

# Assessment or Education – What's the difference?

By Ian Edwards

# Learning lessons

Thank you for sharing:

- Buckinghamshire County Council – June Howlett
- Merseyside Road Safety Partnership – Jean Hunt

# What do I mean?

## Assessment:

Recommendations / training delivered on what the assessor observes.

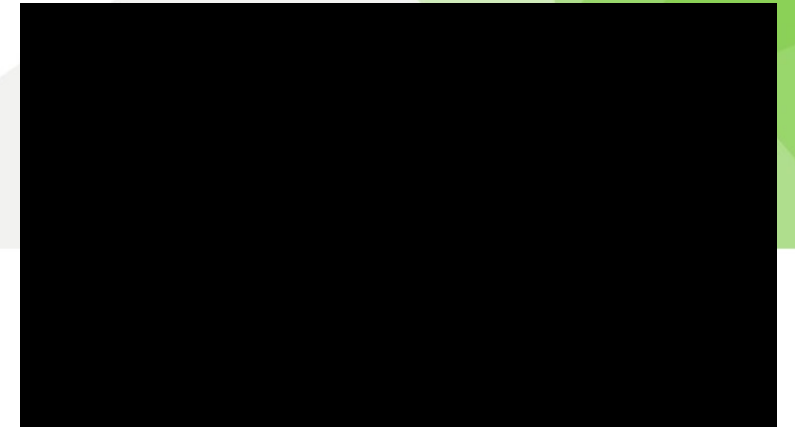
## Education:

Includes the above, but also includes some type of structured input.



# Assessment of perceived need

- Trainer arrives:
  - Asks questions
  - Completes an assessment drive
  - Then focus on perceived areas of development.
- What are the limits with this approach?
  - Issues may be missed!



# Mature driver schemes – evaluation

## Buckinghamshire County Council

- Underpinning approach – assessment

## Merseyside Road Safety Partnership:

- Assessment and a short micro-lesson
  - Micro-lesson - Aims to increase the drivers' awareness of glare recovery times and loss of peripheral vision

# Comparison

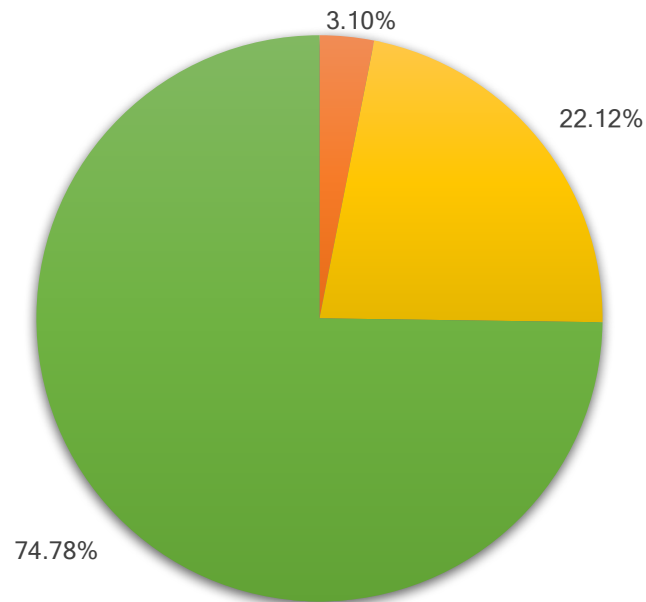
## **Bucks**

- Started in 2013
- Evaluation:
  - Post-course questionnaire
- 230 responses analysed
- 62% male / 38% female
- Mean age 78

## **Merseyside**

- Started in 2016/7
- Evaluation:
  - Before and after design
- 249 responses analysed
- 66% male / 34% female
- Mean age 72

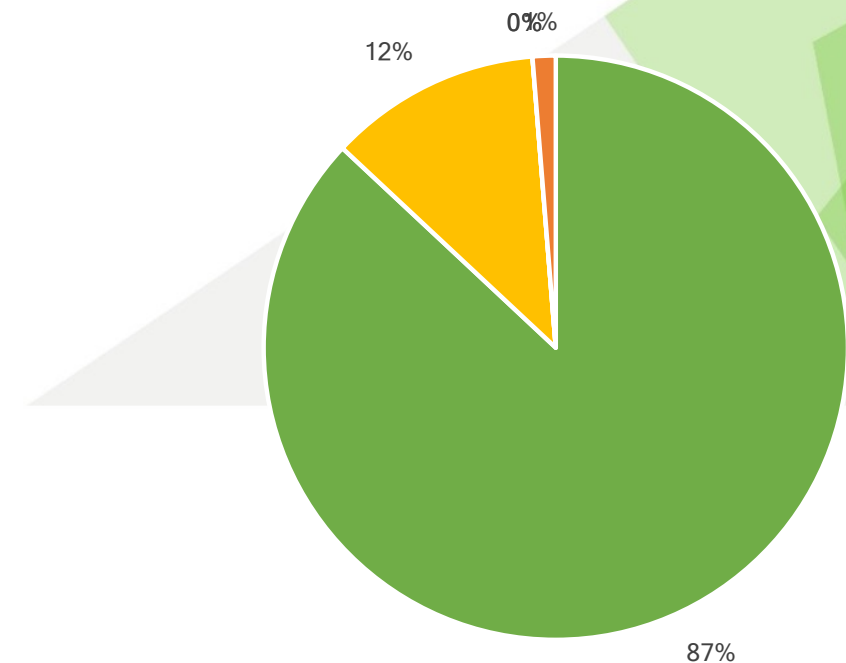
## Bucks - satisfaction levels



■ Neither satisfied nor dissatisfied
 ■ satisfied
 ■ Very Satisfied

96% indicated they were satisfied or strongly satisfied.

## Merseyside – Recommend to a friend



■ Strongly agree
 ■ Agree
 ■ Neither agreed or disagree
 ■ Disagree
 ■ Strongly strongly

99% indicated they agreed or strongly agreed when asked if they would recommend the scheme to a friend.

# Bucks analysis of qualitative data

## Three themes:

### **Mirrors**

“Much more usage of wing mirrors”

- **Speed**

“Adjusting to speed limits.”

- **Roundabouts**

“Much more careful on roundabouts and keeping to my lane.”



# Merseyside analysis of qualitative data

“More aware of need to take a little longer in checking for oncoming traffic at junctions”

“Checking and checking again”

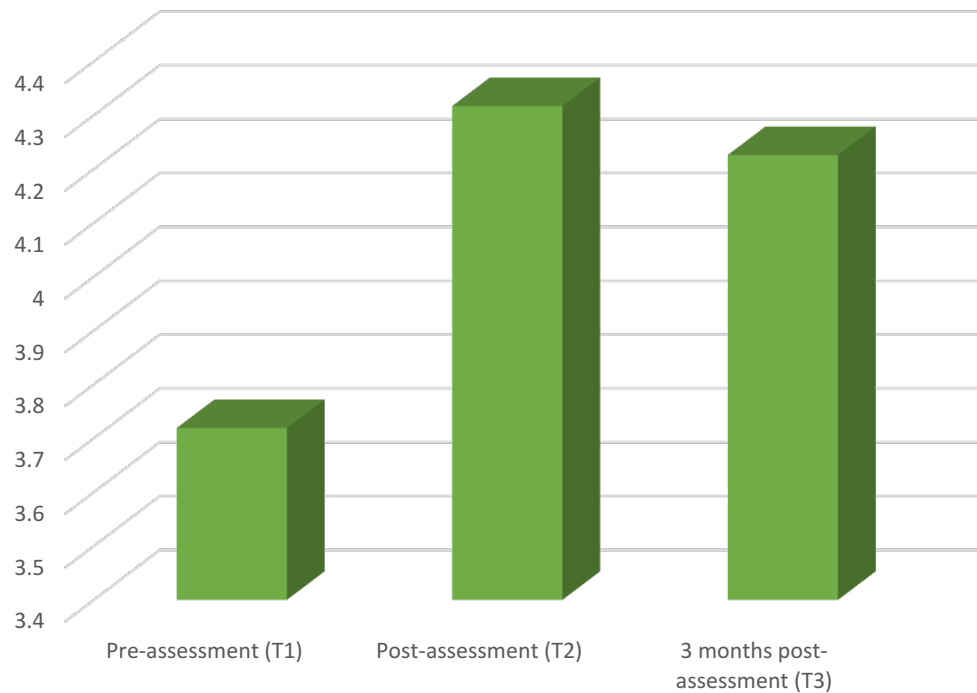
“I am more aware of traffic and pedestrians (my field of vision has increased)”

“Been aware of paying more attention at junctions and looking ahead of the traffic to pre-empt any possible problems”

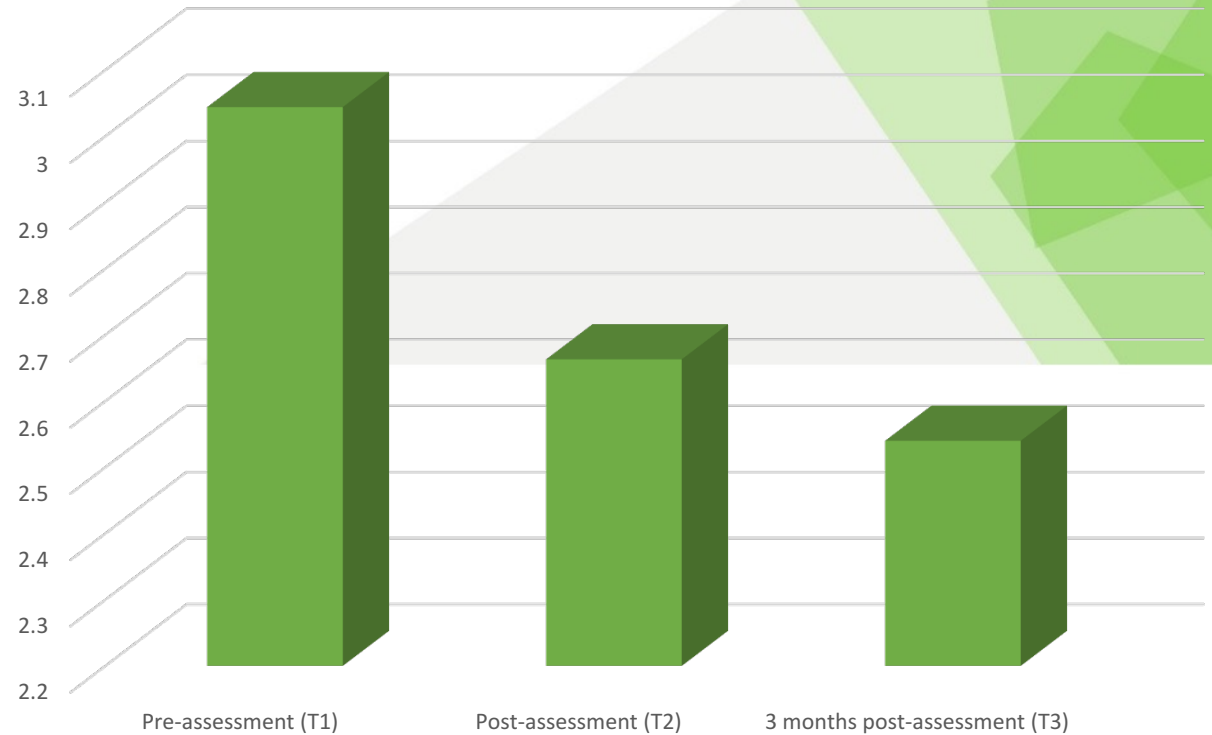
“Taken more care regarding peripheral vision situations”

# Merseyside (all findings statistically significant at time 2 and 3 compared to time 1 ( $p < .05$ ))

Whilst all drivers can be temporarily blinded by bright light (glare), young drivers will recover their sight much faster than older drivers



Our ability to see to the sides when we are looking ahead (peripheral vision) remains relatively constant as we age



# Conclusions (with caveat)

- Not comparing like for like
- Missing opportunities
- Consideration should be given to specific subject areas:
  - Hazard perception – taught as a specific skill
  - Understanding vision and how it can alter with age
- A last plea from me:
  - Travel plans – think about how you can use your interactions to encourage people to move away from driving.