‘Do it Right’
Traffic Safety educational programme for Secondary Education

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ETSC European Traffic Education Seminar
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www.ioas.gr
• Introduction
• Basic principles
• Theoretical Background
• Why adolescents?
• Our Proposal – “Do it right”
The beginning...

...the end

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OUR VISION

RSI to act as reference Organization and force of power and inspiration for "a world without road crashes."

MISSION

• To increase Society’s awareness for traffic safety culture and safe behavior of road users
• To support the Government and stakeholders to act for the prevention of traffic crashes

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UN ECOSOC Consultative Status for Road Safety Issues

Awarded with the Europeans Citizen’s award by the European Parliament

Honored by the Swedish Government for the initiation of the idea of ISO 39001:2012 for Road Traffic Safety Management

Member of the European Transport Safety Council (ETSC)

Member of Commission Expert Group on Motor Vehicles

National contact point for the European Road Safety Charter (ERSC)

Member of the Greek National Road Safety Council (ΕΣΟΑ)

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Educational programs for all age groups

- **In Traffic with Safety** for primary school education
- **Be a knight of road safety** for primary school education
- **AVENUE for Traffic Safety** for occupational health and safety
- **Cycling in Safety** for primary school education
- **Hermis** for young traffic offenders and their families
- **Do it right** for secondary school education

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Educational Programmes 2009-2017

- **89,963** Pupils of Primary Education
- **65,411** Pupils of Secondary Education
- **5,190** Teachers of Primary and Secondary Education
- **593** underage offenders of the Traffic Law and their families
- **10,128** Executives of private companies
- **23,494** personnel of Military Forces

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Collaboration with the Ministry of Education, Research and Religious Affairs

1. **Nationwide School Digital Contest on Road Safety** in collaboration with the Educational Radio-Television of the Ministry of Education

2. **Scientific/Technical advisor** to the Ministry of Education for their call for developing educational TV films and video spots

3. **Educational material** provided to the Institute of Educational Policy (Ι.Ε.Π.) in order to assist teachers with resources for the “Thematic Week”

4. **Educational workshops for teachers** of primary and secondary schools

5. **Workshops for parents**

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AVENUE for traffic safety
(Actions for Vulnerable, Elderly, Novice drivers and road Users in Europe)

Referral Centres for road safety and actions for citizens

European project for Traffic Safety coordinated by RSI 2010 - 2013

Ranking 1st in the evaluation by the Experts Committee of the European Commission

NATIONAL NEST

LOCAL NEST

MOBILE NEST

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NEST Technical Implementation - Experiential Training

Driving Simulator  Alcohol goggles  Reflective materials  Distracted driving game

Roll Over car  Belt Sledge  Collision weight scale  Reaction test

Networks and Education for Safety in Traffic

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RSI’s Initiatives and the SDGs

Our educational programs, our campaigns and all our initiatives are designed and implemented according to:

- The **17 Sustainable Development Goals of 2030 (UN SDGs)** and
- The **12 Global Road Safety Performance Targets of 2020**

More specifically, the following 5 SDGs and all the Global Road Safety Performance Targets.

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Key features - approaches of RSI Educational Programmes

- Through the use of simulators and experiential exercises
- Linking road safety to the curricula and the individual educational subjects
- Experiential character
- Cooperative learning
- Interdisciplinary approach
- Pedagogical background of trainers
- Working in small groups of students promoting teamwork in the activities
- Trainers with educational experience (Graduates of pedagogical schools, psychologists, sociologists, engineers)

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Objectives

A. Prevention of injuries and deaths on the road

B. Health promotion and prevention of unsafe behaviors

C. Participatory learning and action

D. Encouraging participants' initiative

E. Enhancing communication and teamwork

Improve Traffic Safety Culture
Adolescence & risk taking

- Strongly influenced by peers and friends
- Sensation seeking
- Strong mood swings
- Adolescents
- Underestimate the likelihood of negative events
- Overestimate skills and competencies
- Tendency to aggressiveness

Adolescence & risk taking

Drivers aged 16 - 24 are greatly over-represented in road accident and fatalities statistics.

They drive more frequently in high-risk circumstances, such as night-time driving, speeding, carrying peer passengers, less frequent use of seat belts and driving older cars with fewer safety features.

Young novice drivers have relatively more single-vehicle accidents (mostly due to loss of control) and head-on collisions.

Source: www.erso.eu
WHY? 1/2

At the age of 18, areas of the human brain which are responsible for the integration of information and impulse control are still under development.

Alcohol consumption in low quantities has a greater impact on young people than on experienced drivers.

Youngsters are still maturing not only in physiological terms, but also in social terms.

The members of this age group, and the young males in particular, tend to overestimate their skills and to underestimate the complexity of the traffic situation.

Majority of educational programmes focus on children as target group, ignoring other groups such as teenagers, disabled people or the elderly.

Dragutinovic & Twisk, 2006 The effectiveness of Road Safety education, SWOV, The Netherlands

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The pre-frontal lobe and the amygdala are two key points that regulate the individual's behavior in everyday life.

The prefrontal cortex associated with problem solving and decision-making is not fully developed in adolescents.

Particularly in boys, maturation is slowed by 2 years compared to girls.

The brain's amygdala is responsible for intense emotions, excitation and intense activity during teenage years.

The result of these processes?
- Risky behaviors
- Reduced self-control capacity
Our Proposal

These developmental characteristics of adolescents indicate that adolescent road safety education should primarily be directed at **attitudes** such as:

- **avoidance of risk taking**
- **resistance to peer group pressure**
- **no overestimation of one’s own skills**, etc.

A crucial factor is the creation of a supportive environment where **parents, teachers and specialists** will contribute to the implementation of effective Traffic Safety programmes for children and young people.

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Do it Right

Traffic safety educational programme addressing secondary school students (12 – 18 years old)

More than 75,000 students trained so far!

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Do it Right

**Designed** by experienced teachers and road safety experts with the approval of the Institute of Educational Policy.

**Initiated and implemented** by RSI “Panos Mylonas” under the auspices of the Ministry of Education.

Within the framework of the EU funded project **AVENUE** for Traffic Safety.

RSI is also **accredited** by the ISO 29990:2010 Learning services for non-formal education and training.

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Do it Right

The programme is divided into 3 parts:

- Theoretical part
- Experiential part (use of simulators)
- Evaluation

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Do it Right

A. Theoretical part

An interactive presentation where students have an active participation in the context of a debate and workshop.

The program focuses on the fact that the human factor has a major role in road crashes and emphasizes specific issues.

- Drink driving
- Reaction time & stopping distances
- Seatbelt use
- Safe riding
- Psychological factors affecting driving

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B. Experiential part

At the second part the project uses simulator equipment that helps students realize all the aspects of a road crash in a safe environment.

- Roll-over car
- Belt sledge
- Collision weight scale
- Alcohol goggles
- Distract a match

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C. Evaluation

By the end of the training session teachers are asked to fill a questionnaire assessing the programme. Students are asked to complete a self-reported questionnaire before and after the training in order to evaluate the attitudes’ change.

Moreover, students are invited after the training to fill an electronic quiz, after they are back at home, in order to test their knowledge on the issues discussed.

[Image of an electronic quiz interface]

www.kantososta.gr

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Theoretical part

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Roll-over car Simulator

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Alcohol Goggles

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Do it Right @THE MALL ATHENS

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The Educational project “Do it Right” helped me:

- Become a more conscious road user: 87%
- Realize the causes and the consequences of road crashes: 88%
- Understand the importance of safe driving: 91%

(N=680, students of the 3rd grade of Lyceum-Upper Secondary School, September 2017)
Project evaluation

**Before**

- **28.5%** Considered personally acceptable a passenger not to wear a seat belt on the rear seats
- **39%** Had neutral attitude on the above behavior
- **Only 15%** reported that they always wear seat belt on the rear seats

**After**

- **88.5%** agrees that the use of seat belt on the rear seats is necessary

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<table>
<thead>
<tr>
<th>Project evaluation</th>
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<tbody>
<tr>
<td><strong>Before</strong></td>
</tr>
<tr>
<td>7%</td>
</tr>
<tr>
<td>Considered personally acceptable a pedestrian to text and walk.</td>
</tr>
<tr>
<td>13%</td>
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<tr>
<td>Had neutral attitude on the above behavior</td>
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<tr>
<td><strong>After</strong></td>
</tr>
<tr>
<td>88%</td>
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<tr>
<td>Believes that it is dangerous to text and walk</td>
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</table>
Project evaluation

91% states that wearing your helmet is necessary for traveling short distances

77% Believes that even a glass of alcohol can affect driving
Project evaluation

“"I feel that I just lived one of the best experiences in my life. I will remember you for sure when I will obtain my driving license”

Student, 16 years old

“I believe that all schools must attend RSI trainings! Experiential learning is essential since students absorb the information mostly in activities that they experience and participate in, congratulations! ”

Teacher, 3rd grade

“I realized that many things that I used to consider as trivial have great consequences in one’s life. The simulators helped a lot on this”

Student, 17 years old

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The aim of the KROS project is to bring a change on how road safety programs and initiatives are implemented in secondary schools across Europe, by strengthening the profiles of the teaching profession on road safety issues.

**Objectives**

- To improve teachers' **awareness** on road safety issues
- To improve teachers' **professional skills** on road safety principles and best practices integration into lessons
- To develop a **network of pilot schools** which will act as living labs of the KROS approach
- To develop a **Road Safety Academy**

[1st training activity](https://www.kros-project.eu) (train the trainers) Greece 5-7 July 2019
Thank you!

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