

# On The Spot Accident Data Collection

Supplement to Main Report

Left-hand Drive HGVs and Foreign  
Truck Drivers in OTS

PPRO 4/012/032

Undertaken on behalf of the  
Department for Transport

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March 2010

**vsrc**

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**THE QUEEN'S  
ANNIVERSARY PRIZES**

**2007**

*Awarded to the Vehicle Safety Research Centre*

Please note: the VSRC is changing name to become the **Transport Safety Research Centre (TSRC)** to reflect the broad range of research conducted.

**Approvals**

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## EXECUTIVE SUMMARY

The 'Left-hand Drive HGVs and Foreign Truck Drivers in OTS' study reviewed the nature and circumstances of accidents involving Left Hand Drive (LHD) heavy goods vehicles (HGVs) and the typical accident causation factors involved. As part of the study the new initiative of using Language Line to interview foreign drivers on-scene was used but with case numbers low it was decided to enhance data collection by developing an on-scene questionnaire, translated into a number of European languages. Data collection using these methods was extended to the end of Phase 3 of the OTS project.

This short report gives an update on this supplementary activity since the main report was submitted in September 2008. A brief overview of accident numbers involving LHD HGVs in the OTS and national data is given along with the development of the on-scene questionnaire.

The on-scene questionnaire allows in-depth investigation teams to gather additional driver information, especially regarding human factors, and a more balanced view of the accident scenario, which would normally be lost regarding foreign drivers. The questionnaire has been translated into six European languages. The English version and a translated example (Polish) are given at the end of this report.

There have been five accidents investigated by the VSRC involving foreign HGVs since the completion of the main report in September 2008 and a brief summary of each is given. Unfortunately it has not been possible in these cases to conduct a Language Line interview or use the translated questionnaires due to the circumstances of the accidents attended. This is obviously disappointing but the authors feel that the resources developed are useful and of course are available for any future cases as in-depth data collection tools.

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# 1. INTRODUCTION

## 1.1. The Study

The main study, which evaluated and reported on the findings from real world accident data regarding left hand drive (LHD) heavy goods vehicles (HGVs) and foreign HGV drivers focussing mainly on the in-depth OTS data, was completed in September 2008. At the time it was decided to extend the use of Language Line and introduce translated questionnaires, to collect data until the end of phase 3 of OTS and subsequently into the extension period.

This supplementary report gives an update on the report accidents involving LHD HGVs for the national statistics and cases investigated in the OTS project. Since the completion of the LHD HGV study conducted, by the VSRC, five accidents have been investigated and a summary of the accidents is included in the report. The VSRC has developed an on-scene questionnaire for foreign HGV drivers to be given out at accidents to increase the level of understanding the investigation team has of driver experience and potential causation factors in the accident.

The main report concluded that in 76% of left hand drive HGV accidents in OTS a “vehicle blind spot” was a contributory factor, reinforcing that driver’s vision has to be improved or the driver’s awareness regarding sight issues needs addressing. The manoeuvre which was a common occurrence for left hand drive HGVs in both the national and OTS data was changing lanes or swerving, especially if this action was from the right lane to the left lane. As this manoeuvre is common on multi lane roads it followed that the large proportion of accidents were on main arterial routes. For LHD HGVs, 92% and 95% of accidents occurred on Motorways or A road for the national data and OTS data respectively, this was nearly 20% higher than the accident rate seen for RHD HGVs in both data samples. These demographic characteristics have continued, roughly in the same proportions as the case numbers continue to grow. Although in addition to lane change manoeuvre in the OTS data, a common occurrence is the LHD HGV being in the wrong lane for roundabouts and consequently confusing other drivers as to their intended direction.

Since the completion of the main report a paper based on the findings was presented at the 21<sup>st</sup> International ESV conference in June 2009. The paper title was Mainland European Truck Accidents – Key Issues for Drives, the paper focussed on the

accident scenarios and causal factors in these accidents using OTS and national data.

## 1.2. Accident Data

### 1.2.1. National Data

The number of reported injury HGV accidents has been reducing, however the proportion of reported LHD HGVs compared to RHD HGVs has stayed constant. The table below displays the reported case numbers from Road Casualties Great Britain (RCGB) between 2005 and 2008 for LHD HGVs and all other HGVs.

Reported personal injury road accidents involving HGVs, by steering position, Great Britain, 2005-08						
	Foreign registered HGVs		Other <sup>(1)</sup> HGVs		Total HGVs	
	Left hand drive		Right hand drive			
	Total accidents	% total accidents	Total accidents	% total accidents	Total accidents	% total accidents
2005	1,014	9.1%	10,148	90.9%	11,162	100%
2006	952	9.1%	9,514	90.9%	10,466	100%
2007	858	8.7%	8,971	91.3%	9,829	100%
2008	760	9.0%	7,655	91.0%	8,415	100%

<sup>(1)</sup> Includes; not foreign registered LHD HGVs & foreign registered RHD HGVs

**Table 1: All reported injury HGV accidents (RCGB 2005 to 2008)**

The reported injury HGV accidents have decreased by 24% over this reporting period but the proportion of LHD HGVs being involved in those accidents has remained constant at around 9%. Further work is required in this area to include exposure data, which is not readily available at this time, to establish the number of LHD HGVs operating on UK roads on a daily basis. The main study reported in the literature review that the number of LHD HGVs using UK roads was growing as new member states and trade increased across Europe with an estimated 10,000 LHD HGVs using the UK roads on a daily basis in 2005 (DfT 2003).

### 1.2.2. OTS Data

The OTS project investigated accidents from 2000 to 2010, collecting data for over 4,700 real world accidents. As of the data released in January 2010, 4,560 accidents had been entered into the OTS database. In the dataset, there are 82 and 324 accidents involving LHD and RHD HGVs respectively. This is an additional 83

accidents, 17 accidents involving a LHD HGV and 66 accidents involving a RHD HGV since the analysis was performed on OTS data released in September 2007 for the main report. The table below shows the trend for HGV accidents investigated during the OTS project. In 43 of the accidents it was not possible to identify the seat orientation for the driver. Generally, these were earlier cases or if the vehicle left the scene prior to the teams arrival.

	Left hand drive HGVs		Right hand drive HGVs		Total <sup>(1)</sup> HGVs	
	Total accidents	% total accidents	Total accidents	% total accidents	Total accidents	% total accidents
2000 <sup>(2)</sup>	0	0	2	100	2	100
2001	5	12.2	36	87.8	41	100
2002	8	17.0	39	83.0	47	100
2003	14	29.8	33	70.2	47	100
2004	11	24.4	34	75.6	45	100
2005	10	23.8	32	76.2	42	100
2006	9	24.3	28	75.7	37	100
2007	10	21.3	37	78.7	47	100
2008	9	24.3	28	75.7	37	100
2009 <sup>(3)</sup>	6	15.8	32	84.2	38	100
<sup>(1)</sup> does not include the 43 accidents where seat orientation was not established						
<sup>(2)</sup> not a full year of data collection						
<sup>(3)</sup> full dataset currently not available for this year						

**Table 2: Table showing HGV accidents investigated per year**

Table 2 shows that an average of 43 HGV accidents were investigated per year, excluding data from 2000 and 2009 as those years were either not full data collection years or the complete data release is not available at this time. The accident data shows that LHD HGVs routinely constitute between 20% and 25% of the OTS HGV accident population. There was a large increase in 2003 in the proportion of LHD HGV accidents in the OTS dataset, from 17.0% in 2002 to 29.8% in 2003.

In contrast to the national data, the frequency of HGV accidents in OTS does not show a steady reduction in the accident numbers and remains broadly constant. This is believed to be mainly as result of the inclusion of non-injury accidents in OTS.

## **2. ON SCENE INTERVIEWS & QUESTIONNAIRE**

### **2.1. Interviews**

As part of the main study, the VSRC conducted four on scene interviews using the translation service Language Line. This enabled the investigators to achieve a greater understanding of the causal factors, which influenced the outcome of the collision. Although this was considered to be demanding on the OTS teams resources in regards to time spent at scene and increased manpower to conduct the interviews it was decided this was beneficial as to the extra dimension given to an OTS case.

The use of a translation service was very useful in explaining to the drivers the purpose of the OTS investigation and the basis for the research. Also, the additional information obtained regarding driver history and the level of training the driver has received before coming to the UK improves the understanding of the case and causal factors.

### **2.2. Questionnaire**

Sine the main report the questionnaire has been further developed for use at the scene of accidents for foreign HGV drivers. The questionnaire is designed so it can be completed on scene by the driver whilst the OTS team are investigating the accident. This method is less resource intensive for the investigation team and is not team exclusive so any on scene investigation team can use the questionnaire. The questionnaire covers general factors such as nationality, driver age, gender, height, driver distraction issues, information regarding the accident and any perceived blind spot issues. It also covers the driver's experience with driving in the UK and if prior training has been completed before driving in the UK. The questionnaire has been designed to enable speedy completion by the participant and to allow easy translation to prevent a continued cost of translating the participant's answers. The English version is given in the Appendix.

The questionnaire has been translated into six languages based on the most frequent nationalities seen in the OTS data; Dutch, German, Hungarian, Polish, Lithuanian and Romanian. An example of the questionnaire, the Polish version, has been included in the Appendix.

## **2.3. Results**

Unfortunately in the cases investigated since the main report was submitted it has not been possible to conduct a Language Line interview or use the translated questionnaires due to the circumstances of the five accidents involving foreign HGVs attended by the VSRC (given in the following section).

This is obviously disappointing but the authors feel that the resources developed are useful and of course are available for any future cases as in-depth data collection tools.

### 3. RECENT OTS (VSRC AREA) HGV ACCIDENTS

The VSRC OTS investigation team has investigated 33 accidents involving HGVs between September 2008 and February 2010 of which 5 (15%) accidents involved a foreign registered LHD HGV.

Summaries for the five accidents investigated by the VSRC are presented here.

#### 3.1. Case 1:

Afternoon, October – Slight injury

A green Nissan Almera (Path 1 Vehicle 2) was stationary at a roundabout give way line with a LHD HGV (Path 1 Vehicle 1) behind. The HGV appears to have thought that the Nissan had pulled away from the give way line and entered the roundabout. As a result the HGV started to accelerate forwards and collided with the rear of the Nissan pushing it forwards into the roundabout.

<b>Collision classification letter:</b>	Rear end, due to crossing traffic
<b>Precipitating factor:</b>	Failed to give way
<b>Contributory factors 2005:</b>	Failed to look properly (very likely)
<b>Human interaction system:</b>	Anticipated incorrectly the likely position of Did not look for...

The driver of the HGV from Eastern Europe did not want to talk to the investigation team and only spoke to the police officers, giving them his driver details and his account of the accident. It was not possible to use Language Line or use a questionnaire at the accident.

## 3.2. Case 2:

Evening, May – Non-Injury

A LHD HGV (Path 1 Vehicle 1) was attempting to go round a tight right hand bend on a narrow road. Due to the insufficient width of the road, the HGV used the opposing lane, blocking the path of a red Vauxhall Corsa (Path 2 Vehicle 1). As a result of the lorry cutting the corner and entering the opposing carriageway the two vehicles have collided head on.

<b>Collision classification letter:</b>	Head on, cutting corner
<b>Precipitating factor:</b>	Poor turn or manoeuvre
<b>Contributory factors 2005:</b>	Road layout, e.g. bend, hill, narrow carriageway (very likely) Inadequate or masked signs or road markings (possibly)
<b>Human interaction system:</b>	Received information or signal (not further specified) Misjudged an actual event (not further specified)

Due to the location of the accident and the injury severity the police officers wanted to clear the scene quickly. The collision participants exchanged details and the HGV driver who was from Lithuania left the scene without performing an interview.

## 3.3. Case 3:

Morning, August – Non-Injury

A LHD HGV (Path 1 Vehicle 1) was travelling in lane one when the driver attempted to move into lane two having not seen a Toyota Avensis (Path 1 Vehicle 2) travelling in lane two. This manoeuvre resulted in a sideswipe type collision, the Toyota Avensis rotated anti-clockwise before colliding with the nearside barrier.

<b>Collision classification letter:</b>	Overtaking and lane changing
<b>Precipitating factor:</b>	Poor turn or manoeuvre
<b>Contributory factors 2005:</b>	Vehicle blind spot (very likely) Poor turn or manoeuvre (possible) Careless, reckless or in a hurry (possible)
<b>Human interaction system:</b>	Looked but did not see (not further specified)

The Polish HGV driver was not available for an interview with the OTS investigation team at the scene of the accident and no address was obtained for the driver. Due to the location of the accident the LHD HGV left the scene when details had been exchanged with the other road user.

### 3.4. Case 4:

Afternoon, September - Slight

A silver Vauxhall Vectra (Path 1 Vehicle 1) failed to stop at a red traffic light at a crossroads junction and subsequently collided with a blue Mercedes SLK (Path 2 Vehicle 1). The Mercedes was witnessed to have been travelling on a green light from the direction of nearside to offside of the Vauxhall Vectra. The Vectra collided with the Mercedes SLK on its offside. Post impact, the Mercedes SLK rotated around and hit a plastic bollard and traffic light post before coming to rest. Having hit the Mercedes SLK the Vauxhall Vectra veered to the offside, mounted and cleared the splitter island before crossing into the opposing carriageway where the Vauxhall Vectra collided with the rear of the trailer of a LHD HGV (Path 3 Vehicle 1) which was stationary at traffic lights.

<b>Collision classification letter:</b>	Crossing no turns
<b>Precipitating factor:</b>	Not assigned to this vehicle
<b>Contributory factors 2005:</b>	No factors for this vehicle
<b>Human interaction system:</b>	Truly helpless, no opportunity for any interaction at all, not even inability to avoid

Interview not conducted with the driver as deemed not to be an influencing factor in the accident as he was stationary at traffic lights in the opposing carriageway. The Vauxhall Vectra collided with the rear of the HGVs trailer and the HGV driver who was from Hungary was not at fault.

### 3.5. Case 5:

Early morning, October – Non-Injury

A LHD articulated HGV (Path 1 Vehicle 1) was travelling in lane 1 of a slip road on the approach to a roundabout. The HGV entered onto the roundabout directly into the path of a Ford Fusion (Path 2 Vehicle 1) which was travelling in lane 2 of the roundabout and intending to exit at the next exit. Both vehicles were in the correct lane for their intended direction of travel but due to the geometry of the LHD HGV it is thought that the driver has not been able to see the Ford Fusion and the HGV drifted into lane 2 colliding with the Ford Fusion.

<b>Collision classification letter:</b>	Crossing no turns
<b>Precipitating factor:</b>	Failed to give way
<b>Contributory factors 2005:</b>	Failed to look properly (possible) Nervous, uncertain, or panic (possible) Inexperience of driving on the left (very likely) Vehicle blind spot (very likely)
<b>Human interaction system:</b>	Disobeyed a yield instruction (give way) Looked but did not see due to vehicle geometry (e.g. blind spot)

The HGV driver from Lithuania could speak English and as a result gave a brief account of the accident scenario to the police and OTS team. Having done this the HGV driver left the scene which did not allow for a full interview or questionnaire to be completed.

## 4. RECOMMENDATIONS FOR FURTHER WORK

In addition to the recommendation outlines in the main report, which included additional variables, this supplementary report has identified further points which require future consideration.

In order to continue to understand the causal factors in LHD HGV accidents there is a need for accurate exposure data for the number of LHD HGVs using the UK road network on a daily basis. The origins of the LHD HGVs would also be advantageous so comparisons of different road networks, experiences and vehicle fleet conditions can be performed.

In order to give the concerns regarding LHD HGV accidents in the UK a balanced conclusion a complementary study could be conducted looking at RHD HGV accidents in mainland Europe. The VSRC have numerous connections with European data collection teams where this could be possible. This would then enable conclusions to be drawn on driver training issues, condition of vehicle in regards to defects and over-loading issues, general driver behaviour or if vehicle blind spot issues are still the prevalent factor.

Further use of the on-scene questionnaire and monitoring of the benefits of the additional causation and foreign driver information should be continued by future on-scene data collection activities. It is felt that it has been unlucky that the five recent accidents have not allowed this additional data collection tool to be used and the authors are certain that the questionnaire will prove useful in the future.

## 5. REFERENCES

“Survey of foreign vehicle activity in GB – 2003” Department for Transport, London, UK, 2003

# APPENDIX A

## A1 English Questionnaire



*Department for*  
**Transport**

Please take a few minutes to complete this short questionnaire to help improve road safety on United Kingdom (UK) roads.

Please answer honestly, as this will help to improve road safety in the future.

All information and data collected is kept completely anonymously and no personal information will be retained. The information is only used for research.



The aim of this research study is to improve road safety by increasing the understanding of collisions involving 'Heavy Goods Vehicles' (HGVs / Trucks). This information is used to reduce the number of collisions and more importantly lower the number of injuries or severity of injuries. Our intention is not to apportion blame but to identify the accident causal factors.

**Q1. What was the make and model of the vehicle you were driving in the accident? (e.g. Scania R142)**

Make: \_\_\_\_\_ Model: \_\_\_\_\_

**Q2. How familiar were you with driving this vehicle?**

(please tick one box)

Very familiar	<input type="checkbox"/>
Quite familiar	<input type="checkbox"/>
Fairly familiar	<input type="checkbox"/>
Not very familiar	<input type="checkbox"/>
First time I had used it	<input type="checkbox"/>

**Q3. What was your expected journey time?**

Hours: \_\_\_\_\_ Minutes: \_\_\_\_\_

**Q4. How long into the journey were you when the accident occurred?**

Hours: \_\_\_\_\_ Minutes: \_\_\_\_\_

**Q5. For your journey were you? (please tick one box)**

Ahead of time	<input type="checkbox"/>
On time	<input type="checkbox"/>
Slightly behind time	<input type="checkbox"/>
Late	<input type="checkbox"/>
No time pressure on journey	<input type="checkbox"/>

**Q6. At roughly what speed were you travelling just before the accident occurred?**

\_\_\_\_\_ Km/h

Or

\_\_\_\_\_ Mph

**Q7. In your opinion did any of the following factors contribute to the accident in any way? (please tick all that apply)**

Obstructed view of the road ahead	<input type="checkbox"/>
A road user behaved in a careless manner	<input type="checkbox"/>
A road user behaved in a misleading/confusing way	<input type="checkbox"/>
Restricted vision by the vehicle blind spot	<input type="checkbox"/>
The road layout was misleading	<input type="checkbox"/>
Road signs, e.g. poor positioning or none present	<input type="checkbox"/>
Traffic lights were not working	<input type="checkbox"/>
Dazzled by sun or vehicle lights	<input type="checkbox"/>

**Q8. At the time of the accident, were you? (please tick all that apply)**

Travelling straight ahead, not intending to change direction	<input type="checkbox"/>
Changing lanes from right to left	<input type="checkbox"/>
Changing lanes from left to right	<input type="checkbox"/>
Stopping on the carriageway	<input type="checkbox"/>
Already stationary on the carriageway	<input type="checkbox"/>
Travelling around a bend	<input type="checkbox"/>
Travelling around a roundabout	<input type="checkbox"/>
Other....	<input type="checkbox"/>

**Q9. At the time of the accident, were you? (please tick all that apply)**

Looking for street names or other road signs	<input type="checkbox"/>
Distracted by another person in the vehicle	<input type="checkbox"/>
Using a mobile phone	<input type="checkbox"/>
Feeling tired	<input type="checkbox"/>
Using a satellite navigation system	<input type="checkbox"/>
Feeling unwell	<input type="checkbox"/>
In a hurry to reach your destination	<input type="checkbox"/>
Looking at the landscape	<input type="checkbox"/>
Distracted by another driver	<input type="checkbox"/>
Distracted by another accident	<input type="checkbox"/>

**Q10. In your opinion what was the cause of the collision? (please tick one box)**

It was my fault	<input type="checkbox"/>
It was the fault of someone else	<input type="checkbox"/>

**Q11. Did you take any avoiding action during the accident?**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

**If YES, what action did you take? (please tick all that apply)**

Braked	<input type="checkbox"/>
Steered	<input type="checkbox"/>
Accelerated	<input type="checkbox"/>
Made other users aware of your presence e.g. sounded horn	<input type="checkbox"/>

## Driver Details

**Q12. Your Gender?**

Male	<input type="checkbox"/>
Female	<input type="checkbox"/>

**Q13. How old are you? (years)**

18-25	<input type="checkbox"/>
26-50	<input type="checkbox"/>
51-60	<input type="checkbox"/>
61+	<input type="checkbox"/>

**Q14. What is your height?**

Under 152cm (5')	<input type="checkbox"/>
Between 153cm and 168cm (5' – 5'6")	<input type="checkbox"/>
Over 169cm (5'6")	<input type="checkbox"/>

**Q15. What is your Nationality?**

British	<input type="checkbox"/>
Irish	<input type="checkbox"/>
French	<input type="checkbox"/>
Spanish	<input type="checkbox"/>
German	<input type="checkbox"/>
Italian	<input type="checkbox"/>
Swedish	<input type="checkbox"/>
Polish	<input type="checkbox"/>
Dutch	<input type="checkbox"/>
Lithuanian	<input type="checkbox"/>
Romanian	<input type="checkbox"/>
Belgian	<input type="checkbox"/>
Portuguese	<input type="checkbox"/>
Hungarian	<input type="checkbox"/>
Other ( <i>please state</i> ) .....	<input type="checkbox"/>

**Q16. Number of years experience driving all types of vehicles?**

Under 1 month	<input type="checkbox"/>
1 month – 1 year	<input type="checkbox"/>
1 year – 3 years	<input type="checkbox"/>
3 years – 10 years	<input type="checkbox"/>
11 years +	<input type="checkbox"/>

**Q17. Number of years experience driving a truck?**

Under 1 month	<input type="checkbox"/>
1 month – 1 year	<input type="checkbox"/>
1 year – 3 years	<input type="checkbox"/>
3 years – 10 years	<input type="checkbox"/>
11 years +	<input type="checkbox"/>

**Q18. Have you received any additional training for driving in the United Kingdom?**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

**If YES please tick all that apply**

Class based tuition	<input type="checkbox"/>
Driver training in own country	<input type="checkbox"/>
Driver training in United Kingdom	<input type="checkbox"/>
Accompanied driving in United Kingdom	<input type="checkbox"/>
Driving test for driving on the left	<input type="checkbox"/>
Monitored by another experienced driver	<input type="checkbox"/>
Other ( <i>please specify</i> ) .....	<input type="checkbox"/>

**Q19. How often do you drive a truck in the United Kingdom?**

Every week	<input type="checkbox"/>
Every month	<input type="checkbox"/>
A few times a year	<input type="checkbox"/>
First time driving in the UK	<input type="checkbox"/>

**Q20. How long do you intend to stay in the United Kingdom on this visit?**

Less than 24 hours	<input type="checkbox"/>
Between 1 and 2 days	<input type="checkbox"/>
Over 2 days but less than a week	<input type="checkbox"/>
Over a week	<input type="checkbox"/>

**Q21. Do you find the rear view camera on your truck helpful in preventing collisions?**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Not fitted	<input type="checkbox"/>

**Q22. Do you find the close proximity (blind spot) mirror on your truck helpful in preventing collisions?**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>
Not fitted	<input type="checkbox"/>

**Q23. In your experience, would additional mirrors or cameras help to reduce blind spots on your vehicle?**

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

**If Yes can you please circle which area(s) on your truck are affected by poor vision when in the United Kingdom? (e.g. blind spots)**

**Front      Rear      Left      Right**

**Q24. How many hours have you been driving for today?**

Less than 1 hour	<input type="checkbox"/>
Between 1 – 3 hours	<input type="checkbox"/>
Between 3 – 5 hours	<input type="checkbox"/>
Between 5 – 8 hours	<input type="checkbox"/>
Over 8 hours	<input type="checkbox"/>

**Q25. How long before the collision, had you been driving since your last break?**

Less than 10 minutes	<input type="checkbox"/>
Between 10 minutes – 1 hour	<input type="checkbox"/>
Between 1 – 2 hours	<input type="checkbox"/>
Between 2 – 4 hours	<input type="checkbox"/>
Over 4 hours	<input type="checkbox"/>

**Q26. When was your last Rest Day? (day off from driving)**

Yesterday	<input type="checkbox"/>
2 days ago	<input type="checkbox"/>
3 days ago	<input type="checkbox"/>
Over 4 days ago	<input type="checkbox"/>

**Q27. Have you driven in this area before? (please tick one box)**

No and I am lost	<input type="checkbox"/>
No, I am just relying on 'Satellite Navigation'	<input type="checkbox"/>
No, but I know where I am going	<input type="checkbox"/>
No, I am just relying on maps and directions	<input type="checkbox"/>
Yes and I am lost	<input type="checkbox"/>
Yes, I am just relying on 'Satellite Navigation'	<input type="checkbox"/>
Yes, but I know where I am going	<input type="checkbox"/>
Yes, I am just relying on maps and directions	<input type="checkbox"/>

**Q28. Do you have any driver aid systems fitted to the vehicle? (please tick all that apply)**

Cruise control	<input type="checkbox"/>
Lane departure warning	<input type="checkbox"/>
Adaptive cruise control	<input type="checkbox"/>
Electronic stability control systems	<input type="checkbox"/>
Lane changing assistant	<input type="checkbox"/>
Collision sensing system	<input type="checkbox"/>
Cameras fitted	<input type="checkbox"/>
Blind spot mirrors fitted	<input type="checkbox"/>

**Thank you for taking the time to complete this questionnaire.**

## A2 Polish Questionnaire

*Department for*  
**Transport**

Prosimy poświęcić kilka chwil na wypełnienie tej krótkiej ankiety, aby pomóc zwiększyć bezpieczeństwo na drogach w Wielkiej Brytanii.

Prosimy o udzielenie szczerych odpowiedzi, gdyż pomoże to zwiększyć w przyszłości bezpieczeństwo na brytyjskich drogach.

Wszystkie informacje i zebrane dane są całkowicie anonimowe i nie będziemy pytać o dane osobiste. Informacje służą wyłącznie dla celów badania.



Celem tego badania jest zwiększenie bezpieczeństwa na drogach poprzez poprawienie zrozumienia przyczyn kolizji z udziałem HGV (Heavy Goods Vehicles - pojazd zdolny do przewożenia bardzo ciężkich towarów). Uzyskane informacje zostaną wykorzystane do zmniejszenia liczby kolizji, a co ważniejsze - urazów lub powagi obrażeń. Nie mamy zamiaru obarczać nikogo winą - chcemy poznać typowe czynniki kolizji.

**Q29. Jaka była marka i model pojazdu, który był prowadzony, gdy doszło do wypadku? (e.g. Scania R142)**

Marka: \_\_\_\_\_ Model: \_\_\_\_\_

**Q30. Na ile pojazd ten był Panu/Pani znany?**  
(prosimy zaznaczyć tylko jedno pole)

bardzo dobrze	<input type="checkbox"/>
dość dobrze	<input type="checkbox"/>
raczej dobrze	<input type="checkbox"/>
niezbyt dobrze	<input type="checkbox"/>
prowadziłem/-am go po raz pierwszy	<input type="checkbox"/>

**Q31. Jaki był spodziewany czas podróży?**

Godzin: \_\_\_\_\_ Minut: \_\_\_\_\_

**Q32. Po jakim czasie podróży doszło do wypadku?**

Godzin: \_\_\_\_\_ Minut: \_\_\_\_\_

**Q33. Jeśli chodzi o czas podróży, był Pan/Pani... (prosimy zaznaczyć tylko jedno pole)**

przed czasem	<input type="checkbox"/>
zgodnie z przewidywanym czasem	<input type="checkbox"/>
nieco spóźniony/-a	<input type="checkbox"/>
spóźniony/-a	<input type="checkbox"/>
nie musiałem/-am się spieszyć	<input type="checkbox"/>

**Q34. Z jaką prędkością jechał Pan/jechała Pani, gdy doszło do wypadku?**

\_\_\_\_\_ Km/h

Lub

\_\_\_\_\_ Mph

**Q35. Czy Pana/Pani zdaniem któryś z poniższych czynników przyczynił się do wypadku w jakimkolwiek stopniu? (prosimy zaznaczyć wszystkie właściwe odpowiedzi)**

zła widoczność drogi przede mną	<input type="checkbox"/>
niefrasobliwe zachowanie innego użytkownika drogi	<input type="checkbox"/>
trudne do przewidzenia/wprowadzające w błąd zachowanie innego użytkownika drogi	<input type="checkbox"/>
brak widoczności - ślepy punkt pojazdu	<input type="checkbox"/>
wprowadzające w błąd oznaczenie drogi	<input type="checkbox"/>
znaki drogowe, np. złe ich umieszczenie lub brak	<input type="checkbox"/>
niedziałająca sygnalizacja świetlna	<input type="checkbox"/>
oślepienie słońcem lub światłami innych pojazdów	<input type="checkbox"/>

**Q36. W chwili wypadku... (prosimy zaznaczyć wszystkie właściwe odpowiedzi)**

jechałem/-am prosto, nie zamierzając zmienić kierunku jazdy	<input type="checkbox"/>
zmieniałem/-am pas jazdy z prawego na lewy	<input type="checkbox"/>
zmieniałem/-am pas jazdy z lewego na prawy	<input type="checkbox"/>
zatrzymywałem/-am się na jezdni/nitce autostrady	<input type="checkbox"/>
mój samochód już stał na jezdni/nitce autostrady	<input type="checkbox"/>
jechałem/-am po zakręcie	<input type="checkbox"/>
jechałem/-am na rondzie	<input type="checkbox"/>
inne...	<input type="checkbox"/>

**Q37. Czy w chwili wypadku... (prosimy zaznaczyć wszystkie właściwe odpowiedzi)**

szukałem/-am nazwy ulicy lub innych oznaczeń drogowych	<input type="checkbox"/>
rozproszyła moją uwagę inna osoba znajdująca się w pojeździe	<input type="checkbox"/>
korzystałem/-am z telefonu komórkowego	<input type="checkbox"/>
odczuwałem/-am zmęczenie	<input type="checkbox"/>
korzystałem/-am z systemu nawigacji satelitarnej	<input type="checkbox"/>
źle się czułem/-am	<input type="checkbox"/>
spieszyłem/-am się, by dotrzeć do celu	<input type="checkbox"/>
patrzyłem/-am na krajobraz	<input type="checkbox"/>
rozproszył moja uwagę inny kierowca	<input type="checkbox"/>
rozproszył moja uwagę inny wypadek	<input type="checkbox"/>

**Q38. Jaka była Pana/Pani zdaniem przyczyna kolizji? (prosimy zaznaczyć tylko jedno pole)**

to była moja wina	<input type="checkbox"/>
to była wina innej osoby	<input type="checkbox"/>

**Q39. Czy próbował Pan/próbowała Pani w jakiś sposób uniknąć wypadku?**

tak	<input type="checkbox"/>
nie	<input type="checkbox"/>

**Jeśli TAK, w jaki sposób? (prosimy zaznaczyć wszystkie właściwe odpowiedzi)**

hamowałem/-am	<input type="checkbox"/>
wykonałem/-am manewr kierownicą	<input type="checkbox"/>
przyspieszyłem/-am	<input type="checkbox"/>
ostrzegłem/-am innych kierowców o swej obecności, np. klaksonem	<input type="checkbox"/>

## Informacje o kierowcy

**Q40. Proszę podać swoją płeć**

Mężczyzna	<input type="checkbox"/>
Kobieta	<input type="checkbox"/>

**Q41. Proszę podać wiek (lata)**

18-25	<input type="checkbox"/>
26-50	<input type="checkbox"/>
51-60	<input type="checkbox"/>
ponad 61 lat	<input type="checkbox"/>

**Q42. Proszę podać swój wzrost**

poniżej 152 cm (5')	<input type="checkbox"/>
między 153 cm a 168 cm (5' – 5'6")	<input type="checkbox"/>
ponad 169 cm (5'6")	<input type="checkbox"/>

**Q43. Jaka jest Pana/Pani narodowość**

brytyjska	<input type="checkbox"/>
irlandzka	<input type="checkbox"/>
francuska	<input type="checkbox"/>
hiszpańska	<input type="checkbox"/>
niemiecka	<input type="checkbox"/>
włoska	<input type="checkbox"/>
szwedzka	<input type="checkbox"/>
czeska	<input type="checkbox"/>
holenderska	<input type="checkbox"/>
litewska	<input type="checkbox"/>
rumuńska	<input type="checkbox"/>
belgijska	<input type="checkbox"/>
portugalska	<input type="checkbox"/>
węgierska	<input type="checkbox"/>
inna ( <i>proszę podać</i> ) .....	<input type="checkbox"/>

**Q44. Ile ma Pan/Pani lat doświadczenia w kierowaniu wszelkimi pojazdami**

mniej niż 1 miesiąc	<input type="checkbox"/>
1 miesiąc – 1 rok	<input type="checkbox"/>
1 rok - 3 lata	<input type="checkbox"/>
3 lata - 10 lat	<input type="checkbox"/>
ponad 11 lat	<input type="checkbox"/>

**Q45. Ile ma Pan/Pani lat doświadczenia w kierowaniu pojazdem ciężarowym?**

mniej niż 1 miesiąc	<input type="checkbox"/>
1 miesiąc – 1 rok	<input type="checkbox"/>
1 rok - 3 lata	<input type="checkbox"/>
3 lata - 10 lat	<input type="checkbox"/>
ponad 11 lat	<input type="checkbox"/>

**Q46. Czy otrzymał Pan/Pani dodatkowe szkolenie w zakresie prowadzenia pojazdów w Wielkiej Brytanii?**

tak	<input type="checkbox"/>
nie	<input type="checkbox"/>

**Jeśli TAK, prosimy zaznaczyć wszystkie właściwe odpowiedzi**

na zajęciach w klasie	<input type="checkbox"/>
szkolenie jazdy we własnym kraju	<input type="checkbox"/>
szkolenie jazdy w Wielkiej Brytanii	<input type="checkbox"/>
jazda w Wielkiej Brytanii z osobą towarzyszącą-uczącą	<input type="checkbox"/>
egzamin z jazdy w ruchu lewostronnym	<input type="checkbox"/>
jazda pod okiem doświadczonego kierowcy	<input type="checkbox"/>
inne ( <i>prosimy sprecyzować</i> ) .....	<input type="checkbox"/>

**Q47. Jak często prowadzi Pan/Pani samochód ciężarowy w Wielkiej Brytanii?**

co tydzień	<input type="checkbox"/>
co miesiąc	<input type="checkbox"/>
kilka razy w roku	<input type="checkbox"/>
po raz pierwszy prowadziłem/-am samochód w Wielkiej Brytanii	<input type="checkbox"/>

**Q48. Jak długo zamierza Pan/Pani pozostać z tą wizytą w Wielkiej Brytanii?**

krócej niż 24 godziny	<input type="checkbox"/>
1 - 2 dni	<input type="checkbox"/>
ponad 2 dni lecz krócej niż tydzień	<input type="checkbox"/>
dłużej niż tydzień	<input type="checkbox"/>

**Q49. Czy kamera cofania w Pana/Pani samochodzie ciężarowym jest pomocna w unikaniu kolizji?**

tak	<input type="checkbox"/>
nie	<input type="checkbox"/>
nie mam jej zainstalowanej	<input type="checkbox"/>

**Q50. Czy lusterko wsteczne z martwym punktem w Pana/Pani samochodzie ciężarowym jest pomocne w unikaniu kolizji?**

tak	<input type="checkbox"/>
nie	<input type="checkbox"/>
nie mam go zainstalowanego	<input type="checkbox"/>

**Q51. Czy z Pana/Pani doświadczenia wynika, że dodatkowe lusterka lub kamery zmniejszyłyby martwe (ślepe) punkty Pana/Pani pojazdu?**

tak	<input type="checkbox"/>
nie	<input type="checkbox"/>

**Jeśli tak, proszę zaznaczyć kółkiem, na które miejsce(-a) Pana/Pani pojazdu wpływa słaba widoczność podczas jazdy w Wielkiej Brytanii? (chodzi np. o martwe punkty)**

**Przód            Tył            Lewa strona            Prawa strona**

**Q52. Ile godzin prowadził(a) Pan/Pani samochód w dniu dzisiejszym?**

krócej niż 1 godzinę	<input type="checkbox"/>
1-3 godzin	<input type="checkbox"/>
3-5 godzin	<input type="checkbox"/>
5-8 godzin	<input type="checkbox"/>
ponad 8 godzin	<input type="checkbox"/>

**Q53. Ile godzin prowadził(-a) Pan/Pani samochód od chwili ostatniego postoju do wypadku?**

krócej niż 10 minut	<input type="checkbox"/>
10 minut - 1 godzina	<input type="checkbox"/>
1-2 godzin	<input type="checkbox"/>
2-4 godzin	<input type="checkbox"/>
ponad 4 godziny	<input type="checkbox"/>

**Q54. Kiedy miał(-a) Pan/Pani swój ostatni dzień odpoczynku (Rest Day)? (dzień bez prowadzenia pojazdu)**

wczoraj	<input type="checkbox"/>
2 dni temu	<input type="checkbox"/>
3 dni temu	<input type="checkbox"/>
więcej niż 4 dni temu	<input type="checkbox"/>

**Q55. Czy kiedyś już prowadził(-a) Pan/Pani w tej okolicy? (prosimy zaznaczyć tylko jedno pole)**

nie i czuję się zagubiony(-a)	<input type="checkbox"/>
nie, polegam całkowicie na nawigacji satelitarnej	<input type="checkbox"/>
nie, ale wiem, którądy jadę	<input type="checkbox"/>
nie, polegam na mapach i wskazówkach	<input type="checkbox"/>
tak, ale czuję się zagubiony(-a)	<input type="checkbox"/>
tak i polegam całkowicie na nawigacji satelitarnej	<input type="checkbox"/>
tak i wiem, którądy jadę	<input type="checkbox"/>
tak i polegam na mapach i wskazówkach	<input type="checkbox"/>

**Q56. Czy w Pana/Pani samochodzie zainstalowany jest jakiś system pomagający kierowcy? (prosimy zaznaczyć wszystkie właściwe odpowiedzi)**

tempomat	<input type="checkbox"/>
ostrzeżenie o zjechaniu z pasa drogi	<input type="checkbox"/>
inteligentny tempomat	<input type="checkbox"/>
elektroniczny system stabilizacji toru jazdy (ESP)	<input type="checkbox"/>
asystent zmiany pasa ruchu	<input type="checkbox"/>
system wyczuwający kolizje	<input type="checkbox"/>
zamocowane kamery	<input type="checkbox"/>
zamocowane lusterka wsteczne z martwym punktem	<input type="checkbox"/>

**Dziękujemy za czas poświęcony na wypełnienie kwestionariusza!**