competition of course, but giving honest answers enables us to be more aware of ourselves as drivers - and people!**

Score \_\_\_\_\_ As \_\_\_\_\_ Bs \_\_\_\_\_ Cs \_\_\_\_\_  
Am I an Anxious driver? Average ? or Aggressive ?

**Are You an Anxious or an Aggressive Driver? Or is there an alternative?**

One of the problems with driving is the **Isolation factor**. You never see any other driver properly. You look at them and note the kind of car they drive and sometimes the way it is being driven. You may even make a judgement of their age, social grouping, or even what

sort of job you think they may hold down. But you rarely see them as a person. You normally only see a blue Escort or Golf Gti and assume that the driver is sporty, rich, fast, docile, sluggish, or just a pratt, based on what you observe about the vehicle, and the way it is driven.

Personal characteristics matter. You have just answered some questions on anxiety and aggression. Not only are your answers likely to be different from everyone else in the room, even if your marks are exactly the same as the person next to you, the degrees of variation are still considerable.

You will have realised that there were no correct answers to the questions posed, only that they should be correct from your own point of view, if you are to understand yourself a little bit better. It is only by understanding yourself and how your moods may change when you are driving, that you are likely to begin to understand how other drivers' minds work, and how other people's behaviour can change as the result of internal or external pressures. All drivers are susceptible to changes in conditions of weather, traffic, work, relationships, or even their hormones. The more we study ourselves as drivers the more we see the need to make allowance for other road users' feelings and errors.

Road traffic incidents are caused by human behaviour. Or to be more precise, by their misbehaviour. Drivers, pedestrians and cyclists who obey the rules, and who only meet others obeying the same rules will rarely come into conflict. But even if you never break the rules (of the Highway Code) yourself, it would be ridiculous to assume you are safe from others who will and do. The principles of 'Defensive Driving' are that we must assume all other drivers around us will be breaking the rules all the time. But our own attitude towards them is to keep a safe distance from them and their potential accidents all the time. Looking for our own potential vulnerability or involvement, and actively deciding how we can avoid becoming ensnared in other people's incidents, are the main aims of our driving.

Each error that we make is really a silly or a stupid action. Two road users each committing a silly error together can lead to a confrontation and become a minor incident. If one of those road users commits a stupid error at the same time as the other is silly, then the results can be more harmful. Two stupid errors combine to result in death and serious injury. If we replace those words **silly** and **stupid** with **minor** and **serious**, we can put them into DSA perspective. Risk assessment, risk identification and risk avoidance is what our driving job is really all about.

Defensive driver training, in layman's terms, simply means never making any silly error when there is any danger of anyone else making a silly or stupid error at the same time. **And, more to the point, never risk making a stupid error yourself.**

# A Second Personal Assessment

(Where you might get some impertinent answers)

Quiz No 4b

What sort of driver am I really?

Name.....

Please select the answer closest to my normal attitude towards driving

Circle a,  
b or c below

- 1     a     I try to ignore what other drivers do whilst I am driving  
      b     Other drivers' bad habits give me safety warnings  
      c     Other drivers and their bad habits annoy me at times.
  
- 2     a     I ignore other drivers who want to cut in on me  
      b     If other drivers cut in I drop back to give myself room  
      c     If other drivers want to cut in I close the gap on them
  
- 3     a     I would never use the horn on my car  
      b     If I ever use the horn I usually brake as well  
      c     I sound my horn at least once a day in normal driving.
  
- 4     a     I sometimes frighten myself when I am driving  
      b     I consciously try not to frighten anyone when I am driving  
      c     I am not aware of anyone ever being frightened by me.
  
- 5     a     If I am annoyed by anyone I save my anger until later  
      b     If someone annoys me I let them get well away from me  
      c     If someone annoys me I might give chase for a while.
  
- 6     a     I never flash my lights as it is potentially dangerous  
      b     I only flash my lights to warn others of my presence  
      c     I often flash my lights to tell other drivers off!
  
- 7     a     I choose my speed to suit the mood I am in  
      b     I only drive at the safest speed for that time and place  
      c     I drive faster when I don't have a passenger to distract me.
  
- 8     a     Certain types of drivers and their cars annoy me  
      b     Every driver has his own reasons for what he does  
      c     I get cross with reps and obvious drivers of company cars.
  
- 9     a     Other drivers sometimes make rude gestures at me  
      b     I never gesture rudely or otherwise to anyone  
      c     I make occasional rude gestures at bad or unsafe drivers.
  
- 10    a     I have lost control of my car on occasions  
      b     I always try to be in total control of my car  
      c     My car is always perfectly under control.

This is not a competition of course, but someone else's honest answers enables us to be much more aware of ourselves as drivers!

Score                      \_\_\_\_\_ As                      \_\_\_\_\_ Bs                      \_\_\_\_\_ Cs  
..... is an Anxious driver;                      or                      Average;                      or                      Aggressive ?



## A Personal Behaviour Assessment

**Are you really Anxious or Aggressive? Or are you just Average? How can you become well a “Well Above Average” driver instead?**

How can you find out? How can you change your attitudes towards other road users to make you safer, and become an ‘Advanced - or better still - **Defensive**’ Driver?

There are two parallel paths of training to be followed. Initially we need to think in terms of **Vehicle Control**, which itself has three stages; and also of **Situation Control**, which is achieved through the application of Forward Planning to ensure full and **total Hazard Perception**.

The three stages of **Vehicle Control** are:-

- Smoothness of the transmission chain, which is effected through the accelerator to the engine, clutch, gears, transmission to the driving wheels;
- Maintenance of equal grip by all four tyres throughout bends and any change of direction; and
- Correct positioning and adjustment of speed of the vehicle through opening and closing bends.

**Situation Control** appears to be a little more difficult to pin down in stages. It is really dependent upon your abilities to look as far ahead as possible and take note of all that is happening, is likely to happen and that which might conceivably happen; and at the same time make contingency plans for each option. This can only be done by applying a consistent driving plan. If the plan is used consistently the driver can rely on quick reactions and excellent observational skills to maintain total control over any potential situation change. Skilful drivers often believe their reactions will always get them out of problems created by their lack of observation. Others hope they can rely on excellent observation to make up for weak reactions. Foolish drivers are those who rely on the safe actions of all other road users to keep them from danger. This is what **Situation Control** is all about - making sure that your own vehicle and its occupants remain perfectly safe regardless of what any other road user may do.

This is why the DSA system of driving test marking is so successful. **Dangerous** and **serious** errors are automatic causes of failure at any stage of testing. Minor driving errors are only acceptable, (to the DSA), for those drivers who are taking their initial  driving test. Advanced driving assessments cannot allow even minor errors to be ignored. Uncorrected and repeated, minor errors are the real cause of most road traffic crashes. Advanced and defensive driver training courses are aimed at identifying and removing or reducing all minor errors. Even repeated minor errors may eventually kill.

Aggressive and anxious drivers consistently make more errors. Minor errors make drivers vulnerable. Repeated minor errors inevitably lead into a confrontation. Unresolved confrontations rapidly turn into a crisis. At this stage vehicle control skills might help; provided everyone involved uses them. Unless the crisis is averted it becomes another road traffic incident. **To everyone else it may be a statistic; to those involved it is often a matter of life or death.**

## **ASSESSORS NOTES ON THE PERSONAL BEHAVIOUR TEST:**

This two part test is obviously more of a fun one than any of the others. All drivers need to show just a little bit of aggression in their driving. Equally they also need to be slightly anxious in other circumstances. So a good score in the first test would be to get 1a, 8 b's and 1 c. The thing to remember is that most course students will discover that the "b" answer is the one they ought to be putting down half way through the test. For this reason it is essential to remind them, at the end of the training session, that the real benefit of the scoring system depends upon the opinions of their spouses, friend or in the passenger seat. At least it will let them know if other road users think they are too anxious or aggressive.

The real benefit of this particular pair of quizzes lies in the two additional pages between the tests. The first of the two pages explains in detail the principle behind the DSA marking system, and shows how we can demonstrate how it works in our day-to-day driving. It also explains how we use the marking system in our driving assessments too.

The second page draws attention to the need for all drivers to develop full vehicle control before they can think of calling themselves advanced drivers. It also points out the three stages of vehicle control which need to be improved each before the next can be started. Drivers usually need quite a lot of practice before they can achieve the state of coping perfectly with opening and closing bends.

It is by getting them to look for and then cope with opening and closing bends that you can also get them to want to look as far ahead as possible and through this plan their driving effectively.

Remember that most drivers will never reach the standard of being able to cope effectively with every bend. Nor will they be able to drive correctly around every corner; but wanting to do so is the beginning.

At the end of this training session drivers should be convinced that there is so much more to learn about advanced and defensive driving they will never want to stop learning. They will continue to learn long after you have gone.

This is the beginning of being a good safe defensive driver.

## SEEING IS BELIEVING

Many years ago three American road safety experts devised a system for scanning the road ahead. Their names were: Harold Smith, John Cummings and Reuel Sherman. More than 30 years later the Smith-Cummings-Sherman system of how to look, see and observe whilst you drive still holds good.

There are five features of the system.

**Aim high in steering; Get the big picture; Keep your eyes moving; Leave yourself an out; and Make sure they always see you.**

This system has now been adapted so that you can actually measure your own driving eyesight scanning system and, if you need to, aim to improve it.

### AIM HIGH IN STEERING

**You need to watch well ahead when you are steering. Pedestrians look five or ten feet ahead of them when they walk - looking for coins (or worse) on the pavement ahead. As drivers we must pick out a steering path for several hundred yards (metres) ahead.**

### GET THE BIG PICTURE

**First of all make sure you see the whole of the road ahead - including the wide angle shot from pavement to pavement, and the telephoto shot from your bumper to the horizon. Divide what you see into two groups - static and moving. It is the moving ones who give you cause for extra care and planning.**

### KEEP YOUR EYES MOVING

**When we concentrate our eyesight is confined to a cone of sharp visual concentration only three degrees wide. That means that you can only see an area five foot wide at 100 feet (1.5 metres at 30 metres). Everything else is blurred. This means that you read a number plate on a bus ahead, but fail to notice the passengers walking towards the door. Move your eyes so that you never have to say "Sorry I never saw you!"**

### LEAVE YOURSELF AN "OUT"

**Perhaps the most descriptive way to think of this is never to let your safe stopping distance get ahead of your clear vision ahead. Remember it is not speed that kills, it is excessive speed for the conditions at that time. Accidents are always blamed on the unexpected. If you anticipate an accident you will never have one.**

### MAKE SURE THEY ALWAYS SEE YOU

**Eye contact, indicators, arm signals, flashing headlights and even judicious use of the horn are all ways in which you can make sure your presence is known by other road users who may be just about to seize your road space. The corollary to "*I never saw you*" is "*I never thought that you would really do that!*".**

Now let us see how we can test our visual scanning system.

For each of the FIVE items in each stage: SCORE 4 if your answer is Always; 3 if it is Mostly. Score 2 if your answer is Usually; 1 if it is Often ; and score 0 if your answer is Never.

## Quiz No 5

### AIM HIGH

- Do you always keep your car well centred in your traffic lane; [ ]
- Do you always look and plan well ahead of where you are now; [ ]
- Do you always follow a safe path when turning left or right; [ ]
- Do you always slow down sufficiently before turning; [ ]
- Do you avoid worrying oncoming traffic when turning? [ ]

Aiming High Score [ ]

### THE BIG PICTURE

- Do you always see obstructions well in advance; [ ]
- Do you always change lanes early enough; [ ]
- Do you always anticipate traffic light changes; [ ]
- Are you never taken by surprise by another road user; [ ]
- Do you always know what other drivers are going to do? [ ]

The Big Picture Score [ ]

### EYES MOVING

- Do you always check the sides and rear frequently; [ ]
- Do you always adjust your speed smoothly in response; [ ]
- Do you always take smooth avoiding action in good time; [ ]
- Do you always check side roads and behind parked vehicles; [ ]
- Do you always check all your mirrors before any action? [ ]

Eyes Moving Score [ ]

### LEAVE AN "OUT"

- Do you always keep a safe stopping distance; [ ]
- Can you always see round what is in front; [ ]
- Do you always drop back when conflict looms; [ ]
- Do you always select a safe speed for junctions; [ ]
- Do you always slow down when accident potential rises? [ ]

Leaving a safe "out" Score [ ]

**DO THEY SEE YOU?**

Do you tap the horn lightly when needed;

[ ]

Do you always give pedestrians the benefit of the doubt;

[ ]

Do you always make sure drivers can see you when you overtake them;

[ ]

Do you always use the hold back position intelligently;

[ ]

Do you always signal effectively and efficiently?

[ ]

**Are you seen Score [ ]**

**Total Score [ ]**

## **What your Scanning Score means:**

### **How to evaluate the Rating Scale used in this “Driving Assessment”.**

With a maximum total of 100, you can measure your driving vision in comparison with other drivers tested by the same assessor. You can also confirm your own driving skills have improved with further training and self assessment.

- 100 - 90      This is a first class score; but do you maintain it on the road?**
- 90 - 80      You are almost there. Just a little bit more effort is needed.**
- 80 - 70      You are probably an ‘average’ company driver.  
(Only one motoring incident a year!)**
- 70 - 60      Had any close encounters lately?**
- 60 - 50      There is enormous scope for improvement.**
- 50 - 40      You probably trust that other road users use a safe system.**
- 40 - 30      You obviously rely on everyone else to keep well clear of you.**
- 30 - 20      Take care whenever you ride your bicycle  
(You don’t really hold a car driving licence do you?)**
- 20 - 10      Do you have good life insurance?**
- 10 - 0      Life ASSURANCE needs to be your first priority.**

As with all of these driving exercises, whether on paper or taken in the car. It is essential to realise that there is no point in taking a test and putting on a special effort for it, unless this is really the way you do behave when behind the wheel.

**Driving is a life saving business. Only if you give the driving task your full attention all the time you are on the road, can you rely on getting home safely after every journey.**

## **ASSESSOR'S NOTES ON THE EYESIGHT SCANNING TEST:**

The difference between any bad driver and an average driver, between an average driver and a good driver; and between a good driver and an excellent driver in each case depends upon how much more the better driver sees than his - or her - not so good colleague. Observation is the key to all advanced driver training and assessment systems.

It may be helpful to explain the differences between looking, seeing, observing and perceiving. We all look as we drive, but not all drivers see what needs to be noticed. Observation is the fine tuning of seeing, where the driver is actually knowing where to look, what to see, and what needs the fullest attention. Perception can be regarded as the ultimate form of observation, where the driver is able to perceive what is about to happen by observing all around and making a professional judgement of the road and traffic situation. (Read the following exercise, which may well be given as an extension to this one.)

Although it can only be taught properly in the car, on the road, and in traffic, the basic principles of the visual search system can be easily explained in the classroom. By using the very well known and used Smith-Cummings-Sherman system you can give your students a pattern on which to hang their future training. Most of them will be able to recognise the value of each of the stages and it would not be difficult to get them to appreciate - even in the classroom - how important it is for them to use their eyes positively instead of just staring ahead into the middle distance hoping to spot something of value.

As a scoring system the quiz is quite weak. Most drivers will want to say yes to almost every question in each of the stages. However this is no matter, because when they have completed the scoring system you can go back to the beginning and ask your class what they actually understand by each of the six sentences in each stage.

Depending upon the numbers in the class you can ask them for more or less detail. For example with six students in a class you would be able to ask their interpretation of five separate steps. With a class of fifteen you need only get two responses from each person. With larger classes you could divide them into five groups and get each group to discuss and report back 'workshop' fashion.

The aim of the lesson is to ensure that by the end of it, each student is fully aware of the dangers of not being observant, and to understand how better observation and perception can be obtained.

## LOOKING, SEEING, OBSERVING & PERCEIVING

Most people look; and about fifty percent of drivers see where they are going. That means that if something happens in front of them they become aware of it. About ten percent of drivers really observe what is happening around them. That is they actively look for, and make a note of, what may affect them and their driving progress in the next few seconds.

Perception is the art of observing, combined with practical planning, so that you can know anticipate other road users immediate actions and reactions. By using your perception you can start to plan what you need to do too.

Perception is best achieved by scanning the road ahead and all round you. Never let your eyes rest. Give them something to do all the time you are behind the wheel. Keep your brain actively involved in your driving plan as well.

**Perception puts observation into perspective; perception tells you what you can expect to observe very soon.**

How far ahead should drivers be looking? The answer is usually ten times as far as most drivers actually do. For many people the term "**The Two Second Rule**" has developed a completely separate meaning from that which was intended.

Most drivers regard looking two seconds ahead of themselves as sufficient. In fact two seconds is the absolute minimum safe following distance you can ever have. If the road, weather, vehicle, tyre or driver conditions are not perfect, then you must double or treble that distance. If you add the necessary thinking, planning and reacting time, you can see that fifteen seconds is the minimum distance ahead that you should be looking, seeing, observing and hoping to perceive. Add even more seconds if you are late or the traffic is busy.

Work out your current minimum stopping distance in terms of car lengths. Then add to that your reaction distance - which is at least a second if you are feeling good, and five or more if your mind is likely to wander. Then add further five or ten seconds for planning; plus a second or two for comfort.

By staying back you can also see traffic ahead more clearly. A secondary benefit gained by holding back, is that you get time to look sideways, down into turnings and junctions, across hedges, and through your mirrors too.

The rules for mirrors are brief and simple:

- Always use them well before you change speed or direction for any reason.
- Look into them even more often as the rate of change behind increases.
- Perception works for mirrors too.



## Quiz No 6

Now let us try some simple questions on seeing and observation:

- 1 **Do you need glasses or contact lenses for driving - if so do you always wear them when at the wheel?**
- 2 **Can you read a car number plate comfortably at a cricket pitch length - 20.5 metres or 22 yards? Is your eyesight just as good at night too?**
- 3 **Which scanning procedure will best help you to judge the speed and distance of other road users?**
  - a Using your mirrors regularly
  - b Moving your eyes all round
  - c Looking through car windows
  - d Looking at reflections in shop windows
- 4 **What are your blind spots?**
  - a Areas you cannot see in your mirrors
  - b Parts of the road hidden by trucks and buses
  - c Hidden gaps between parked cars at the side
  - d Mental blocks about motorbikes, cyclists or pedestrians
- 5 **Glare recovery is the term used to show how long it takes for your eyes to become accustomed to the dark after being blinded by bright lights. Is it?**
  - a The same for all drivers
  - b Worse for older drivers
  - c Worse for new drivers
  - d Worse at dusk or dawn

**Answers:**

Only **you** can answer **Q 1 and Q 2.**

Question 3 The correct answer is b; but the others work as well.

Question 4 The correct answer is a; but once again the others need to be taken into account as well.

Question 5 The correct answer is b;. But once again each driver is an individual and it is up to you to make sure that your own glare recovery takes place as quickly as possible. You can help it by looking away from strong oncoming lights for instance. Or by narrowing your eyelids if it helps.

**If looking, seeing, observing and perception** are the logical steps of receiving information, there are four parallel stages for recognising risk potential, and avoiding road-crashes.

Before a road-crash can take place there has to be a sequence of actions which, if broken, can normally enable the accident to be averted completely.

- **Vulnerabilities** lead to confrontations;
- **Confrontations** lead to crises;
- **A crisis**, if left unresolved easily becomes a **crunch**.
- **If you never make yourself vulnerable you cannot have a crunch.**

Being **vulnerable** is being closer than four seconds to the vehicle ahead; or getting too close to oncoming traffic; or turning right before you have confirmed the new road is empty and safe. Overtaking unsafely is the most dangerous of all vulnerabilities. Being vulnerable is bad enough, but never put yourself at risk if it means you need to rely on the good will, skill or kindness of another road user.

You are vulnerable if you are not looking for danger as you pass side roads, or for pedestrians stepping from between parked vehicles.

You can avoid making yourself vulnerable all the time you are driving, by actively using your observational and perceptive skills.

Whilst you are vulnerable any other road user, a car thief, a drunk or aggressive driver, or nut case, can turn your vulnerability into a confrontation. If the confrontation is not instantly resolved, then you have a crisis on your hands. You alone cannot cure a crisis. It normally needs the sane and instant actions of all the road users involved. How safe and sane are the others involved? Do you know? Can you know?

Once you are into a crisis situation, the only thing that prevents it becoming a road traffic incident is the skill of all participants.

Safe driving is never having to say "Sorry". Safe driving is especially not having to apologise to another road user, to a policeman, to an insurance company, to a magistrate or judge, or worst of all, to someone's widow and dependants.

## **ASSESSOR'S NOTES ON THE EYESIGHT PERCEPTION TEST:**

This second exercise on observation is a much more personal one. It can be used as an extension of the previous quiz. Together they would make an ideal lesson sandwich, with plenty of discussion and comment in between. The answers in most cases are up to the individual thinks and does, rather than what they know.

The object of course is to encourage responsibility in drivers. If they wear glasses to make sure they always put them on, and the lenses are clean. The onus is put squarely onto each driver to ensure that they know the dangers of not looking and seeing. It is also to encourage them to become much more observant of the road ahead and more perceptive of the likelihood of change. It is this awareness of change and the dangers it brings which is why drivers need to look ahead and plan at all times.

This quiz is probably the lightest of all the whole series, and yet the most demanding of them with regard to the way they treat their driving.

Instead of trying to get them to score high marks the object is to get them to think about what they are doing at all times. About the only additional point which the teacher needs to add, is that even though every member of the class is fully aware of their own commitment to safe driving, they still need to bear in mind that any other road user coming towards them may well not be wearing the glasses they need. Other road users will not be scanning the road for dangers, and will not be aware of any of their blind spots, whether visual or mental ones.

The role of the Mentor in this instance is very low key. All that needs to be done is to use the various questions, and the answers supplied, as the starting point for a whole series of short discussions. It is these discussions, amongst all members of the class which may encourage them to change and adjust their attitudes to the way they drive and regard other users.

Regardless of which lesson quiz is used as the final stage of any lesson, and this one lends itself to it ideally, the aim is to ensure that all members of the class are much more aware of their own occasional faults, and always willing to accept the mistakes made by other road users.

## DRIVING AND THE ENVIRONMENT

Although it can be argued that the whole principle of the internal combustion engine detracts from the environment, it is a fact of life that the motor car is here to stay. Nevertheless all drivers should do what they can to improve and maintain the highest respect with regards to motoring and the problems that vehicles pose to the environment. Private and company motoring is essential to the economy of every major country in the world.

Public transport will probably never be as convenient and economic to the business world as is the motor vehicle; but we can all do our bit to help keep the environment safe and healthy for our children and the next century. We should all avoid unnecessary short journeys which could take on foot or by public transport. We can make use of park and ride schemes where they are provided.

Many major companies and industrialists now pay careful attention to the need to conserve energy, reduce pollution and think green. Their driving staff are to be encouraged to assist these efforts both in their business and their private lives. It is not just a question of recycling old cans and bottles. It needs a change of attitude towards all the environmental issues. Once drivers understand and believe the need for care, they can play a much greater part in continuing this environmental process. They need to know that:

- Harsh use of vehicle controls uses more fuel, wears out brakes and tyres and makes for increased costs.
- Badly maintained vehicles and exhaust systems can pollute the atmosphere and increase health hazards to those with breathing problems.
- By thinking about how they use their vehicles all drivers have taken the first step towards environmentally friendly driving.

**There are a number of positive actions which all of us can take to help keep the environment clearer, cleaner and healthier.**

1. If you have to use a car, avoid gas guzzlers or ones which are larger than is needed for the purpose.
2. Buy a car fitted with a catalytic converter - and keep the cat efficient.
3. Use unleaded fuel, or diesel.
4. Keep a constant check on your exhaust fumes to ensure they are clean.
5. Have your car serviced and tuned regularly.
6. Keep your speed down to a fuel efficient level.
7. Adjust your driving style to a smooth economic one.
8. Leave your car at home - and walk - when it is possible

How Green is your driving?

Name.....

## Quiz No 7

Answer true or false to each of the following options. Select the answer nearest to your normal attitude towards environmental issues on driving.

State True or False to each of the following options

T / F

1 **Unleaded fuel is better than the old “four star” because**

- a It is more efficient and gives more miles per gallon [ ]
- b It reduces the amount of pollution being produced [ ]
- c It enables cars to perform better and reach higher speeds [ ]

2 **Catalysers which are now fitted to cars are used to enable**

- a Drivers to accelerate more efficiently [ ]
- b Manufacturers to reduce air pollution [ ]
- c Governments to increase the cost of motoring. [ ]

3 **Catalysers as fitted to new cars are:**

- a Very strong, and strengthen the exhaust system [ ]
- b Easily broken and are expensive to replace [ ]
- c Built to last the length the life of the vehicle. [ ]

4 **The working materials from which Catalysers are built are mainly made from:**

- a Stainless steel [ ]
- b Ceramics [ ]
- c Polyester [ ]

5 **When you first start your car in the morning you should**

- a Leave it in your drive with the engine running [ ]
- b Drive off as soon as you can after it has started [ ]
- c Wait until the temperature gauge reaches normal [ ]

6 **Apart from avoiding breakdowns why should vehicles be regularly serviced?**

- a To increase the resale value of the vehicle [ ]
- b To maintain fuel efficiency of the vehicle [ ]
- c To avoid wear and tear on brakes and tyres [ ]

7 **Will any of the following actions by drivers improve the environmental conditions?**

- a Driving at the speed limit at all times [ ]
- b Avoiding harsh acceleration and braking [ ]
- c Coasting into corners and bends. [ ]

8 **A leaking oil seal on the sump of an engine should be replaced because:**

- a Oil leaks will stain your garage floor [ ]
- b Oil mixes with water to make for slippery roads [ ]
- c It is expensive to keep on topping up the oil. [ ]

9 **Off road driving is fun in specialist 4x4 vehicles, but it must be done with care in order to avoid:**

- a Getting mud and dirt on the vehicle [ ]
- b Causing permanent damage to fields and tracks [ ]
- c Frightening animals and walkers [ ]

10 **When vehicles are serviced the old oil which is removed should be:**

- a Disposed of through the domestic drainage system [ ]
- b Taken to a local authority disposal point [ ]
- c Filtered and used again in other vehicles. [ ]

**Score** How many B's did you say 'TRUE' to? \_\_\_\_\_

It is no use scoring the correct answers to the questions unless you apply the principles used in those answers to your normal driving.

There is a need to discuss - and understand - each of these answers in turn.

## **INSTRUCTORS NOTES ON THE ENVIRONMENTAL TEST:**

Although many of the answers to this quiz are obvious, there may be one or two drivers who are not aware of the benefits - and the associated problems - created by the introduction of catalytic converters to all modern motor cars. Most drivers too will be aware of the need, and occasional disadvantages, of unleaded fuel, or for the selection of diesel instead of petrol.

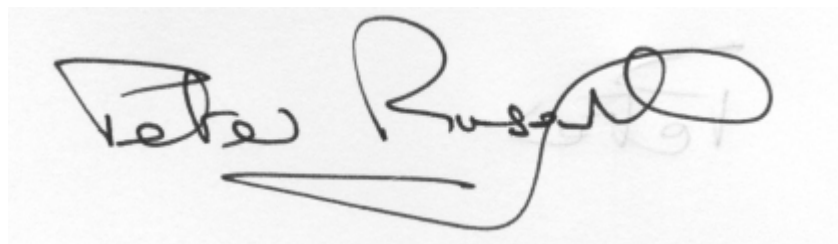
Many of the environmental discussion points have been covered in the previous exercise (Quiz No 7). Use the answers which will be given as a starting point for a discussion on the value of an environmentally friendly approach to motoring. It is certainly one which has been adopted by most of the larger industrial companies and one which they would like their drivers to adopt as well.

Once the course members have completed the quiz, do not mark it as if it were an examination. Use it as the starting point for your discussion on how all drivers can play their part in making motoring more environmentally clean and effective.

Remember too that your role is that of chairman. Allow all course members to express their views, and where necessary and possible allow those who do know and understand the issues to assist in the learning - and possible behaviour change - of their colleagues.

Perhaps the greatest single change that all of us can make, and one which has a direct benefit to all who pay the bills, is to drive more economically. We can all reduce our fuel bills, simply by making more restrained use of the right foot. Heavy acceleration, especially when it is followed by equally heavy braking, is undoubtedly the most expensive driving habit that we all have. UDT have proven to many of our customers that savings of between 12 and 15% in fuel consumption are easily obtained. By teaching drivers to think about the way they drive it is possible to make them all much more fuel saving conscious.

This is only the first step towards an environmentally friendly motoring lifestyle. For example we can teach more efficient use of gear changes, going up through the box sooner, rather than holding back in the lower gears. However the greatest single change is in the way we all think.

A handwritten signature in black ink on a light background. The signature is written in a cursive style and reads "Peter Russell". The name "Peter" is on the left and "Russell" is on the right, with a long horizontal flourish underneath the "Russell" part.

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