

Pre-driver theatre and workshop education research for road safety in young drivers

Submission date 17/11/2021	Recruitment status No longer recruiting	<input type="checkbox"/> Prospectively registered <input checked="" type="checkbox"/> Protocol
Registration date 07/12/2021	Overall study status Completed	<input type="checkbox"/> Statistical analysis plan <input checked="" type="checkbox"/> Results
Last Edited 07/08/2023	Condition category Other	<input checked="" type="checkbox"/> Individual participant data

Plain English summary of protocol

Background and study aims

Pre-driver road safety education programmes are rarely effective, despite the importance of improving road safety amongst this at-risk group and the popularity of interventions targeting pre-drivers. This trial seeks to evaluate two different interventions using a robust study design.

Who can participate?

Students aged 16-18 years, within year 12 or 13 in a participating government-funded, non-free paying (state), all-ability, co-educational school/college in Devon or Surrey, UK

What does the study involve?

The Pre-Driver Theatre and Workshop Education Research (PdTWER) study is assessing whether either of the two interventions being trialled can improve pre-driver and newly qualified driver attitudes and intentions. The study will involve participants filling out up to three online surveys, each will take approximately 10 minutes to complete, between September 21 and February 22. The participant's school/college may also be invited to take part in one or two classroom sessions about young driver safety.

What are the possible benefits and risks of participating?

In agreeing to take part in this study schools/ colleges and their students will be helping us to better understand young people's attitudes to road safety and how pre-driver education can help reduce the risks experienced by young and novice drivers. Any learning from this study will directly influence the future delivery of young driver education across the UK. We do not anticipate any risks of taking part. All the information participants provide to the study is confidential. No information that could lead to the identification of any individual will be disclosed in any reports on the project, or to any other party.

Where is the study run from?

Cranfield University, UK

When is the study starting and how long is it expected to run for?

January 2018 to March 2022

Who is funding the study?

1. Department for Transport, UK
2. Road Safety Trust, UK
3. RAC Foundation, UK
4. National Fire Chiefs Council, UK
5. Road Safety GB, UK
6. Kent Fire and Rescue Service, UK

Who is the main contact?

Elizabeth Box
e.box@cranfield.ac.uk

Contact information

Type(s)

Scientific

Contact name

Mrs Elizabeth Box

ORCID ID

<https://orcid.org/0000-0002-9788-2729>

Contact details

Principal Investigator
Cranfield University
College Road
Cranfield
United Kingdom
MK4 0AL
+44 (0)1234 750111
e.box@cranfield.ac.uk

Additional identifiers

Clinical Trials Information System (CTIS)

Nil known

ClinicalTrials.gov (NCT)

Nil known

Protocol serial number

Nil known

Study information

Scientific Title

Pre-driver Theatre and Workshop Education Research: Evaluating the impact of two interventions on the road safety supportive intentions of 16-18 year old pre-and novice drivers

Acronym

PdTWER

Study objectives

1. The DriveFit programme will increase, from baseline, self-reported positive road safety intentions amongst 16-18 year old pre-drivers and newly qualified drivers immediately after the delivery of the programme, when compared to the no-treatment wait list control group;
2. The DriveFit programme will increase, from baseline, self-reported positive socio-cognitive measures (attitudes, subjective norms and perceived behavioural control) amongst 16-18 year old pre-drivers and newly qualified drivers immediately after the delivery of the programme, when compared to the no-treatment wait list control group;
3. The DriveFit programme will have a greater impact on self-reported positive road safety intentions and other socio-cognitive measures amongst 16-18 year old pre-drivers and newly qualified drivers immediately after the delivery of the programme than the Safe Drive Stay Alive Surrey programme, when compared to the no treatment wait list control group;
4. The DriveFit programme will increase, from baseline, self-reported positive road safety intentions amongst 16-18 year old pre-drivers and newly qualified drivers 4-6 weeks after the delivery of the programme, when compared to the no-treatment wait list control group;
5. The DriveFit programme will increase, from baseline, self-reported positive socio-cognitive measures (attitudes, subjective norms and perceived behavioural control) amongst 16-18 year old pre-drivers and newly qualified drivers 4-6 weeks after the delivery of the programme, when compared to the no-treatment wait list control group; and
6. The DriveFit programme will have a greater impact on self-reported positive road safety intentions and other socio-cognitive measures amongst 16-18 year old pre-drivers and newly qualified drivers 4-6 weeks after the delivery of the programme than the Safe Drive Stay Alive Surrey programme, when compared to the no treatment wait list control group.

Ethics approval required

Old ethics approval format

Ethics approval(s)

Approved 12/03/2018, Cranfield University Research Ethics Committee (Cranfield University, College Road, Cranfield, Bedfordshire, MK43 0AL, UK; +44(0)1234 750111; cures-support@cranfield.ac.uk), ref: CURES/3733/2018

Study design

Interventional cluster randomized controlled trial

Primary study design

Interventional

Study type(s)

Prevention

Health condition(s) or problem(s) studied

Road risk reduction amongst pre-drivers and newly qualified drivers

Interventions

Two interventions are being evaluated, both of which are being delivered to 16-18 year old pre-drivers and newly qualified drivers in schools/colleges within Surrey and Devon, UK. For the first intervention, DriveFit, a school/college-based cluster randomised controlled trial (cRCT) is being

conducted within government-funded, non-free paying (state), all-ability, co-educational schools /colleges in Devon. Fifty-six schools/colleges in Devon were sent a recruitment letter (July 2021), with details of how to take part in the trial. Thirty-two schools/colleges signed up to take part in the trial, twenty-four of which returned at least 30 student baseline surveys, which was the cut off set for school/college progression within the trial. After baseline measurements (September 2021), schools/colleges were randomly allocated, using a stratified random sampling approach (based on school type and deprivation levels) to one of two conditions: (1) to deliver the DriveFit intervention to 90 year 12 and/or 13 students (3 classes) in each school /college or (2) no-treatment wait list control group. The DriveFit intervention will run in schools /colleges over a 2 week period between 1st Nov – 10th Dec 21. A 40 minute film will be shown in classrooms followed by a 45-minute online facilitated workshop within 2 weeks of watching the film. The film is a positively framed talk show, where expert guests provide information, demonstrations, and tips about how pre, learner and newly qualified drivers can manage the learning to drive process as well as speeding, tiredness, mobile phone use and intoxicated driving. The film is designed with reference to the Theory of Planned Behaviour (TPB) (Ajzen, 1985) and Behaviour Change Techniques (BCTs) (Michie et al, 2013). The online facilitated workshop which follows the film uses the ORID framework (ICA:UK, 2014) to encourage student to remember the film and extract relevant learning for their own personal situations. Students are introduced to setting implementation intentions (if-then plans) (Gollwitzer, 1999; Gollwitzer and Sheeran, 2006; Sheeran and Orbell, 1999; Webb and Sheeran, 2006), which they are invited to commit to DriveFit postcards to take away at the end of the session. A website (www.drivefit.info) supports the programme, providing additional information to both students, parents and guardians. In addition to participant data collection at baseline (T1), data is being collected immediately after (T2) and 4-6 weeks after intervention delivery (T3). Participating schools and colleges have been offered a £200 cash incentive for taking part in the trial.

The second intervention, Safe Drive Stay Alive Surrey, a retrospective matched control analysis, will be conducted using matched schools/colleges from Devon. Fifty-three non-free paying (state), all-ability, co-educational schools /colleges in Surrey were sent a recruitment letter (July 2021) with details of how to take part in the trial. Nine schools/colleges signed up to take part in the trial, six of which returned at least 30 student baseline surveys, which was the cut off set for school/college progression within the trial. As it was not possible to recruit enough schools /colleges to run a cluster randomised controlled trial in Surrey, it is instead being conducted as a retrospective matched control study. Baseline survey measurements were taken (September 2021) ahead of intervention delivery between 1st Nov - 10th Dec 21. Safe Drive Stay Alive Surrey consists of a 60 minute film shown in classrooms to students. The film provides negatively framed testimonials from emergency services, bereaved family members and road traffic collision victims which emphasise the consequences of poor road safety behaviours. In addition to participant data collection at baseline (T1), data is being collected immediately after students watch the film (T2) and 4-6 weeks after intervention delivery (T3). Participating schools and colleges have been offered a £200 cash incentive for taking part in the trial.

Intervention Type

Behavioural

Primary outcome(s)

Behavioural intention is measured using validated Theory of Planned Behaviour (TPB) question sets (Conner and Sparkes, 2005; Rowe et al, 2016) at baseline, immediately post-intervention and 4-6 weeks post-intervention

Key secondary outcome(s)

1. Attitudes measured using validated TPB question sets at baseline, immediately post-intervention and 4-6 weeks post-intervention
2. Subjective norms measured using validated TPB question sets at baseline, immediately post-intervention and 4-6 weeks post-intervention
3. Perceived behavioural control using validated TPB question sets at baseline, immediately post-intervention and 4-6 weeks post-intervention

Completion date

11/03/2022

Eligibility

Key inclusion criteria

1. Students aged 16-18 years, within year 12 or 13 in a participating government-funded, non-free paying (state), all-ability, co-educational school/college in Devon, OR
2. Students aged 16-18 years, within year 12 or 13 in a participating government-funded, non-free paying (state), all-ability, co-educational school/college in Surrey

Participant type(s)

Healthy volunteer

Healthy volunteers allowed

No

Age group

Child

Lower age limit

16 years

Upper age limit

18 years

Sex

All

Total final enrolment

2429

Key exclusion criteria

1. Attending fee-paying/private school/college

Date of first enrolment

12/07/2021

Date of final enrolment

17/09/2021

Locations

Countries of recruitment

United Kingdom

England

Study participating centre

Cranfield University

College Road

Cranfield

United Kingdom

MK4 0AL

Sponsor information**Organisation**

Cranfield University

ROR

<https://ror.org/05cncd958>

Funder(s)**Funder type**

Government

Funder Name

Department for Transport, UK

Funder Name

RAC Foundation, UK

Funder Name

The Road Safety Trust, UK

Funder Name

Road Safety GB, UK

Funder Name

National Fire Chiefs Council, UK

Funder Name

Kent Fire and Rescue Service, UK

Results and Publications

Individual participant data (IPD) sharing plan

Current Individual participant data (IPD) sharing plan as of 26/07/2023:

Anonymised data that underpins published results has been deposited securely in Cranfield University's institutional data repository, CORD (<https://doi.org/10.17862/cranfield.rd.23670651.v1>), which preserves data for at least 10 years after project completion. Study data preservation plans were outlined in participant information sheets as part of study informed consent. The data includes anonymised demographic and psychosocial variables collected related to road safety intentions and attitudes. The data created for this research will be of interest to other academics active in the field of road safety and transport psychology research. The findings will also be of interest to a wider road safety community in the UK and further afield.

Previous Individual participant data (IPD) sharing plan:

Only anonymized data that underpins published results will be deposited securely in Cranfield University's institutional data repository, CORD (<https://cord.cranfield.ac.uk/>), which preserves data for at least 10 years after project completion. Study data preservation plans were outlined in participant information sheets as part of study informed consent. The data will include anonymised demographic and psychosocial variables collected related to road safety intentions and attitudes. The data created for this research will be of interest to other academics active in the field of road safety and transport psychology research. The findings will also be of interest to a wider road safety community in the UK and further afield. Data will be made available on request for researchers or government bodies who would deliver social benefits in the form of improved road safety. The decision to share will be based on the purpose of the data request.

IPD sharing plan summary

Stored in publicly available repository

Study outputs

Output type	Details	Date created	Date added	Peer reviewed?	Patient-facing?
Results article		01/04/2023	30/03/2023	Yes	No
Dataset		18/07/2023	07/08/2023	No	No
Participant information sheet	Participant information sheet	11/11/2025	11/11/2025	No	Yes

[Protocol file](#)

06/12/2021 No

No

[Study website](#)

Study website

11/11/2025 11/11/2025 No

Yes