Today’s society confronts major land transport problems. Human and financial costs of road vehicle crashes and rail incidents are increasing, with road vehicle crashes predicted to become the third largest cause of death and injury globally by 2020. Several social trends pose threats to safety, including increasing vehicle ownership and traffic congestion, advancing technological complexity at the human-vehicle interface, population ageing in the developed world, and ever greater numbers of younger vehicle drivers in the developing world.

Ashgate’s Human Factors in Road and Rail Transport series makes a timely contribution to these issues by focusing on human and organisational aspects of road and rail safety. The series responds to increasing demands for safe, efficient, economical and environmentally-friendly land-based transport. It does this by reporting on state-of-the-art science that may be applied to reduce vehicle collisions and improve vehicle usability as well as enhancing driver wellbeing and satisfaction. It disseminates new theoretical and empirical research generated by specialists in the behavioural and allied disciplines, including traffic and transportation psychology, human factors and ergonomics.

The series addresses such topics as driver behaviour and training, in-vehicle technology, driver health and driver assessment. Specially commissioned works from internationally recognised experts provide authoritative accounts of leading approaches to real-world problems in this important field.
This brochure includes all of the current books in Ashgate’s Human Factors Road and Rail Transport series, as well as looking forward to Spring 2011.

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Driver Behaviour and Training volumes

Research on driver behaviour over the past two decades has clearly demonstrated that the goals and motivations a driver brings to the driving task are important determinants for driver behaviour. The objective of the Driver Behaviour and Training volumes, and of the conferences on which they are based, is to describe and discuss recent advances in the study of this important area. It bridges the gap between practitioners in road safety and theoreticians investigating driving behaviour, from a number of different perspectives and related disciplines.

Driver Behaviour and Training Volume IV

Edited by Lisa Dorn, Cranfield University, UK

Educating drivers to be safe for life means a shift in focus from simply developing vehicle-handling skills towards ensuring that drivers are aware of how goals and motivations can influence decision-making throughout their driving career. A major focus of this fourth volume is the adaptation of driver training in order to raise awareness of how human factors contribute to unsafe driving behaviour. From this it goes on to promote the development of driver education that considers all the skills essential for road safety.

The readership will include road safety researchers from a variety of different academic backgrounds, senior practitioners in the field of driver training from regulatory authorities and professional driver training organisations such as the police service, and private and public sector personnel.

The Editor

Dr Lisa Dorn is Reader in Driver Behaviour, at Cranfield University. She is an Associate Fellow of the British Psychological Society, a Chartered Psychologist and European Representative of the International Association of Applied Psychology: Traffic and Transportation Psychology Division. She has served on the Independent Police Complaints Commission’s expert panel investigating police related road traffic incidents and advisor to the Association of Chief Police Officers. She has received the International Prince Michael Award for Road Safety for research and the Knowledge Transfer Programme’s ‘Best Application of Social or Management Science’ in collaboration with Arriva Bus UK. Dr Dorn has published widely and is a regular contributor to the public debate on her main research interests: driver behaviour and educational interventions. Her work has been supported by government agencies, research councils and the private sector.
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8. Relationships between driving style, self-reported driving behaviour and personality
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Part 4 At Work Road Safety
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‘More often than not, the effectiveness of a driver educational intervention cannot be determined reliably on the basis of the currently available evidence, possibly because the majority of studies use sample sizes that are too small or fail to use a control group. It is imperative that researchers work with road safety professionals to ensure that evaluation studies are rigorously designed. What is also clear from these reviews is that road safety practitioners have yet to design appropriate education both in terms of their content and delivery that can demonstrate a road safety benefit. This is our challenge.

‘The International Conference on Driver Behaviour and Training unites researchers and road safety practitioners to debate some of the latest research on how to reduce the risk of road traffic collisions from an educational perspective. The conference was hosted in Amsterdam in November 2009 and brought together road safety professionals from around the world.’

From the editor’s preface
This book, and the conference on which it was based, considers how driver training and education needs to be adapted to raise awareness of the personal characteristics that contribute to unsafe driving behaviour with the aim of developing and reporting interventions to improve road safety. The contributors look at the novice driver problem, emotions and driver behaviour, at-work road safety, technological interventions, human factors and the road environment and rider behaviour. The readership includes researchers, senior practitioners in road safety, including regulatory authorities, the police service, and private and public sector personnel working with drivers and motorcyclists.

For more information, including a full contents and contributor listing and downloads of the Preface and Index, go to http://www.ashgate.com/isbn/9780754672036

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Part 2 Emotions and Driver Behaviour
Part 3 At Work Road Safety
Part 4 Technological Interventions, Driver
Part 5 Human Factors and the Road Environment
Part 6 Rider Behaviour
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‘…If we are to succeed in designing effective road safety interventions, both professional groups need to collaborate and coordinate far better if we are going to make real progress across the world.’
From the editor’s preface
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Driver Behaviour and Training Volume II
Edited by Lisa Dorn, Cranfield University, UK
Human Factors in Road and Rail Transport

The chapters cover many interesting subjects such as theoretical modelling, cognitive psychology, educational strategies and practical training tools. It also provides many ideas for further research and applications in driver training for several road user groups from moped riders to truck drivers.’
Nils Petter Gregersen, University of Linköping, Sweden

Volume II considers how driver training needs to be adapted, to take into account driver characteristics, goals and motivations, in order to raise awareness of how these may contribute to unsafe driving behaviour, and to go on to promote the development of driver training courses that considers all the skills that are essential for road safety.

Driver Behaviour and Training
Edited by Lisa Dorn, Cranfield University, UK

‘The book’s organization provides for a good topic balance and a strength of the collection is that it includes topics that rarely find journal space, for example, crash injuries to women drivers and vehicle design for the pregnant driver.’
Ergonomics

Coming out of the First International Conference on Driver Behaviour and Training this book describes and discusses advances in this field. It bridges the gap between practitioners in road safety, and theoreticians investigating driving behaviour from a number of different perspectives and related disciplines. It also encourages research in driver training to combat erroneous or deviant driving behaviour and/or reduce the effects of human error at source. This book is of interest to road safety researchers and road safety practitioners in the private and public sector.

For more information, including a full contents listing, go to http://www.ashgate.com/isbn/9780754644309

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Driver Behaviour and Accident Research Methodology
Unresolved Problems
Anders af Wåhlberg, Uppsala University, Sweden

Human Factors in Road and Rail Transport

‘Grounded in measurement theory but with numerous applications to the extant literature in traffic safety research, Prof Wåhlberg reminds us that the value of our scientific endeavors is only as good as our standards of evidence. This provocative work underscores the extent to which future advances in understanding and predicting safety outcomes rely on self-critical examination of the assumptions, methods, and analyses in which we drape our conclusions …even when it becomes apparent that the emperor simply has no clothes.’

Loren Staplin, TransAnalytics, LLC, USA

This book discusses several methodological problems in traffic psychology which are not currently recognized as such. Summarizing and analyzing the available research, it is found that there are a number of commonly made assumptions about the validity of methods that have little backing, and that many basic problems have not been researched at all. Suggestions are made as to further studies that should be made to address some of these problems.

The book is primarily intended for traffic/transport researchers, but should also be useful for specialized education at a higher level (doctoral students and transportation specialists) as well as officials who require a good grasp of methodology to be able to evaluate research.

The Author
Anders af Wåhlberg is an Associate Professor in the Department of Psychology at Uppsala University, Sweden. He has a BA in history, and an MA as well as a PhD in psychology, from Uppsala University. His main research interests are driver behaviour and accidents. He has also published on the topics of risk perception and fuel-efficient driving. He has worked as a research assistant at the Centre for Risk Research, Stockholm School of Economics, and led various projects at Uppsala University’s Department of Psychology.

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Motorcycling and Leisure
Understanding the Recreational PTW Rider
Paul Broughton, Owl Research Ltd, UK and Linda Walker, University of Stirling, UK
Human Factors in Road and Rail Transport

‘Not only will it be a “must read” for every person who has ever got up on a powered two-wheeler – or is thinking about it – but it should be read by every car and bus and truck driver for its insights into what the biker’s task is like and how drivers can co-operate to make life on the road more pleasant – and safer – for both.’ From the Foreword by Ray Fuller, Trinity College Dublin, Ireland

‘…Paul Broughton and Linda Walker, go a long way to dispel many myths about motorcyclists and the reasons why they (we) ride motorcycles.’
Inter-bike.co.uk

Despite the fact that there are around 1.2 million powered two wheelers (PTWs) within the United Kingdom, riders are often misconceived as living at the edge of society; however, this is often far from the truth. Riding a PTW is a high-risk activity and those who ride are often perceived as being ‘risk junkies’, but through an in-depth exploration of this leisure activity, Motorcycling and Leisure explains that riders ride because they enjoy it and do not necessarily enjoy the risk involved.

The book presents a range of contemporary research on riders and how they find enjoyment. The book further explores the rider goal of enjoyment and utilises Fuller’s task homeostasis theory along with Csikszentmihalyi’s theory of flow to develop an understanding of the interaction between risk and goals. In conclusion it develops principles of interventions with the aim of guiding intervention design and reducing the number of motorcycle crashes.

The authors
Paul Broughton completed his PhD while based at the Transport Research Institute at Napier University in Edinburgh where his research was into the risk and enjoyment factors of powered two wheeler use. He has since gone on to form a research company, Owl Research Ltd, which works on road safety projects.

Linda Walker is a lecturer in Leisure, Tourism and Marketing at the University of Stirling. Linda’s key area of research is visitor health and safety including the impact of crime and road traffic crashes on the visitor experience.

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1. An introduction to motorcycles
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For more information, including downloads of the Foreword and Index, go to http://www.ashgate.com/isbn/9780754675013

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In the Company of Cars
Driving as a Social and Cultural Practice
Sarah Redshaw, Macquarie University, Australia
Human Factors in Road and Rail Transport

‘Anyone who is in any way affected by cars should read this book. Moreover, many of Redshaw’s findings should be incorporated into the assessment criteria for obtaining a driver’s licence in Australia. Her emphasis on young drivers arises from a genuine concern to reduce Australia’s unacceptable road toll.’

M/C Reviews, August 2008

‘Redshaw approaches driving as a social and cultural practice, in a highly original, theoretically and empirically informed, manner that helps us understand our relations with the car as complex, ambiguous, pleasurable, and meaningful.’

Graeme Turner, University of Queensland, Australia

It has long been accepted that the social and cultural meanings of the car far exceed the practical need for mobility. This book marks the first attempt to contribute to road safety, considering, in depth, these meanings and the cultures of driving that are shaped by them.

In the Company of Cars examines the perspectives that young people have on cars, and explores the broader social and cultural meanings of the car, the potential it is supposed to fulfil, and the anticipated benefits it offers to young drivers.

From focus-group research conducted in Australia, the book takes up the views of young people on a range of topics, from media to car use to gender performance. The author looks at the ways in which driving has been defined by articulations of the car that emphasize valued features of the car-driver, such as gender,
youthfulness, status, age, power, raciness, sexiness, ruggedness and competitiveness. The book takes a global perspective on mobility, considering the impact of cars and road safety policy on quality of life, and the value and significance of other modes of travel, in a range of countries.

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2009 Hardback 208 pages 978-0-7546-7198-5 £45.00
eBook 978-0-7546-9086-3 www.ashgate.com/ebooks
The Multisensory Driver
Implications for Ergonomic Car Interface Design
Cristy Ho, Daiwa Scholar, The Daiwa-Anglo Japanese Foundation, Japan and Charles Spence, Professor of Experimental Psychology, Oxford University UK
Human Factors in Road and Rail Transport

‘Anyone wishing to do research in this area would be well advised to read this book. The authors are also fully aware of the applied context in which their research is placed, so this book will be of great interest to practitioners and designers, who can rely on the intellectual skill of the authors to interpret for them the meaning, significance and appropriate application of research findings.’
Judy Edworthy, University of Plymouth, UK

‘...taps into core issues of what works and what doesn’t in designing warnings to keep drivers alert, aware and driving more safely.’
Daniel V. McGehee, University of Iowa, USA

Driver inattention is one of the leading causes for car accidents, estimated to account for as much as 78 per cent of all accidents. The issue of attentional overload while driving is likely to worsen in years to come, owing in part the availability of increasingly complex in-car technologies. Meanwhile, intelligent transport systems are being developed to assist drivers and to ensure a safe road environment.

One approach to the design of ergonomic automobile systems is to integrate our understanding of the human information processing systems into the design process. This book is dedicated to furthering the design of ergonomic multisensory interfaces by highlighting recent evidence in this area emerging from the fast-growing field of cognitive neuroscience. It focuses primarily on two aspects of driver information-processing: multisensory interactions and the spatial distribution of attention in driving.

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1. Driven to distraction
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3. The auditory spatial cuing of driver attention
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For more information, including downloads of the Introduction and Index, go to http://www.ashgate.com/isbn/9780754670681
People and Rail Systems
Human Factors at the Heart of the Railway

Edited by John R. Wilson, University of Nottingham, UK, Beverley Norris, University of Nottingham, UK, Theresa Clarke, Network Rail, UK and Ann Mills, Rail Safety and Standards Board, UK

Human Factors in Road and Rail Transport

‘The scientific reports provided in this text represent state-of-the-art knowledge and should be of use to other researchers, regulators, manufacturers, and operators.’

Ergonomics in Design

Following on from 2005’s Rail Human Factors: Supporting the Integrated Railway, this book brings together an even broader range of academics and practitioners from around the world to share their expertise and experience on rail human factors.

People and Rail Systems: Human Factors at the Heart of the Railway is invaluable for all those concerned with making railways safer, more reliable, of higher quality and more efficient. It is essential reading for policy-makers, researchers and industry around the world.

The content is both comprehensive and cutting-edge, featuring more than 55 chapters addressing the following topics:

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5. Travel information vs commercial signboards: the battle between travel and shopping

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In recent years, for reasons connected to the organization of the industry, technical developments, and major safety concerns, rail human factors has grown in importance at an international level. Despite its importance, however, supporting literature has been largely restricted to specialist journal publications and technical reports. *Rail Human Factors* addresses this imbalance by providing the first fully comprehensive overview of the area.

The volume includes contributions from leading ergonomists, psychologists, sociologists, management scientists and engineers whose common theme is to investigate, understand and design for people on the railways, including staff, passengers and the general public.

**Topics covered include:**
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- Network and train control systems, including ERTMS
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- SPADS
- Signalling and control center design
- Signaller performance
- Control centre interfaces
- Workload, situation awareness, team working
- Human error and reliability
- Timetabling and planning
- Maintenance planning and work
- Safety climate and safety culture
- Passenger comfort and behaviour
- Station design
- Public information systems
- Level crossings
- Trespass and vandalism
- Ergonomics standards and guidelines
- Human Factors integration

The book is the definitive guide for all those concerned with making railways safer, more reliable, of higher quality and more efficient. It will be essential reading for policy-makers, researchers and industry around the world.

For more information, including contributors and downloads of the Introduction and Index, go to [http://www.ashgate.com/isbn/97807546743821](http://www.ashgate.com/isbn/97807546743821)
The Safety of Intelligent Driver Support Systems
Design, Evaluation and Social Perspectives

Edited by Yvonne Barnard, University of Leeds, UK, Ralf Risser, FAKTUM OHG, Austria and Josef Krems, Chemnitz University of Technology, Germany

The development of new technologies of information and communication will, in the coming years, transform deeply their uses and practices in transport. The current developments in the field of road telematics and driver assistance systems offer a real opportunity to aid mobility and road safety. However, they also raise numerous questions about their effectiveness, possible positive and negative modifications of behaviour or attitudes and about their acceptability by drivers.

Problems related to the design and evaluation of intelligent driver support systems (IDSSs) and social perspectives related to their introduction on a large scale may only be fully addressed from a multi-disciplinary point of view. People from different backgrounds, from both engineering and social sciences, should be involved in this development. This book provides such knowledge from both a human and social factors background.

The Safety of Intelligent Driver Support Systems serves the training of professionals working within the transport area so that they can use this knowledge in their work. It will be of direct interest to transportation and traffic professionals, engineers, system designers, researchers and specialists working in automotive and related industries, departments of transport, and communication and public bodies related to transport in the automotive industry, public authorities. Students at Masters and PhD level, performing studies in the road transportation area, will find in this book a rich source of knowledge. Teachers and trainers, both in professional training and academic education, may use it as a basis for giving a course on the topic addressed.

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