

# drive wise

## Fife and Scottish Borders

An evaluation of 2018 - 2019





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This document reports the findings from the 2018 to 2019 Drivewise training courses which run in the Scottish Borders and Fife. The cover courses for pre-drivers, new drivers and senior drivers. There is also a motorcycle course in the Scottish Borders.



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# INTRODUC

*Evaluation of the Drivewise Programme in the Scottish Borders and Fife Council areas*

**Drivewise exists to reduce the numbers killed or seriously injured on Scottish Roads.** This is mainly achieved by seeking to influence the attitudes and behaviours of young and senior drivers in the Scottish Borders and Fife. Drivewise training courses combine practical and theoretical training that raises awareness of local risks and how to manage them as well as the consequences of not adhering to safe driving procedures.

Drivewise is funded by Transport Scotland. Under leadership from Police Scotland the two localities have established innovative partnerships with the emergency services (Fire & Rescue and Ambulance) former British Touring Car champion John Cleland who provides brand new Volvo V40's to the Borders and Clark Motors in Fife who also have sponsorship from Stagecoach.

In the Scottish Borders the initiative is in its third year. In response to recent accidents Police Scotland have added a motor cycle course for 2019-19. Fife is the second authority to adopt the Drivewise scheme, based on three original courses, as follows:

**Pre-Drivers:** Running in both localities, the pre-drivers course aims to familiarise under 17's with basic knowledge of driving and road rules, through simple manoeuvring of a vehicle in an off-road setting.

**New Drivers:** There are different packages adopted in each locality for this age group, both with with the aim of increasing safety for new road users.

The Borders course aims to familiarise those aged 17-25 with the IAM Road Smart models of POWDERY (Petrol, Oil, Water, Damage, Electrics, Rubber and Yourself) and the IPSGA (Information, Position, Speed, Gear and Acceleration).

Fife uses 'Pass Plus' - an established training course from England and Wales It consists of attending an information session and completing six modules about driving in different driving conditions:

- in town
- in all weathers
- on rural roads
- at night
- on dual carriageways
- on motorways

**Older Drivers:** This course raises driver confidence among those of retirement age in both areas, so that older adults can bring themselves up to speed with changes in driving regulations and safety improvements. There is also a voluntary refresher driving session.

# T I O N



## Breakdown of Participants

The participants in each training course are as follows:

**Pre-Drivers Training:** There were 520 respondents prior to the training and 429 afterwards. Based on the pre-driving responses 40% were aged 14-15 and 60% were aged 16-18.

**New Drivers Training:** There were 5 respondents in Fife and therefore not enough to report on publicly.

**Senior Drivers Training:** There were 16 respondents to the pre-training-survey and 126 to the post-training-survey. Of the post-survey respondents most (54%) were female.

**Motor Cycle Training:** Twelve participants took part in the motorcycle training, 75% of whom were male.

## Key Facts

There were over nine thousand casualties on Scottish roads in 2017 (down 14% on 2016). The numbers killed (146) has reduced by 24%. Overall, the percentage of car accidents is down by 15% and the percentage of motorbike accidents is down by 13%.

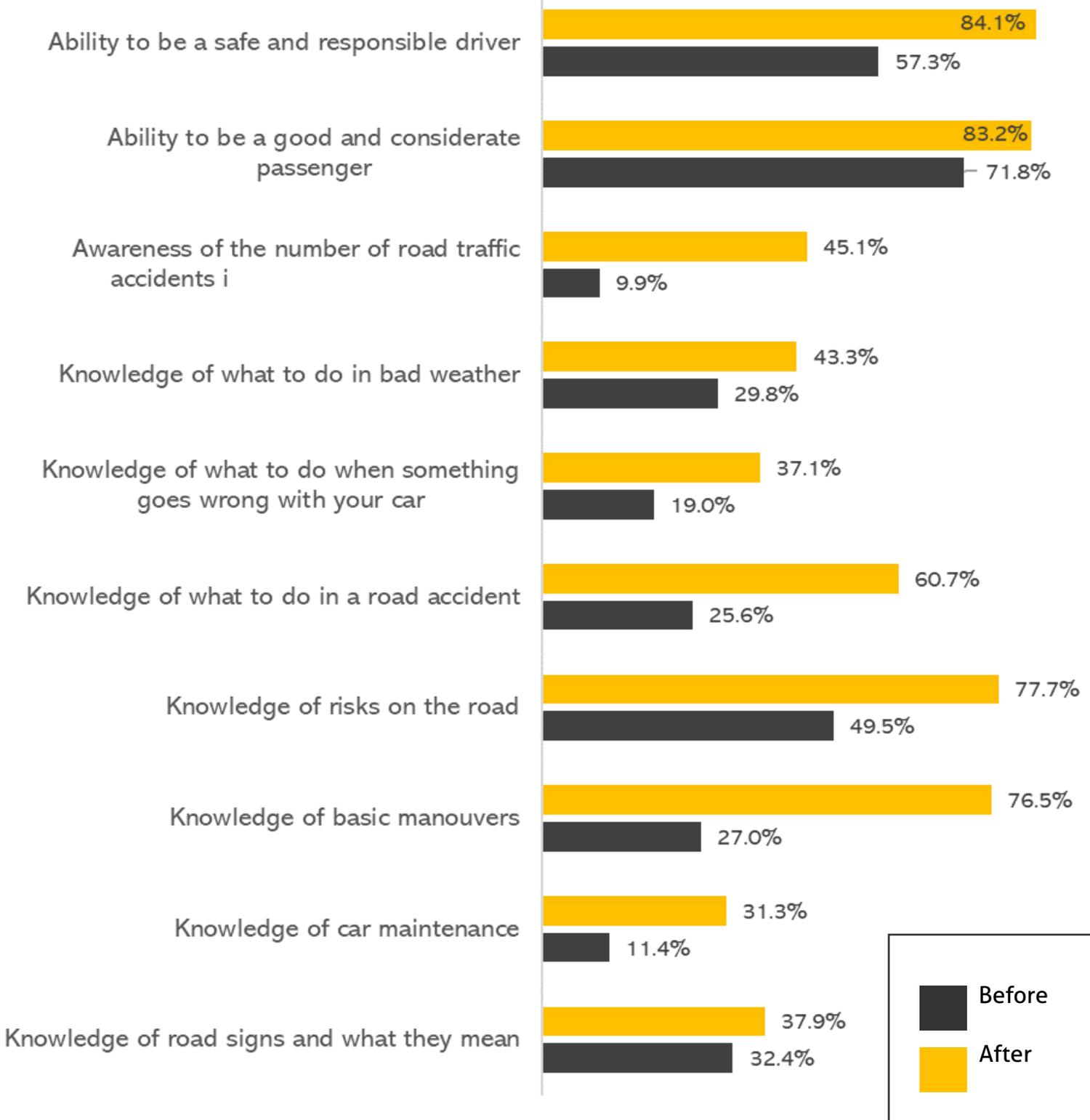
Fifteen per cent (1,384) of all casualties in Scotland were aged 16–22, a fall of 14% on 2016. Almost sixteen per cent were aged 60 plus, a fall of almost 11% on the previous year.

Reductions in casualties are good news for those working to keep Scotland's roads and communities safe. Nevertheless, efforts continue as casualties remain more fatal on non-built-up areas, where 3% of casualties lost their lives and 20% were seriously injured (compared to 1% and 15% respectively in built up areas).

This affects rural areas like Fife, which has more than a 4% share of road accidents (314) and casualties (424). Similarly the proportion of road accidents (185) and casualties (273) is disproportionate to the share of the population in the Scottish Borders at almost 3%.

Although causal links between reductions in accidents and Drivewise training are difficult to prove, participants report on a range of benefits to taking part.

Chart 1: The % of participants rating confidence levels at 4 or 5



### Confidence levels improved after training.

The charts above show confidence levels before and after the pre-driver training course (chart 1) and the difference in confidence levels after training (chart 2). The data represents the proportion of respondents (n=518 before and 435 after the training course) that scored 4 or 5 out of a maximum of 5, where 1 is 'not confident' and 5 is 'very confident'.

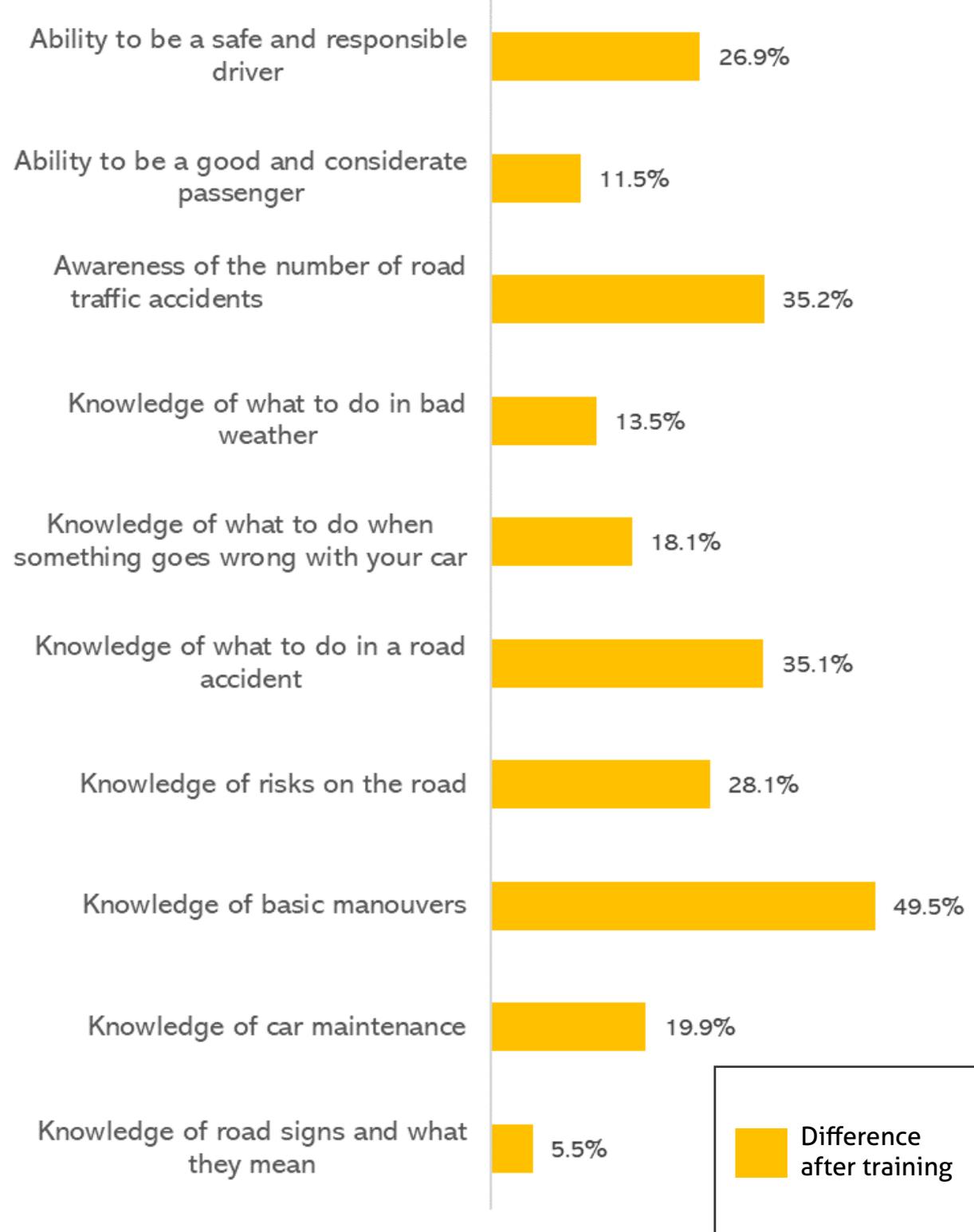
The most significant change was the improvement of almost 50% in '**knowledge of basic manouvers**' from 27% before to 76.5% after the training.

The next most significant improvement was in relation to '**awareness of the number of road traffic accidents**', which improved by 35.2% after the training.

# CHANGES IN CONFIDENCE

Results from the Pre-Driver training courses

Chart 2: The difference in the % of participants rating confidence levels at 4 or 5 after training



Similarly '**knowledge of what to do in a road accident**' improved by 35.1%.

Meanwhile, the most positive levels of confidence overall were attributed to the '**ability to be a safe and responsible driver**' with 84.1% of participants giving this a positive rating after the training - an improvement of 27%.

Although most participants (83.2%) were very confident in their '**ability to be a good and considerate passenger**' after the training, this improved the least (11.5%) due to the high proportion of pre-drivers (72%) already confident. '**Knowledge of risks on the road**' improved by 28% (from 49.5% to 77.7%). Therefore skills, knowledge and awareness of risks and ability to be safe and responsible improved the most.

# REDUCING RISKY DRIVING BEHAVIOUR RAISING ABILITY

Results from pre-driver training courses

A primary purpose of training for pre-drivers is to reduce the likelihood of risky driving behaviour. Therefore participants are asked how likely they are to attempt a range of commonly identified risks before and after the training. These range from things that are not necessarily illegal but are hazardous: such as driving when weather conditions are bad; to things that are illegal such as making or receiving calls on your phone while driving.

With a scoring system where 1 equals 'Very Unlikely' and 5 equals 'Very Likely' results seek to determine how many more participants selected levels 1 and 2 after the training and the level of change from scores recorded before the training.

**Results reveal that there was an overall reduction in the likelihood of engaging in risky driving behaviours on most risk factors.**

After the training participants were much less likely to adjust the radio or stereo, where the likelihood or risk reduced by 24%. Similarly 19% more participants said they were now less likely to keep driving when the weather conditions are bad. More than 15% of participants also agreed that they would be less likely to keep driving when they felt tired.

The majority of participants (95.5%) were very unlikely or unlikely to read messages or message friends while driving before the training. This appeared to reduce by 1.8% after the training indicating no significant change.

"Drivewise was amazing! I'm going to be so safe on the road and be more careful."

"I've improved my knowledge and ability of basic manouvers."

"Thanks for all the help and for allowing us to drive real cars."

"Police here are nicer than in the movies."

"This was a well managed course."

"The driving experience as a whole was really enjoyable."

## Likely

The proportion of participants who were likely to keep driving after training (n=5)

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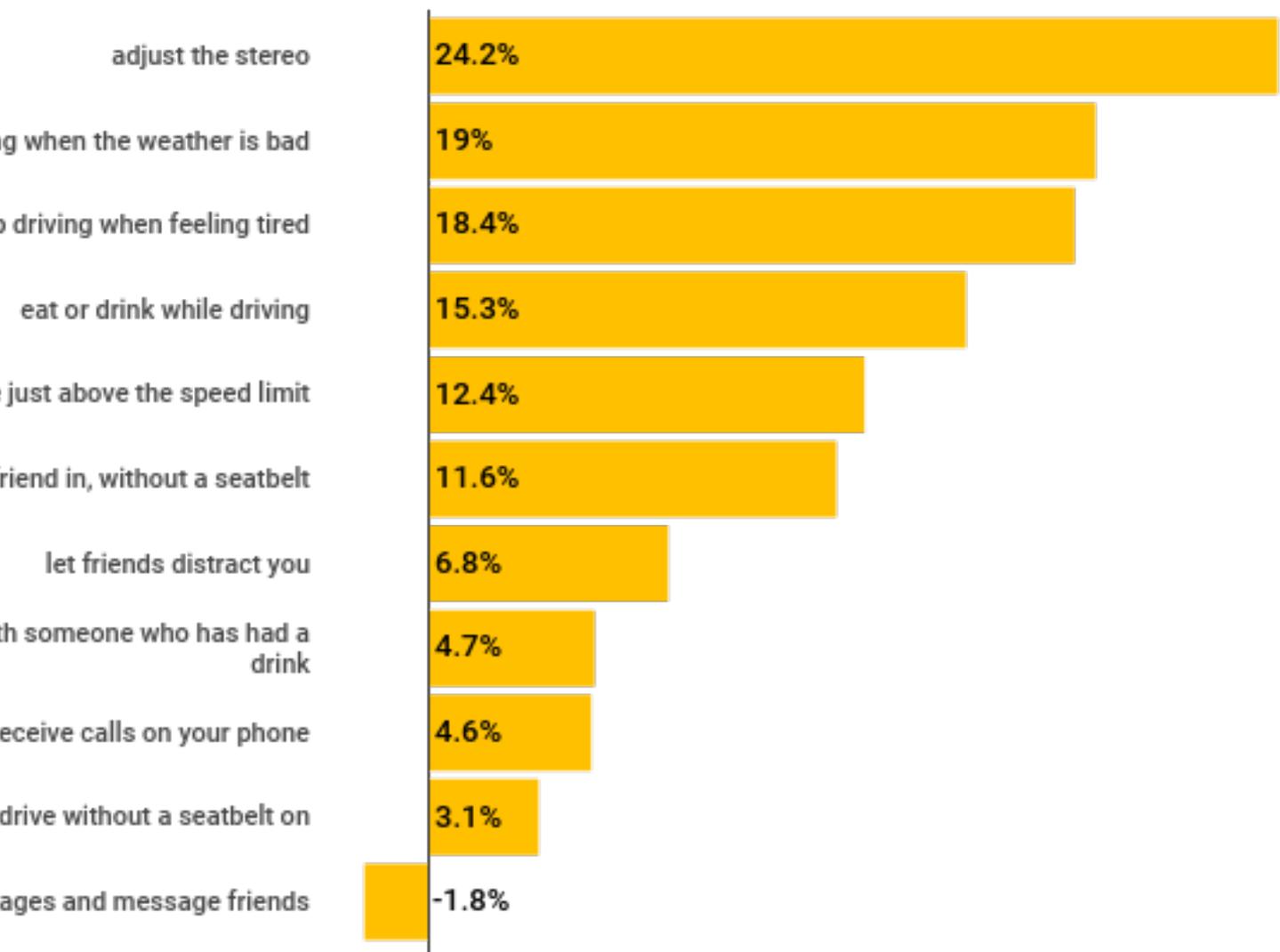
# RISKS ABILITY

Prior to the training pre-drivers said that the main reasons they want to take part in Drivewise is to learn new skills (67%) and to become more confident about driving (55%). After completing the training course the three most highly rated aspects were: the driving instructors; the opportunity to learn and develop new skills and learning basic manoeuvres. Therefore, participants feel that their aims are being met by the training course.

## likelihood of risky driving

*Results from  
Pre-drivers*

... of participants that are less likely to engage in risky behaviours after the  
(517 before and 435 after)



# CASE STUDY

Case studies carried out from the pre-driver training courses

Distribution of points by school

Case study groups distributed 100 points according to which course element had the most impact.

	Raise awareness of risk	Increased confidence to manage risk	Increased knowledge of safe driving behaviour
Waid Academy	22	28	22
Earlston Academy	28	19	25
Peebles High	20	11	31
Madras College	18	14	19

# 36%

Improved driving skills were seen as the most beneficial aspect of the course by over a third of pre-driver trainees.

“Just being able to get behind the wheel of a car was seen as key to improving driving skills. Practical elements were mentioned i.e. learning how to change gears, which was required to drive slowly safely” (Teacher)

“I didn’t think I would be able to drive but this helped me overcome my fears” (Pre-driver trainee)

“I learned that when driving it’s not just me I need to look out for” (Pre-driver trainee)

Feedback

# IES

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**Four case study groups were selected to develop an understanding of ways that schools and pupils were engaging with the Drivewise programme.**

In workshops before the training it emerged that participants struggled to define 'safe driving' beyond the laws of wearing a seatbelt or driving within the speed limit. Post training workshops revealed that participants became better informed.

The Drivewise interventions include virtual reality, talks from emergency services and getting behind the wheel to learn basic maneuvers.

To rate the main benefits, participants were given adhesive dots to place on charts headed with the four main learning outcomes. Each participant chose how many dots to place on each sheet. If there were no dots, the outcome was not perceived as beneficial. More dots meant the outcome was more beneficial. Each group had 100 dots (or points), shared equally between participants to allocate based on their views.

It is apparent from the results that all four of the main learning outcomes are viewed with some importance, with points distributed across all four outcomes.

Participants in each school gave a slightly higher benefit rating to 'improved driving skills' with an average 36% share of the points. This was highest for students at Madras College in Fife where almost half (49%) of the benefit points were attributed to this outcome. Peebles High School in

the Scottish Borders also attributed a higher proportion of their points (38%) to this outcome. Earlston Academy in the Scottish Borders found 'improved driving skills' and 'raised awareness of risk' to be of equal benefit (each achieving a 28% share of the points).

Increased confidence had the lowest share of the points (18% on average), suggesting that participants need more practise before they will feel confident at managing risks. For some, the emphasis on risk made them more apprehensive, as this feedback shows:

***"The crashed car made me nervous and aware of the dangers of driving."***

***"The discussion with emergency services highlighted the sometimes fatal consequences of getting behind the wheel."***

Nevertheless, most participants alluded to gaining the confidence to be safe and responsible:

***"Learning the basic skills has helped build my confidence. I feel I can now progress to a higher level."***

***"I am more confident in my ability and understand that I have a responsibility to drive safely."***

Consequently, Drivewise has introduced pre-drivers to practical driving skills; whilst alerting them to potential hazards. Given that this is an introductory course, it is understandable that participants seek more time learning to drive, to reach full competence and confidence.



# 97%

of senior drivers rated the drivewise course as good or very good (4 or 5 out of 5).



# 96%

said that the course was good or very good at making you think more deeply about driving safely.



# 95%

found that the course was relevant to their age and that the instructors and presentations were good or very good.

**Senior drivers that attended courses in the Scottish Borders and Fife (n=126) were impressed with the content and used terms such as 'wake-up call' and 'refreshing' to describe what it meant to them.**

**Before attending the Drivewise course for senior drivers**, participants said they were most confident in their knowledge of risks on the road - with 63% rating this at 4 or 5 (where 1 equals not confident and 5 equals very confident). This was followed by 'ability to be a safe and responsible driver' (with 62% rating themselves as confident or very

confident). There were 60% of senior drivers that themselves confident or very confident in 'knowledge of basic manouvers'.

**After the course**, there was a 40% rise in confidence of participants' ability to be 'safe and considerate passengers' and a 27% rise in confidence of their 'knowledge of what to do in bad weather'.

Senior drivers were very risk aware before the training, with most claiming that they were unlikely to attempt most of the risky driver

# SE

Results from the s



# SENIOR DRIVERS

senior drivers training courses



behaviours identified. There were nevertheless one or two exceptions. Some senior drivers were prepared to 'eat while driving', which after the course this changed with 20% more saying they were now unlikely or very to eat or drink while driving (60% before to 80% after the training).

There was also an indication that around 13% more participants were unlikely to give a lift to a stranger, although most already felt that they wouldn't do this (73% before to 87% after).

Before the course some thought that they might

adjust the radio or keep driving when the weather was bad. There was only a slight change in attitudes with only 4% more saying they were now unlikely to do this (60% before to 64% after training). Consequently around 14-15% admitted they would still attempt these risky driving behaviours.

Likewise, there was no change in the proportion that were prepared to drive just above the speed limit (12%) after training. Therefore Drivewise appears to have been a good confidence boost to senior drivers with some risks being reduced.

# MOTORCYCLE

*Results from the Motor Cycle training course in the Scottish Borders*

**2018-2019 was the first year that Drivewise Borders had offered motorcycle training as part of the Drivewise package. It was arranged in response to a recent increase in motorcycle related incidents in the area.**

Of the 12 participants, a third stated that they had already completed an advanced driving course, or held an additional license.

Nonetheless, there were marked improvements in confidence. The greatest rise of 75% related to 'knowledge of basic manouvers', where a quarter of participants were confident or very confident before the training, compared to all 12 participants feeling confident or very confident after the training.

There was an increase of 50%, when after the training all participants rated themselves as confident or very confident of what to do in bad weather.

Meanwhile, a similar improvement of 50% in confidence was attributed to 'awareness of local road traffic accidents', a shift from 33% to 83% of participants selecting confident or very confident after the training.

There was also a significant improvement in confidence of 42% regarding 'knowledge of road signs and what they mean' and 'being a safe and responsible driver', both rising from 58% to 100% of participants feeling confident or very confident.

As with other courses highlighted in this report, the drivewise training also led to reductions in the likelihood of participants adopting risky motorcycle driving behaviours.

The most significant change of 50% related to

'driving just above the speed limit', where the proportion of participants stating that they were unlikely or very unlikely to do this shifted from 42% before the training to 92% afterward.

A similar trend emerged for those that would keep driving when the weather conditions were bad. After the training an additional 42% were unlikely to do so.

After the training all participants (100%) said that they were unlikely or very unlikely to speed up to get through traffic lights - a reduction in likelihood of 27%.

Indeed all 100% of participants also affirmed that they were unlikely or very unlikely to do the following:

- let friends muck about and distract them when riding;
- get on the bike with someone who has had a drink
- read messages and message friends
- make or receive calls

Although, participants were already of a mind that they were unlikely to attempt these risks prior to the training.

Overall participants rated the course very highly. They were most appreciative of the opportunity to learn and develop new skills and the overall content of the 'Drivewise Motorcycle Course'. A high rating was also given to the driving instructors, the relevance of the course to the age of participants and the way that the course made participants think more deeply about road safety.

The comments (opposite) highlight some of the positive feedback received.

# RIDERS



*"I realised that if you concentrate on improving your skills, the speed and ability will come."*

*"I learned what bad habits I had that were somewhat ingrained, and what to do to 'unlearn' them and embed best practice e.g. better/correct use of the rear brake."*

*"I learnt a lot about observation skills, forward planning and road positioning; also braking, cornering, slow-riding and correct procedures on overtakes. Also some pre-ride bike checks and general bike maintenance - all very useful."*

# CONCLUSI

## *Conclusions on the overall evaluation results*

Against a backdrop of year on year reductions in Scottish road casualties, credit must go to schemes like Drivewise that leave no room for complacency. Results presented in the report confirm that efforts to change attitudes towards driving are having an immediate impact.

For pre-drivers there were increased levels of confidence in:

- **knowledge of basic manouvers**
- **awareness of road traffic accidents**
- **knowledge of what to do in a road accident**

At the same time, Drivewise participants left the course believing that they had the ability to be safe and responsible drivers.

After completing the training more pre-drivers felt less inclined to engage in the following risky behaviours:

- **adjusting the stereo or radio**
- **driving in bad weather conditions, and**
- **driving when feeling tired**

Case studies carried out in four schools in Fife and the Scottish Borders suggesting that learning new driving skills was the most beneficial aspect of the training. Some considerations needs to be given in future to whether fears of risks are being over-emphasised. Nevertheless, the foundations for good driving and safety consciousness are being laid in the pre-drivers training.

Responses from participants in the refresher course for senior drivers highlights that the majority of participants found the training to be good at making you think more deeply about driving, due mainly to good presentations and instruction. Most already have high levels of consciousness of driving risks, although more stated that they were now unlikely to drink or eat while driving.

The training appeared to have a positive impact, with higher levels of confidence emerging in relation to the following:

- **the ability to be a safe and considerate passenger, and**
- **knowing what to do in bad weather.**

2018-19 is the first year that the motor cycle course ran and numbers are too few to draw any firm conclusions. Nevertheless, for those that took part the areas that improved the most were:

- **knowledge of basic manouvers**
- **knowing what to do in bad weather**
- **awareness of local road traffic accidents**
- **identifying road signs and what they mean**

Participants felt confident that they would now be safe and responsible drivers. There were changes in attitudes to risks with more claiming that they were now unlikely to drive above the speed limit, keep driving when the weather was bad or speed up to get through traffic lights.



# ON



In conclusion, the Drivewise training courses build good foundations for pre-drivers that raises their consciousness of risks and how to be safety aware. Nevertheless, it is difficult to know how much of the learning and benefits are sustained once participants start learning to drive or pass their test.

The numbers of new drivers were too few to report, although there is merit in actively targeting this higher risk group in future.

Senior drivers appreciate the Drivewise course,

with it having some impact on confidence. It may require a more sustained input before significant changes in behaviour are evidenced.

Conversely, participants in the motor cycle training seem to have reflected on their attitudes and behaviours to risk, whilst raising their road skills and knowledge.

Overall, results confirm that Drivewise training is making a positive impact on driving skills and confidence, whilst reducing the likelihood of risk at all ages and stages of driving.



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