

NORTHERN IRELAND ROAD SAFETY STRATEGY 2010 – 2020 CONSULTATION ANALYSIS REPORT - ANNEX E

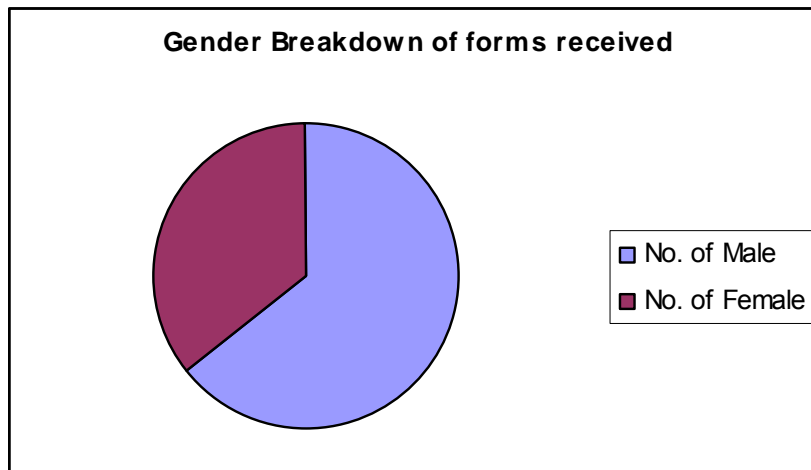
Road Safety Survey 15-18 year olds – Survey Response Report

A consultation questionnaire addressing road safety issues identified as relevant by children and young people as part of the informal consultation on preparing a new road safety strategy for Northern Ireland was circulated to a representative sample of schools across Northern Ireland in urban, rural and socially deprived areas. Of the 2,100 questionnaires issued, 803 completed survey forms were returned.

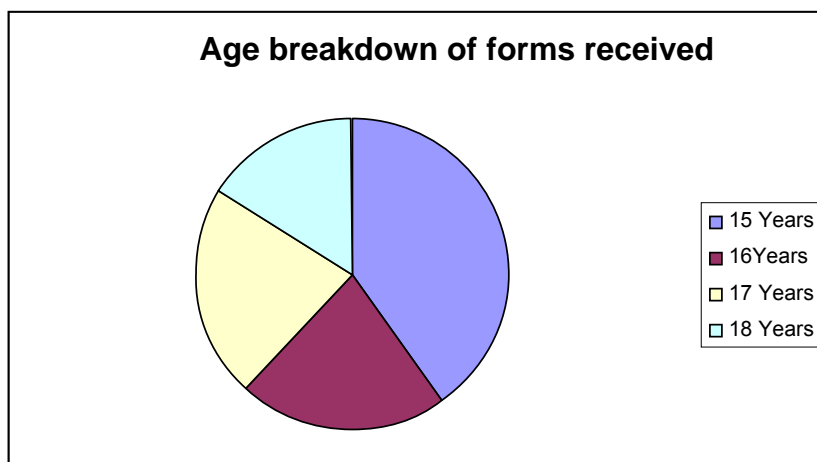
A copy of the questionnaire is attached at Annex A.

Gender breakdown of forms returned

Of the 803 survey forms returned 64% were completed by males and 36% by females.



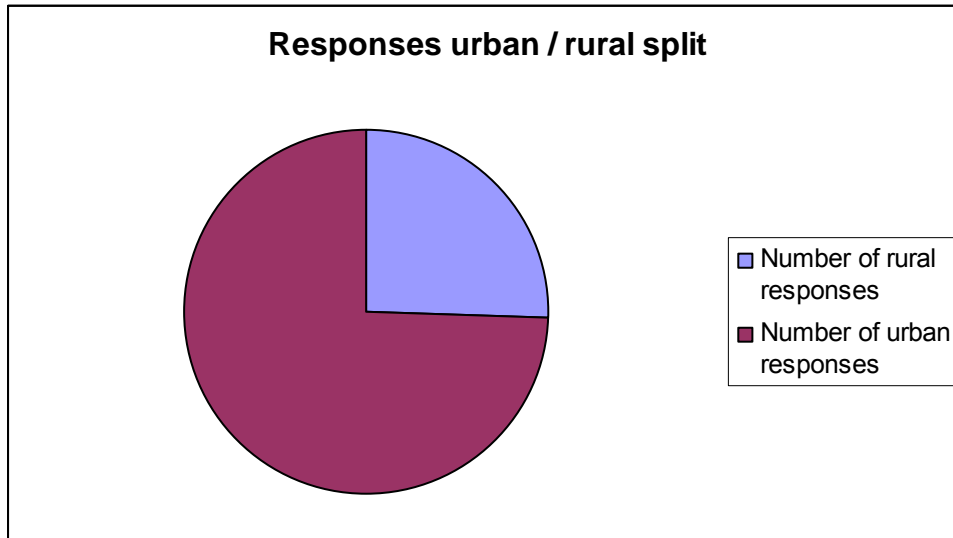
Age breakdown of forms received



Age	%
15	40
16	22
17	22
18	16
Base number	803

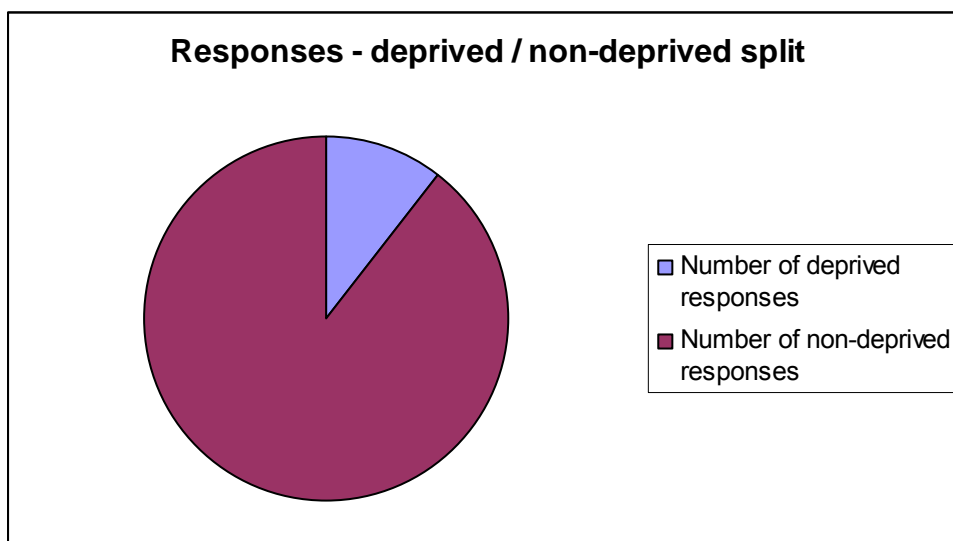
Rural Urban split

Of the 803 survey forms returned 26% were from rural schools and 74% from urban schools.



Deprived non-deprived split

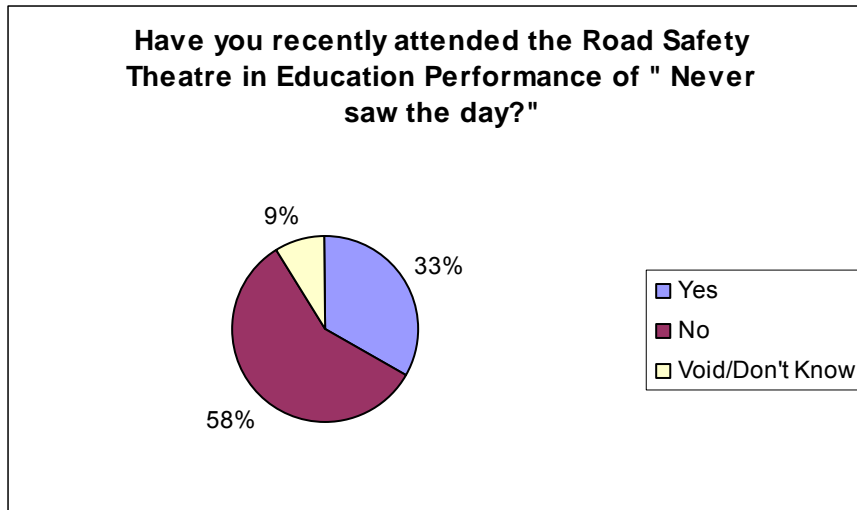
Of the 803 survey forms returned 11% were from schools identified as being in a deprived area and 89% from schools identified as not being in a deprived area.



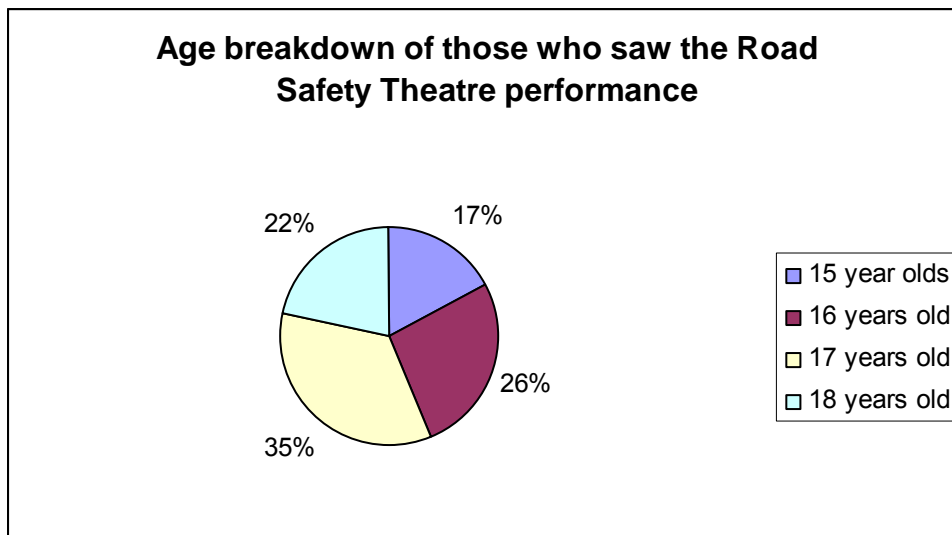
The Questionnaire

1. Road Safety Theatre

The majority of respondents 58% had not seen the road safety theatre in education performance of "Never saw the day".

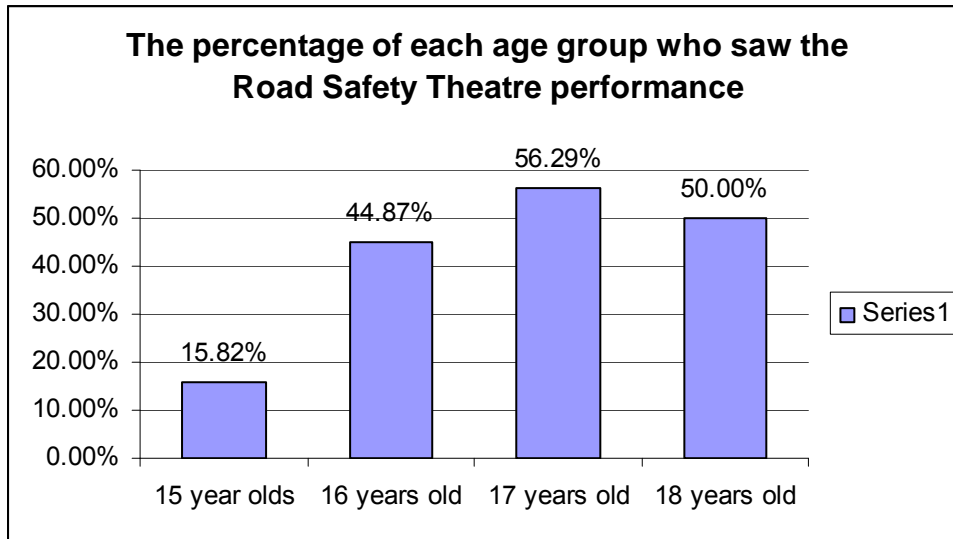


Age breakdown of those who saw performance



Age	%
15	17
16	26
17	35
18	22
Base number	269

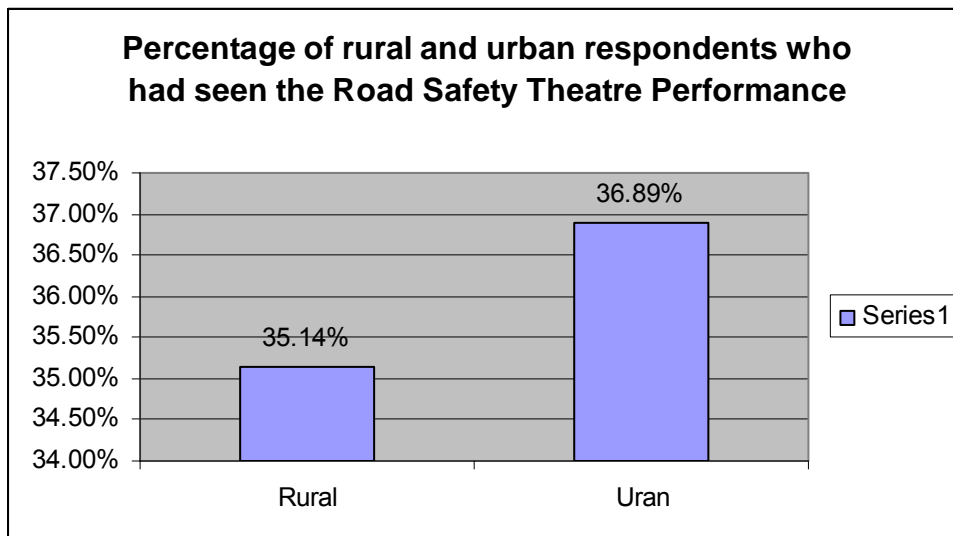
The Percentage of each age group who saw the performance



Age	%
15	16
16	45
17	56
18	50

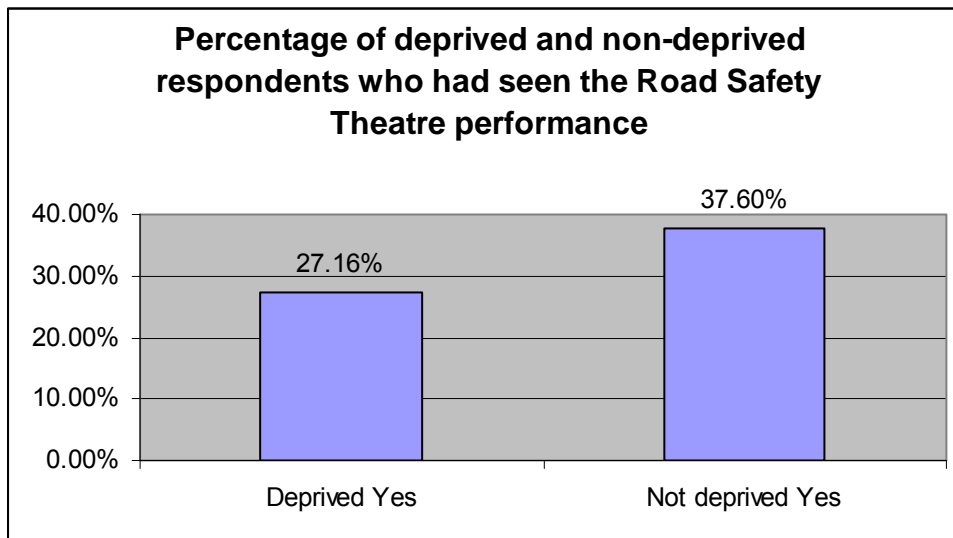
Percentage of Rural and urban respondents who saw the performance

Of all rural respondents 35% said they had seen the performance while 37% of all urban respondents had.



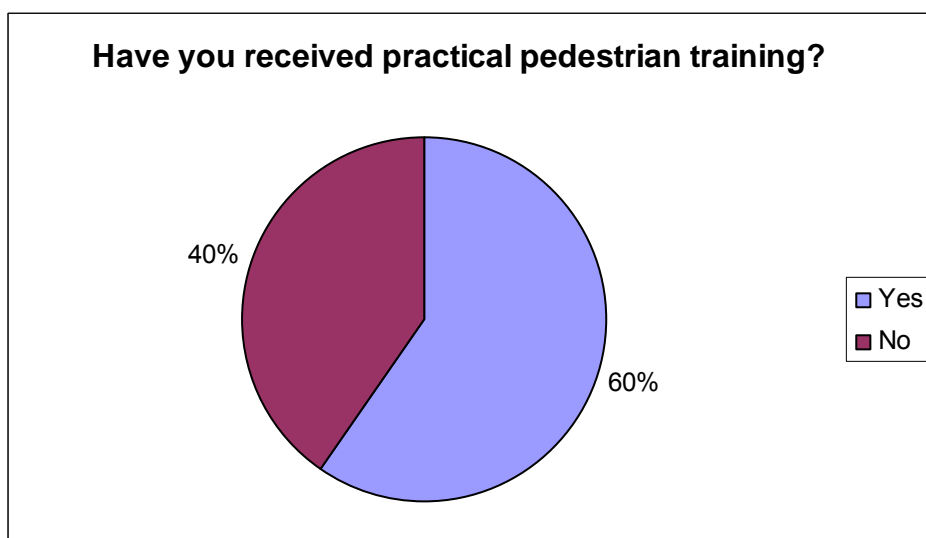
Percentage of deprived and non-deprived respondents who saw the performance

Of deprived respondents 28% said they had seen the performance. Of non deprived respondents 38% said they had seen the performance.

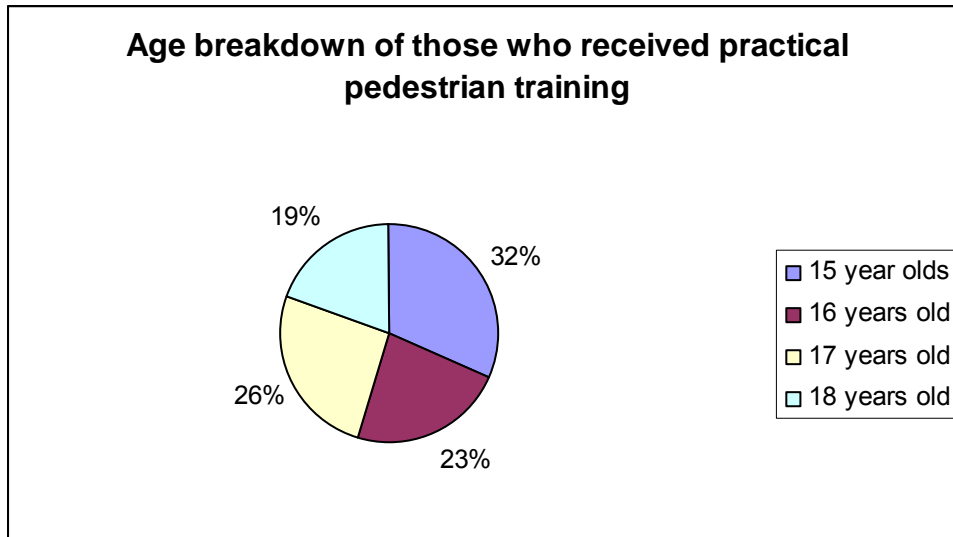


2. Practical pedestrian training

The majority of respondents 60% had received practical pedestrian training.

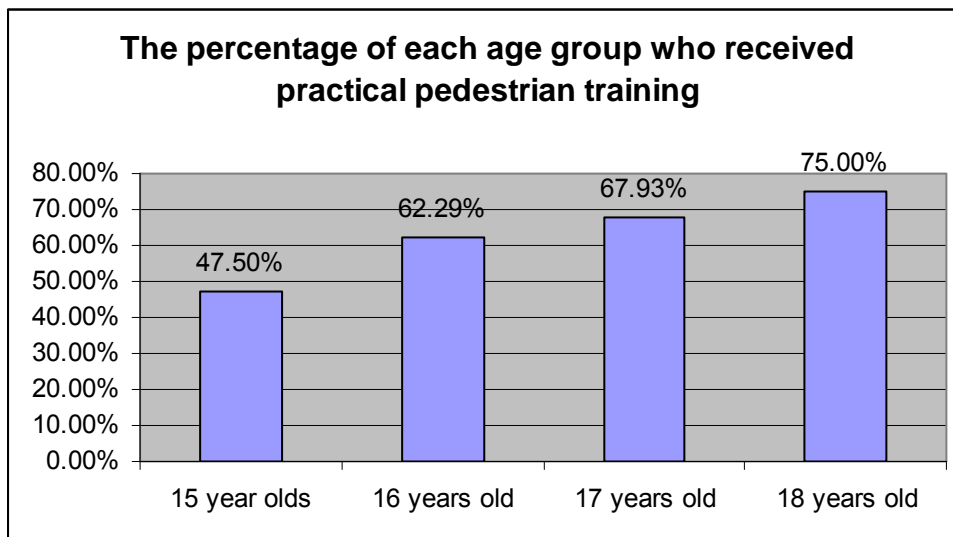


Age breakdown of those who received practical pedestrian training



Age	%
15	32
16	23
17	26
18	19
Base number	481

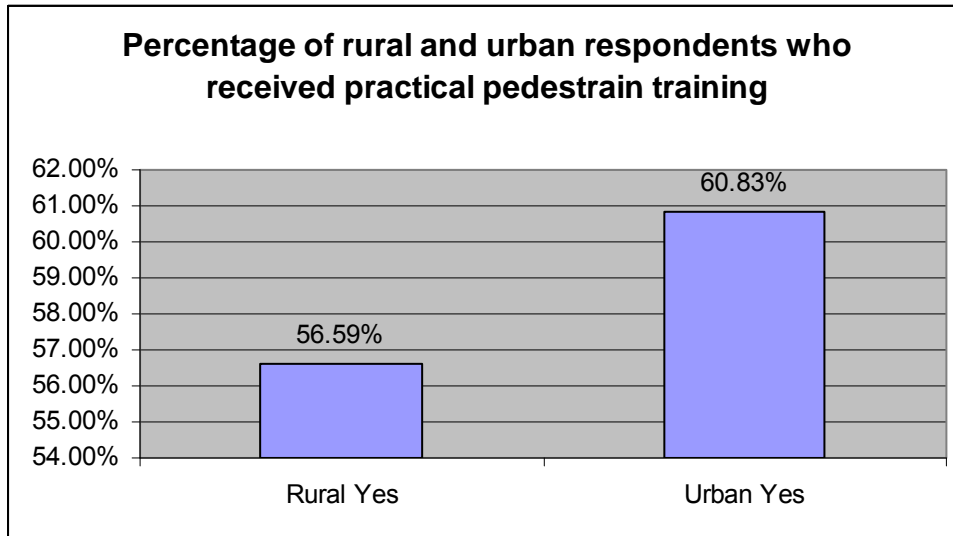
Percentage of each age group who received training



Age	%
15	48
16	62
17	68
18	75

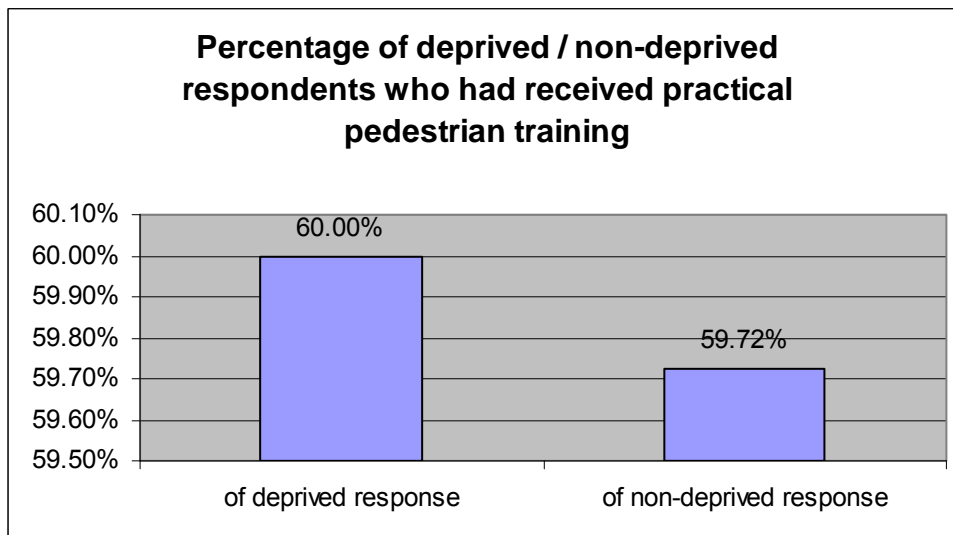
Percentage of Rural and urban respondents who received practical pedestrian training

Of all rural respondents 57% said they had received training while 61% of all urban respondents had.



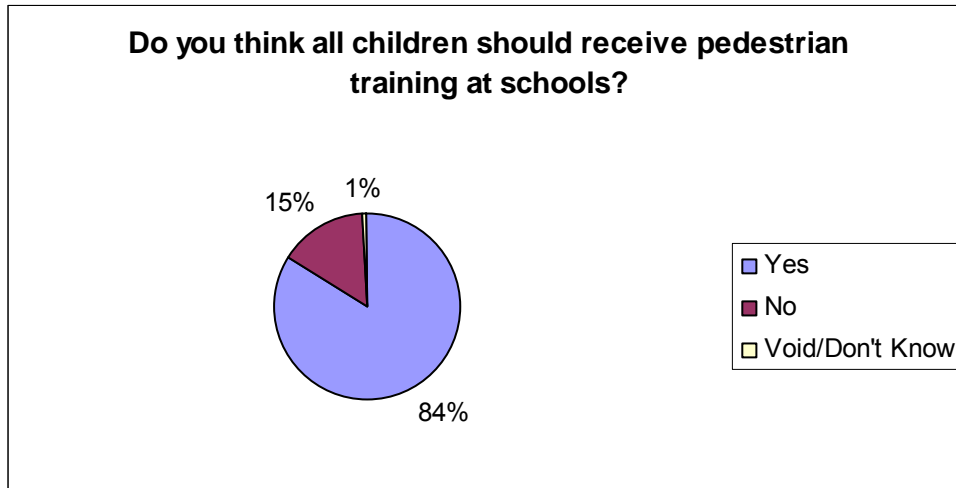
Percentage of deprived and non-deprived respondents who received practical pedestrian training

Of all deprived respondents 60% said they had received training. Of all non deprived respondents 59% said they had received training.

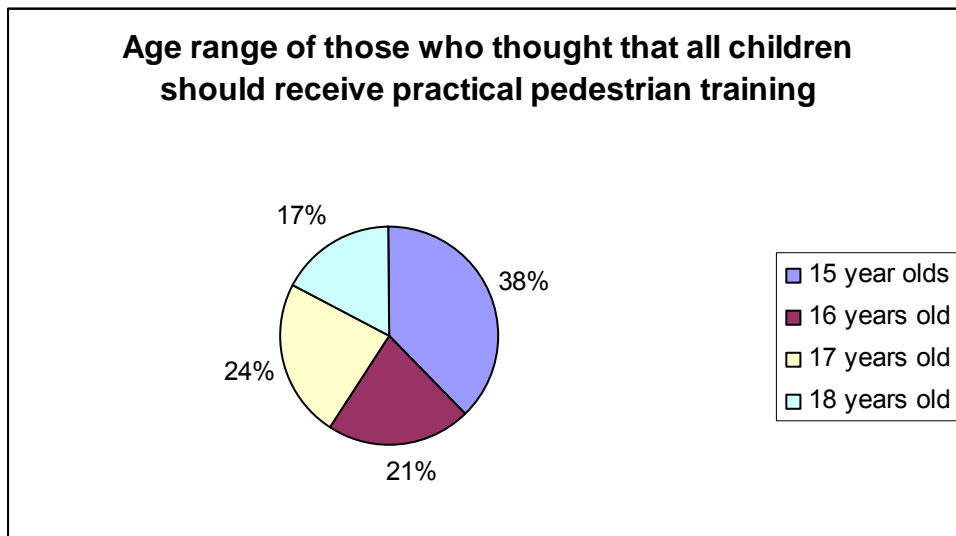


Do you think all children should receive practical pedestrian training?

The majority of respondents 85% thought that children should receive practical pedestrian training.

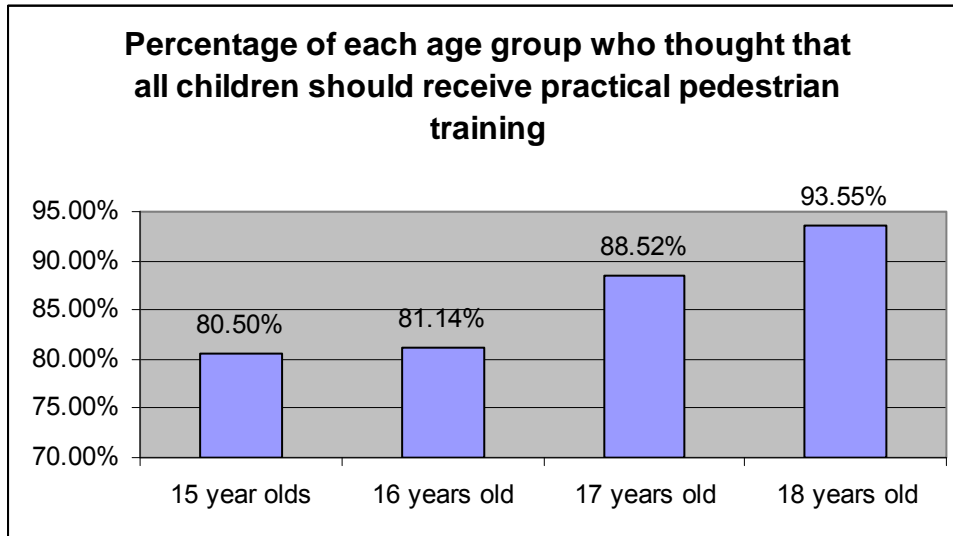


Age breakdown of those who thought all children should receive practical pedestrian training



Age	%
15	38
16	21
17	24
18	17
Base number	677

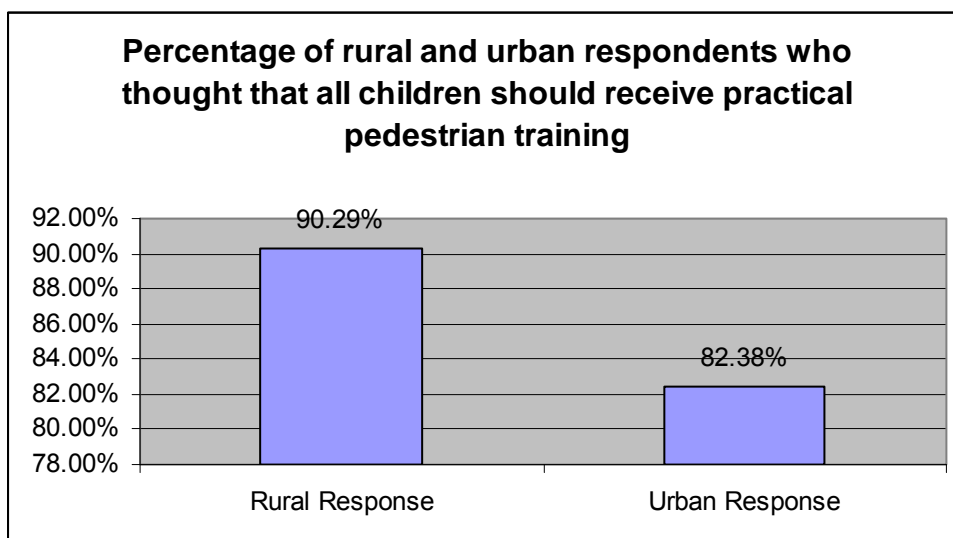
Percentage of each age group who thought you should receive practical pedestrian training.



Age	%
15	81
16	81
17	89
18	94

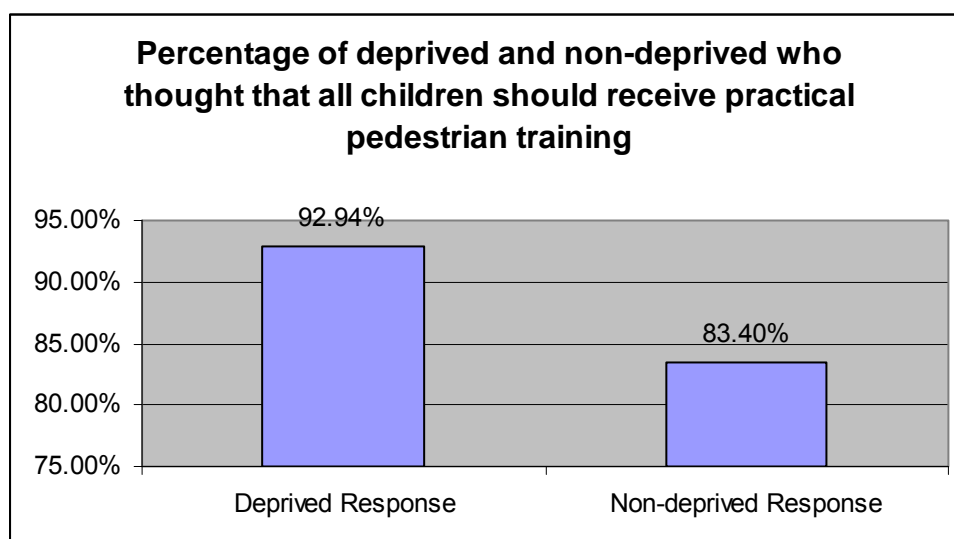
Percentage of Rural and urban respondents who thought that all children should receive practical pedestrian training

Of all rural respondents 90% said they thought all children should receive training while 82% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought that all children should receive practical pedestrian training

Of deprived respondents 93% said they thought all children should receive training. Of non deprived respondents 83% said they thought all children should receive training.



3. What new measures could be put in place to keep CYP safer when walking?

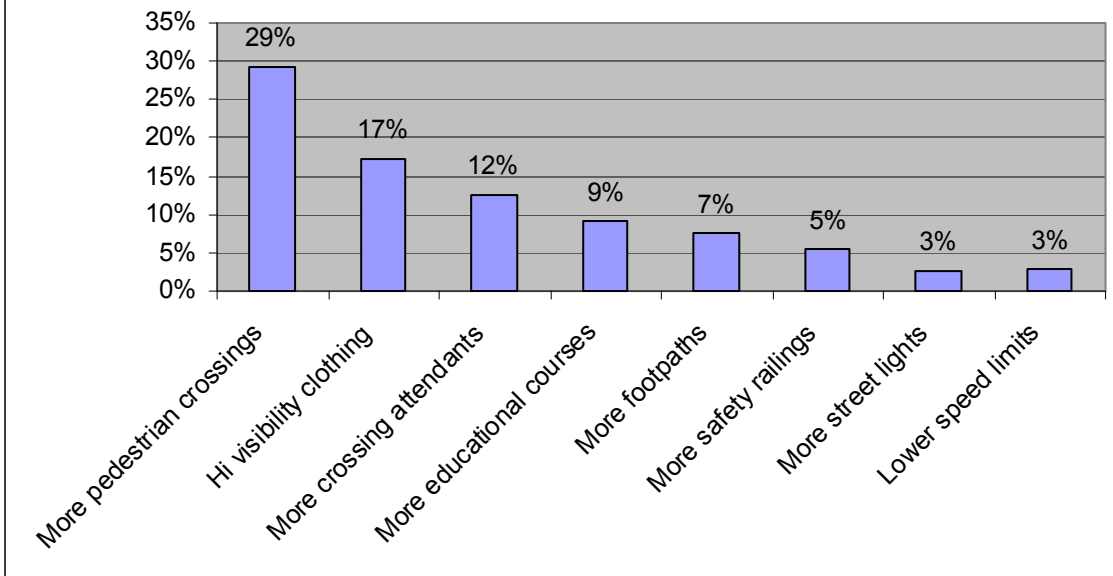
Of those who replied 29% suggested more pedestrian crossings such as zebra and pelican crossings. The use of high visibility or reflective clothing whether armbands, strips on coats or on school bags was suggested by 17% of those who responded. The use of more crossing attendants was suggested by 12% of those who responded

The following table and chart shows a breakdown of the suggested new measures to keep CYP safe when walking.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

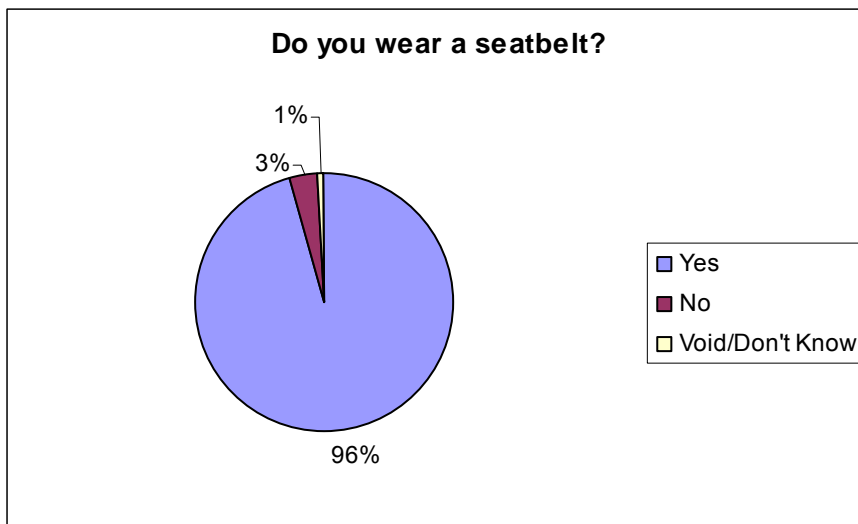
Response	% of respondents who gave this response
More pedestrian crossings	29%
Hi visibility clothing	17%
More crossing attendants	12%
More educational courses	9%
More footpaths	7%
More safety railings	5%
More street lights	3%
Lower speed limits	3%
Base number of responses	681

What new measures could we put in place to keep CYP even more safe when walking

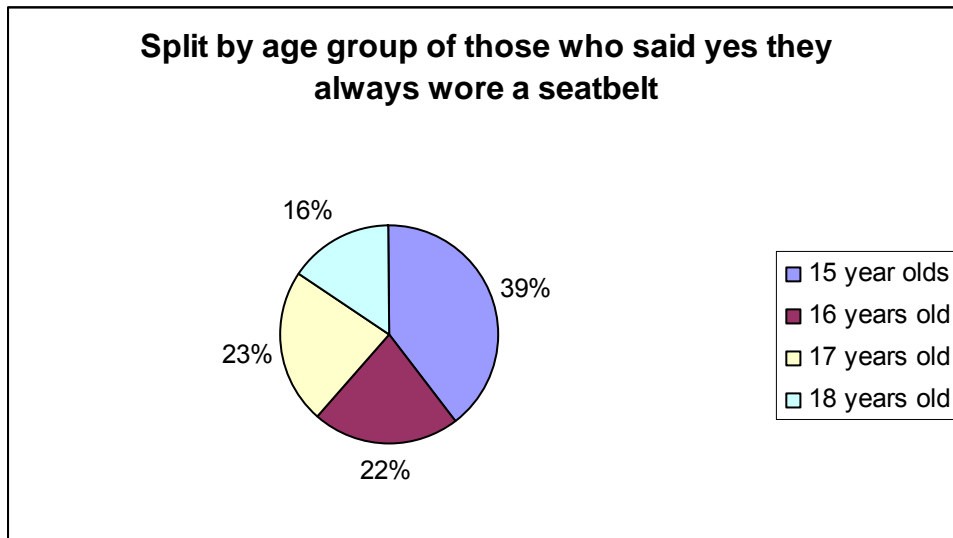


4. Do you wear a seatbelt?

The majority of respondents 96% said that they always wore a seatbelt. This figure was consistent across all ages, urban and rural respondents and those in deprived and non-deprived areas.

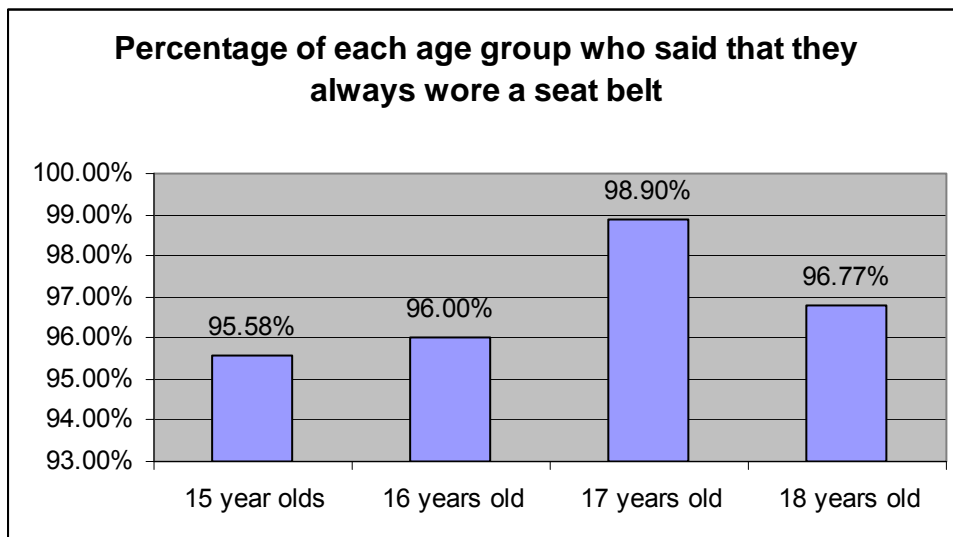


Split by age group those who said they always wore a seat belt



Age	%
15	39
16	22
17	23
18	16
Base number	770

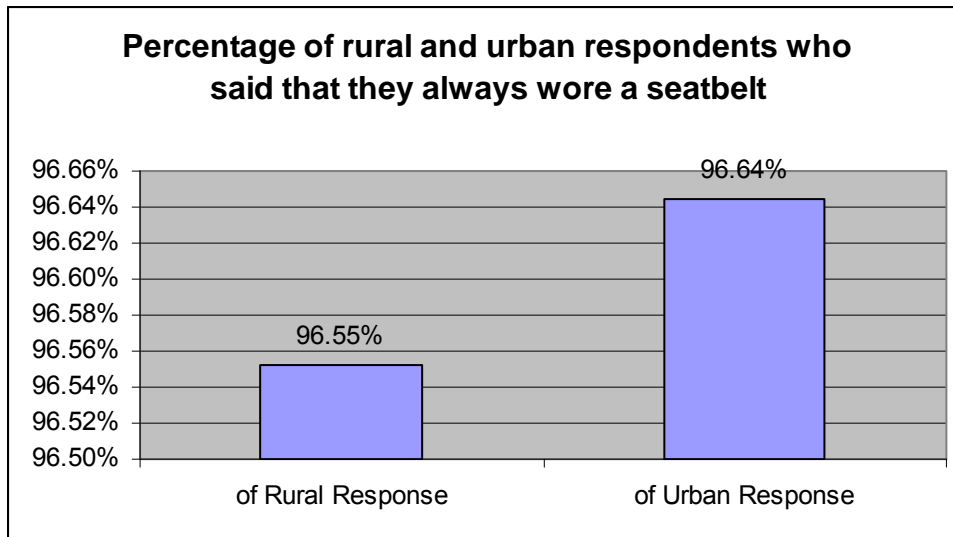
Percentage of each age group who always wore a seat belt



Age	%
15	96
16	96
17	99
18	97

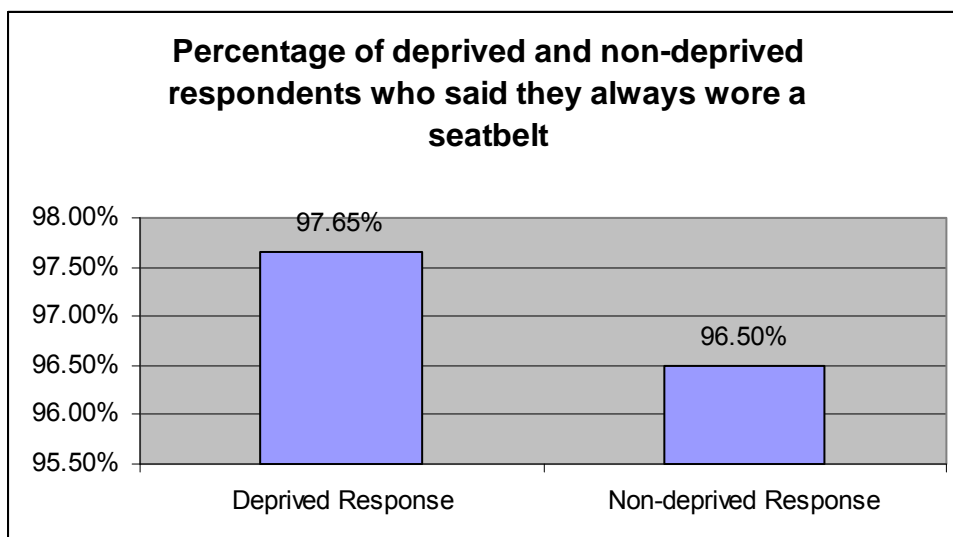
Percentage of Rural and urban respondents who said that they always wore a seatbelt

Of all rural respondents 97% said they wore a seat belt all the time, 97% of all urban respondents said they did.



Percentage of deprived and non-deprived respondents who said that they always wore a seatbelt

Of deprived respondents 98% said they wore a seat belt all the time. Of non deprived respondents 97% said they wore a seat belt all the time.



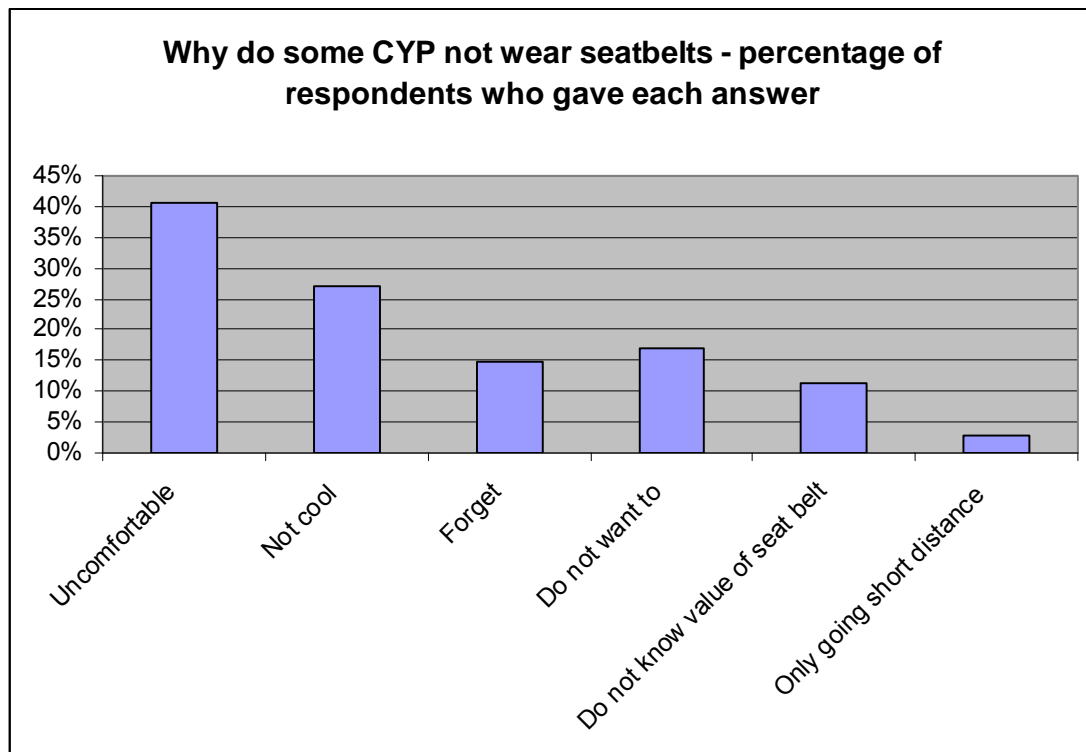
5. Why do some CYP not wear seatbelts?

Of those who replied 41% said that a reason some CYP did not wear seatbelts could be because they were uncomfortable. Twenty seven percent said that it could be because seatbelts were thought uncool. While 17% said that CYP did not want to wear them.

The following table and chart shows a breakdown of the suggested reasons why some CYP do not wear seatbelts.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Uncomfortable	41%
Not cool	27%
Do not want to	17%
Forget	15%
Do not know value of seat belt	11%
Only going short distance	3%



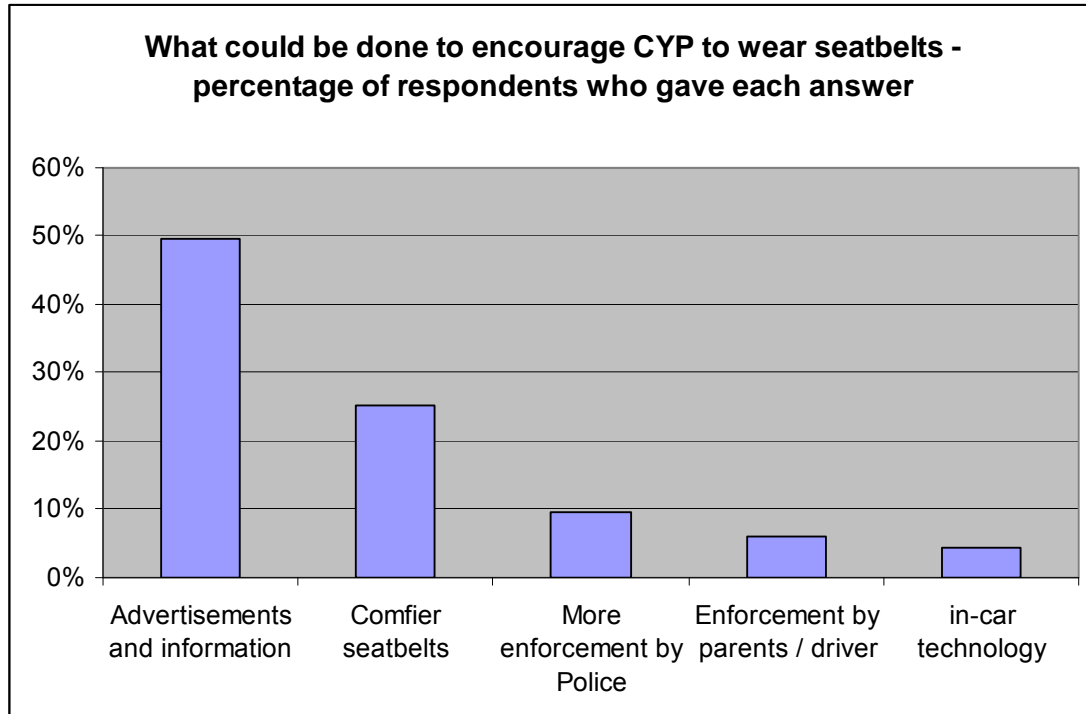
6. What could be done to encourage CYP to wear seatbelts?

Of those who replied 50% said that CYP could be encouraged to wear seatbelts through advertisements and associated information showing the consequences of being involved in a collision while not wearing one. It was suggested by 25% of respondents that making seatbelts more comfortable would encourage CYP to wear them. More Police enforcement and bigger fines was suggested by 10% of those who responded.

The following table and chart shows a breakdown of suggestions to encourage CYP to wear seatbelts.

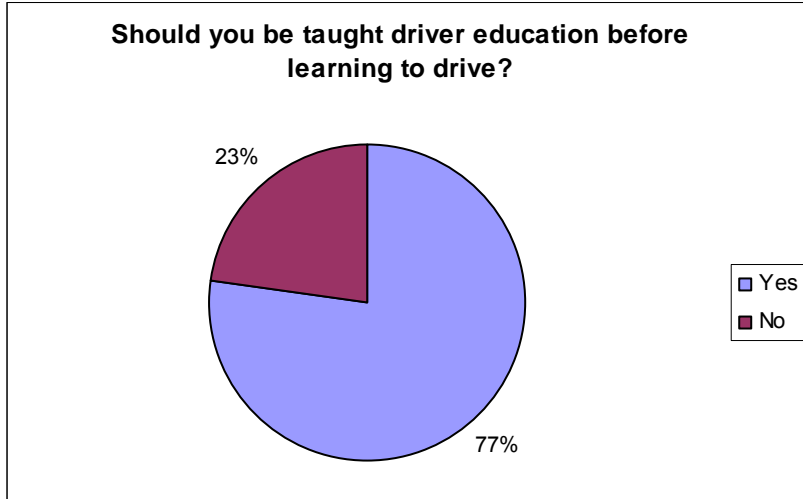
Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Advertisements and information	50%
Comfier seatbelts	25%
More enforcement by Police	10%
Enforcement by parents / driver	6%
in-car technology	5%



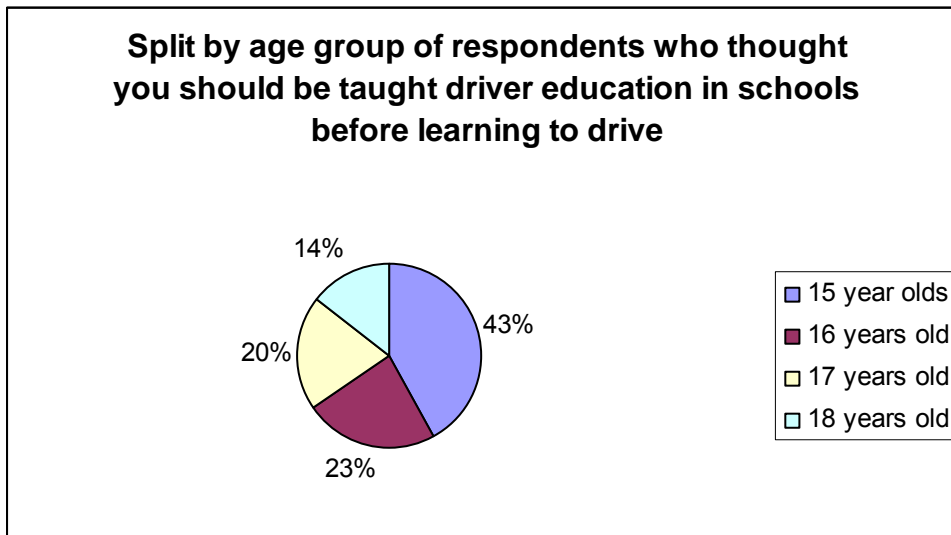
7. Should you be taught driver education in schools before you learn to drive?

The majority of respondents 77% thought that you should be taught driver education in schools before learning to drive.

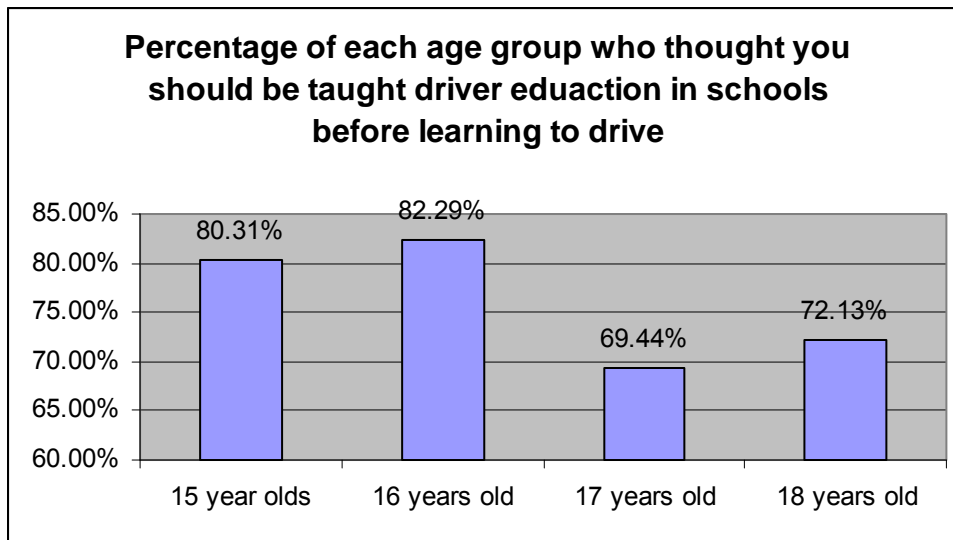


	%
Yes	76
No	24
Base number	803

Split by age group who thought you should be taught driver education in schools before learning to drive



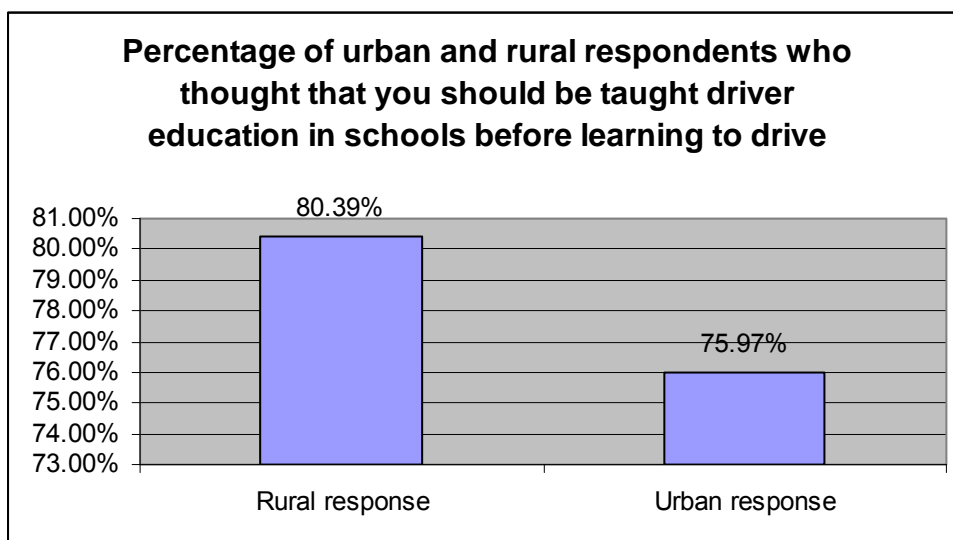
Percentage of each age group who thought you should be taught driver education in schools before learning to drive.



Age	%
15	80
16	82
17	69
18	72

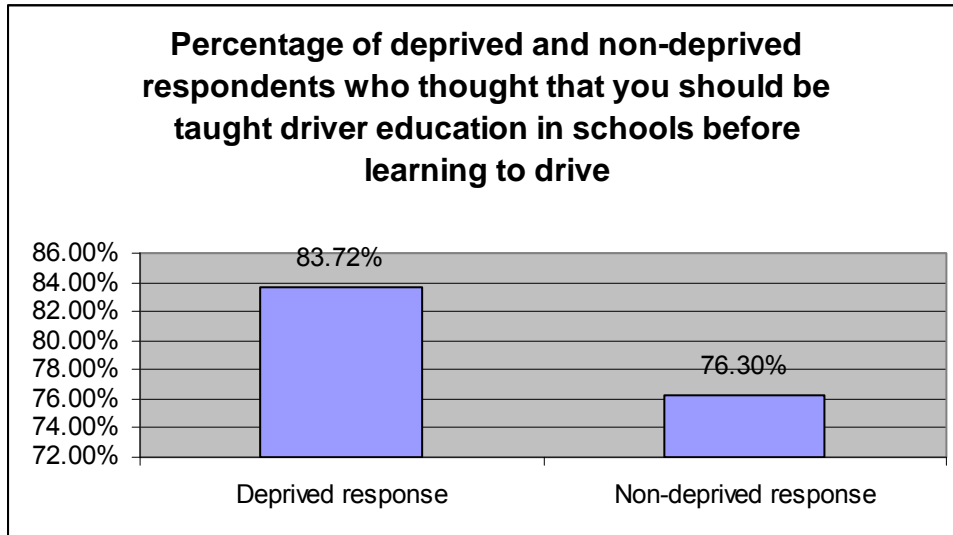
Percentage of Rural and urban respondents who thought you should be taught driver education in schools before learning to drive

Of all rural respondents 80% said they thought you should be taught driver education in schools before learning to drive while 76% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought you should be taught driver education in schools before learning to drive

Of deprived respondents 84% said they thought you should be taught driver education in schools before learning to drive as opposed to 76% of non-deprived respondents.

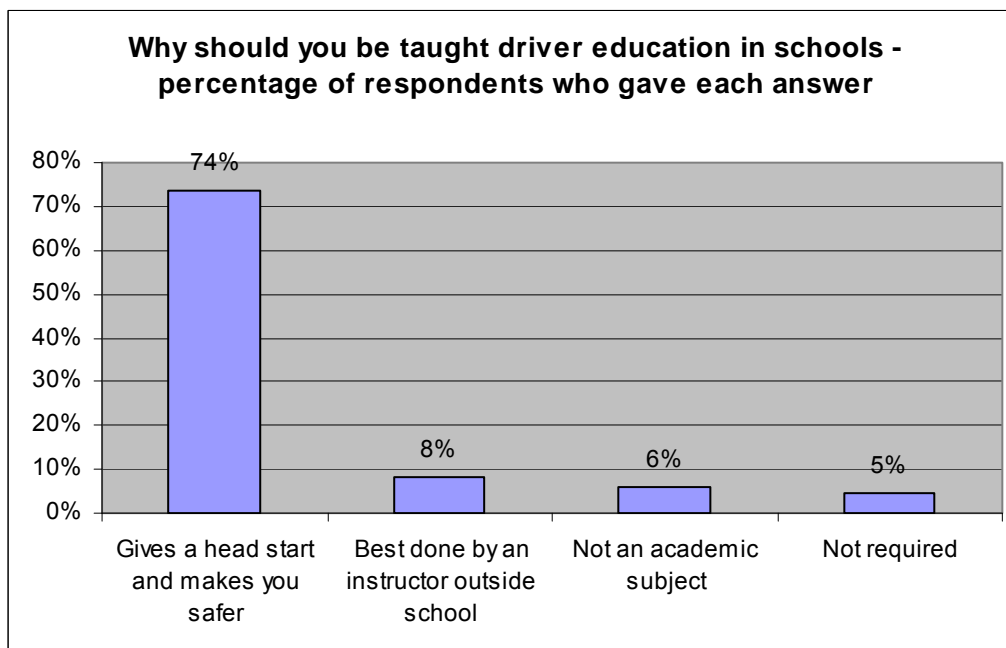


8. Why should you be taught driver education in schools?

Of those who replied 74% said that being taught driver education in schools would give them a head start in learning to drive and make them better and safer drivers. Of those respondents who replied to this question 19% said that driver education should not be taught in schools because it was better taught when learning to drive and it was not an academic subject.

The following table and chart shows a breakdown of responses to the question should you be taught driver education in schools.

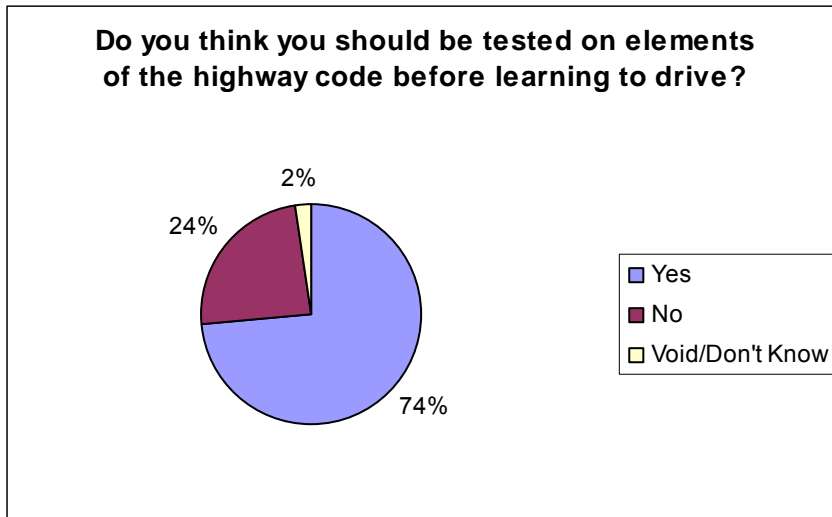
Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



Response	% of respondents who gave this answer
Gives a head start and makes you safer	74%
Best done by an instructor outside school	8%
Not an academic subject	6%
Not required	5%

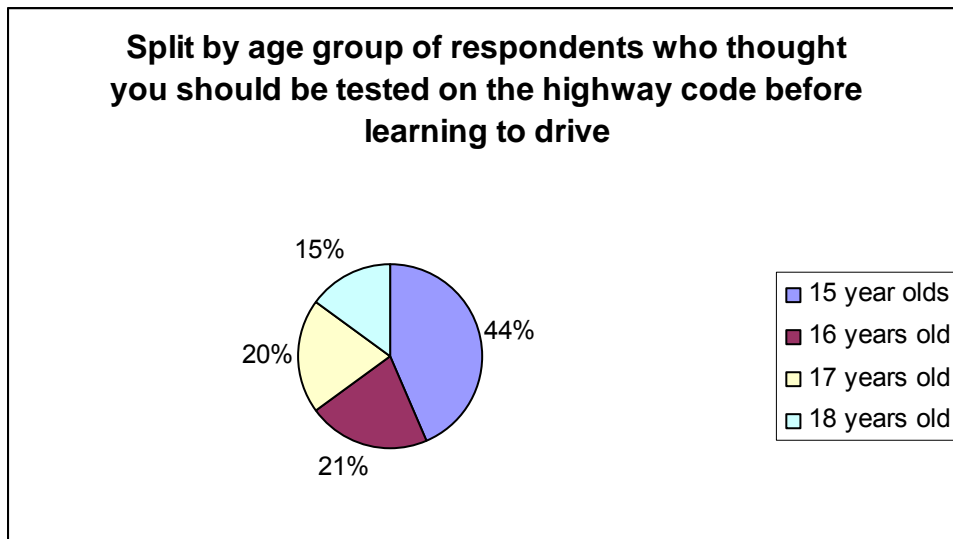
9. Do you think you should be tested on elements of the Highway Code before learning to drive?

The majority of respondents 74% thought that you should be tested on elements of the Highway Code before learning to drive. This figure was consistent across urban and rural respondents and those in deprived and non-deprived areas.

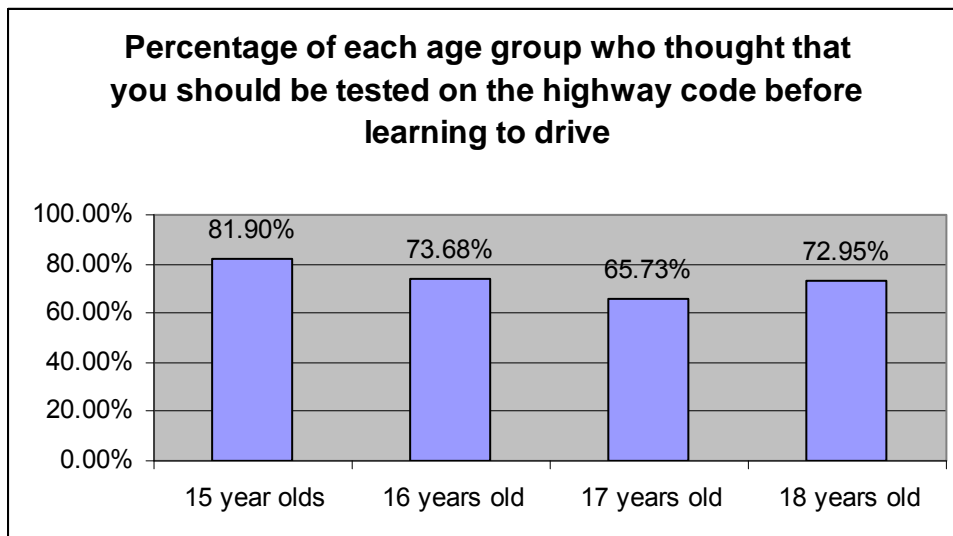


	%
Yes	74
No	24
Don't Know	2
Base number	803

Split by age group of respondents who thought you should be tested on elements of the Highway Code before learning to drive



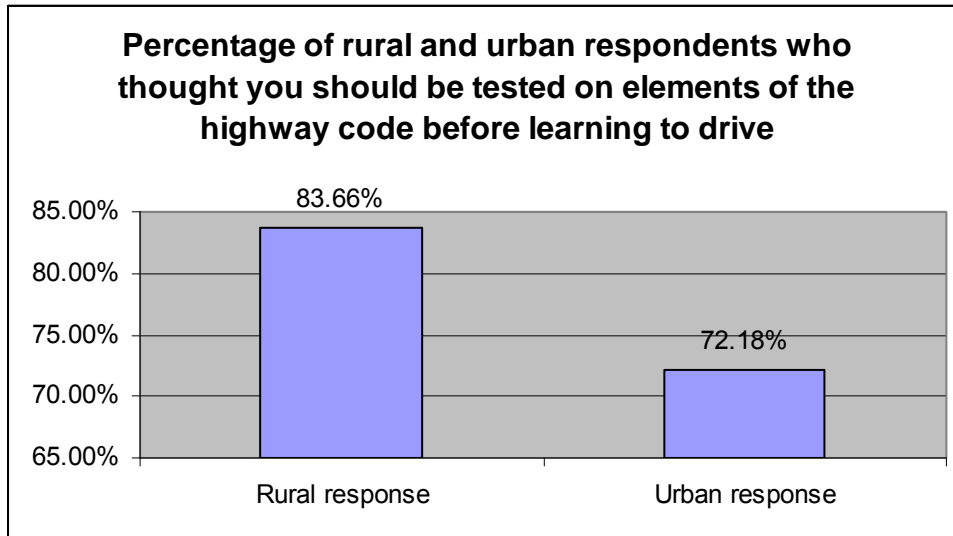
Percentage of each age group who thought you should be tested on elements of the Highway Code before learning to drive



Age	%
15	82
16	74
17	66
18	76

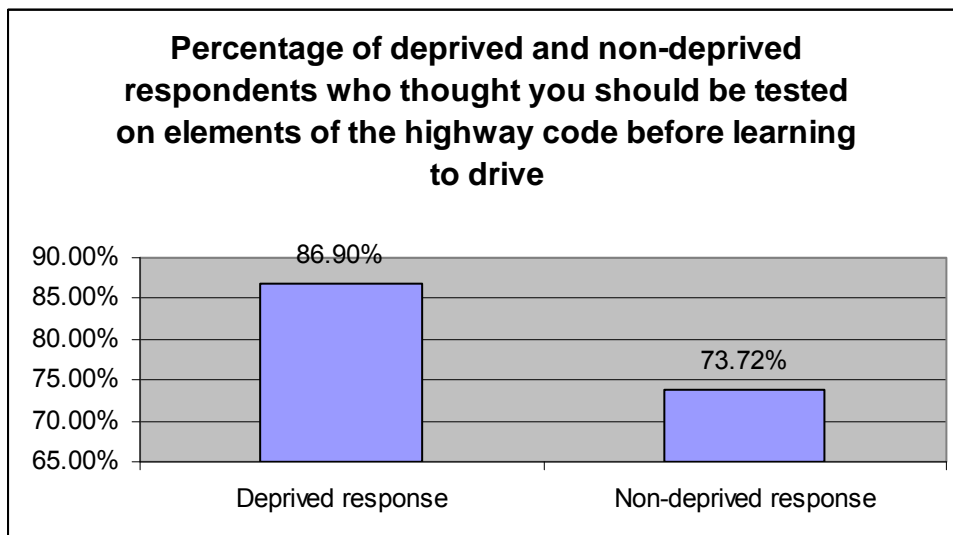
Percentage of rural and urban respondents who thought you should be tested on elements of the Highway Code before learning to drive

Of all rural respondents 84% said they thought you should be tested on elements of the highway code before learning to drive while 72% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought you should be tested on elements of the Highway Code before learning to drive

Of deprived respondents 87% said they thought you should be tested on elements of the highway code before learning to drive as opposed to 74% of non-deprived respondents.



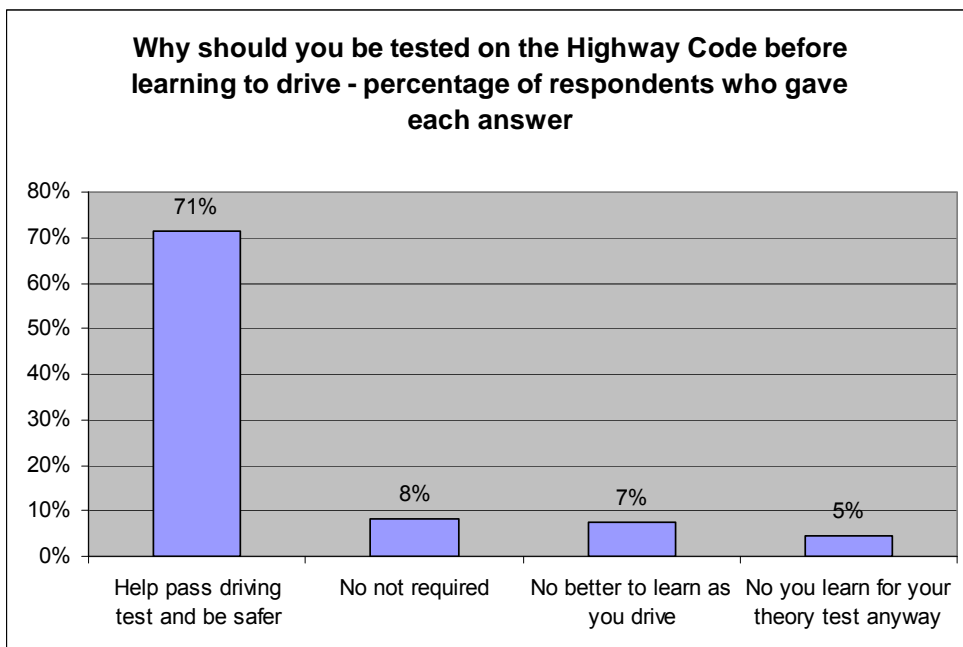
10. Why should you be tested on elements of the Highway Code?

Of those who replied 71% said that being tested on the Highway Code before learning to drive would help them pass the driving test and be safer drivers.

Of those respondents who replied to this question 20% said that there was no need to learn and be tested on the highway code before learning to drive as it was better to learn the code as you learned to drive. Besides you had to learn it for the theory test anyway so why learn it early and forget it all.

The following table and chart shows a breakdown of responses to learning and being tested on the Highway Code before learning to drive.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



Response	% of respondents who gave this answer
Help pass driving test and be safer	71%
No not required	8%
No better to learn as you drive	7%
No you learn for your theory test anyway	5%

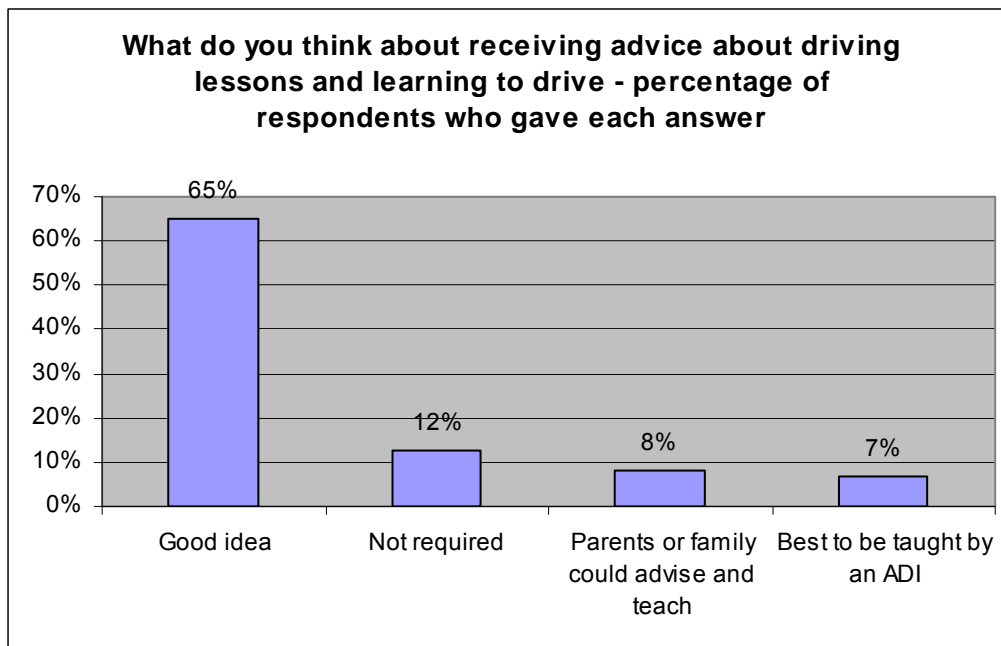
11. What do you think about receiving advice on how to get professional lessons, how to choose an approved driving instructor and learning to drive with a supervising driver?

This question gave rise to a large range of answers with respondents interpreting the question in different ways.

Of those who replied 65% said that receiving advice on how to get professional driving lessons, etc was a good idea. However 20% of those respondents who replied to this question said that advice was not required.

The following table and chart shows a breakdown of responses to receiving advice on how to get professional driving lessons, etc.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



Response	% of respondents who gave this answer
Good idea	65%
Not required	12%
Parents or family could advise and teach	8%
Best to be taught by an ADI	7%

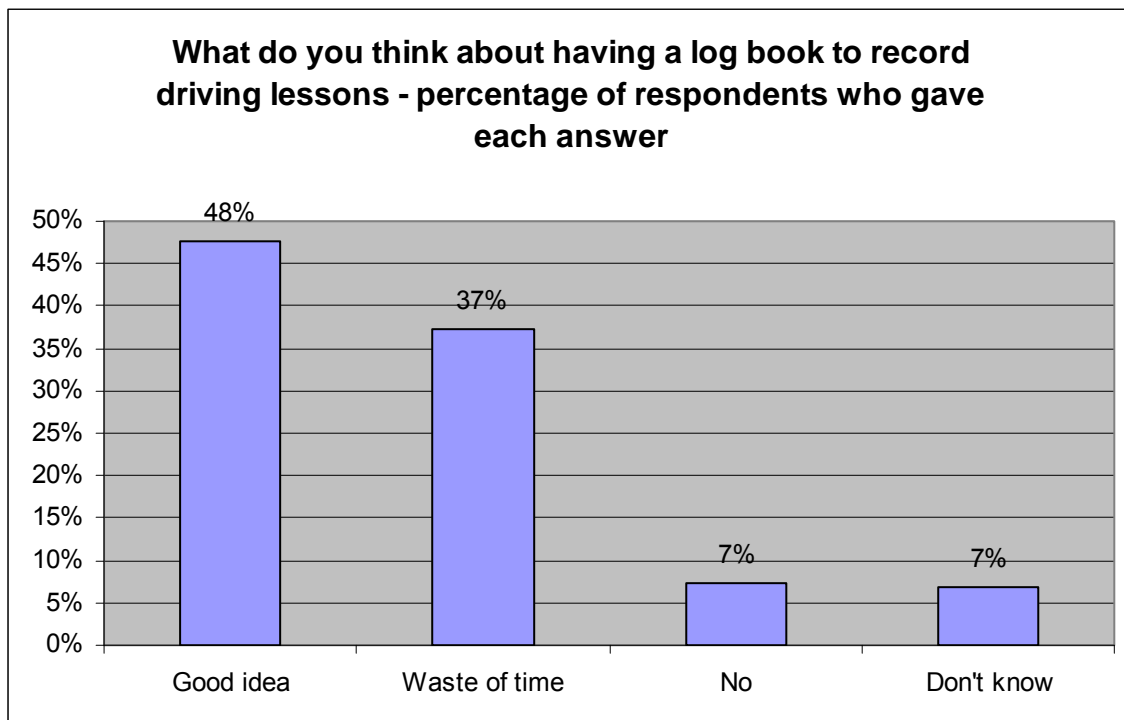
12. What do you think about having a log book to record no. of hours practise?

Of those who replied 48% said that having a log book to record driving lesson progress was a good idea and would help monitor and assess progress. However 37% of those who responded thought a log book would be a waste of time and in particular would be open to fraud, would not be completed and would increase the cost of lessons.

The following table and chart shows a breakdown of responses to having a log book to record no. of hours practise.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Good idea	48%
Waste of time	37%
No	7%
Do not know	7%



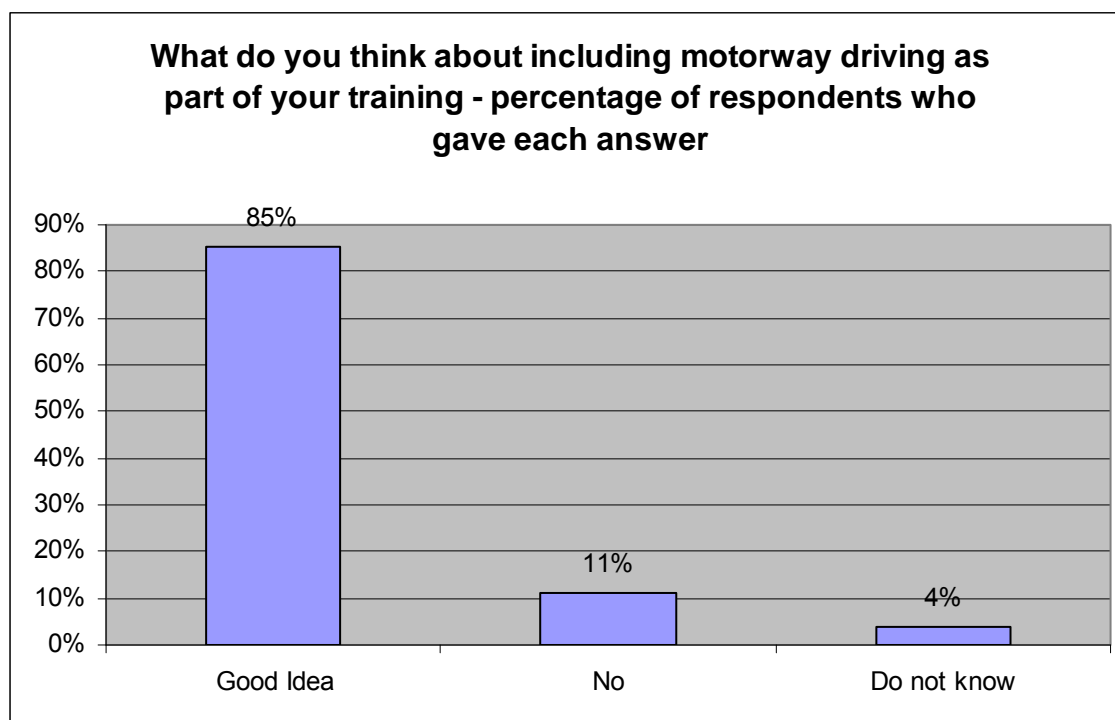
13. What do you think about including motorway driving as part of your training?

Of those who replied 85% said that including motorway driving as part of learning to drive would be a good idea. With most of this group commenting that everyone would drive on a motorway at some stage in their lives and it was stupid not to be trained on motorway driving.

However 11% of those who responded thought that learning to drive on a motorway was not a good idea mainly because they thought it would be dangerous and was something that could be learnt after passing the test.

The following table and chart shows a breakdown of responses to including motorway driving as part of your training.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



Response	% of respondents who gave this answer
Good idea	85%
No	11%
Do not know	4%

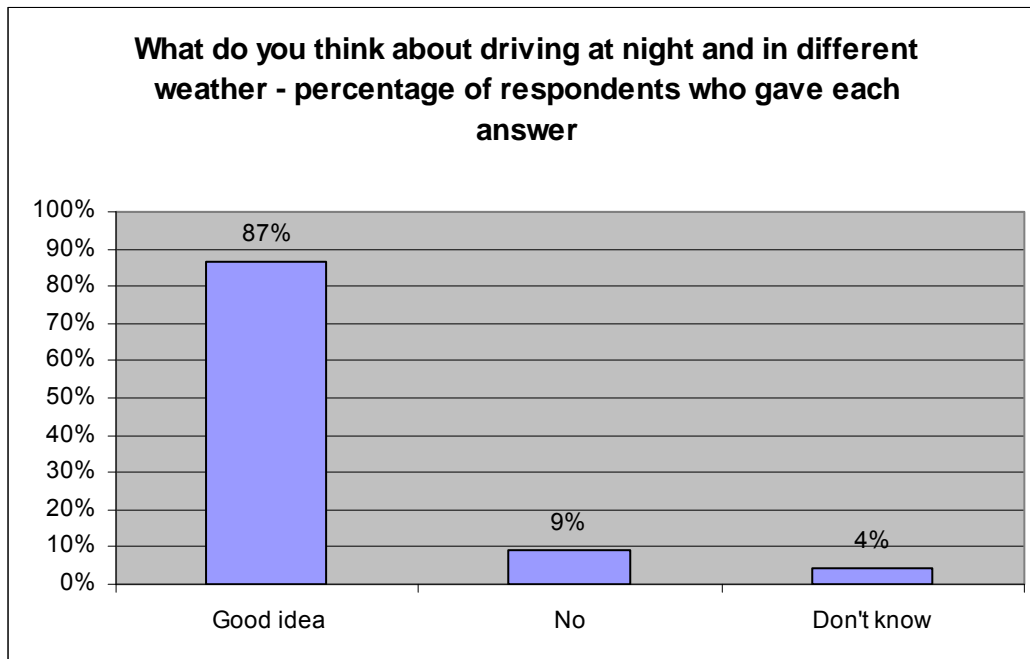
14. What do you think about driving at night and in different weather and traffic conditions as part of your training?

Of those who replied 87% said that including driving at night and in different weather and traffic conditions as part of learning to drive would be a good idea. With most of this group commenting that everyone would drive in such conditions at some stage in their lives and it was stupid not to be trained to drive safely.

However 9% of those who responded thought that this was not a good idea mainly because they thought it would be dangerous and was something that could be learnt after passing the test.

The following table and chart shows a breakdown of responses to driving at night and in different weather and traffic conditions as part of your training.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



Response	% of respondents who gave this answer
Good idea	87%
No	9%
Do not know	4%

15. What do you think about being prepared to drive independently once you've passed your test?

This question gave rise to a large range of answers with respondents interpreting the question in different ways.

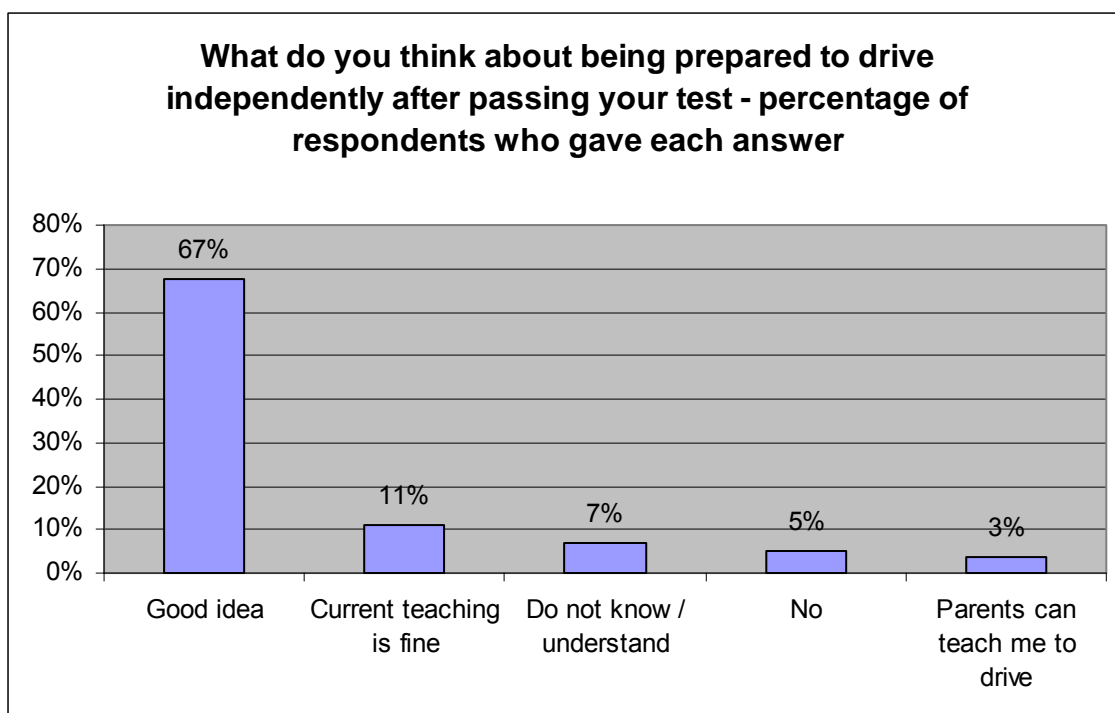
Of those who replied 67% said that being prepared to drive independently once you've passed your test was a good idea. However from the range of longer comments contained within this group it was clear that not all respondents understood what independent driving was, confusing it with driving unaccompanied as part of the learning process. In addition this group provided a lot of single "yes" or "good idea" type answers so whilst unable to say that these were made on an incorrect interpretation it would seem likely. I recommend you consider discounting these results for the time being.

Of those respondents who replied to this question 11% said that advice was not required.

The following table and chart shows a breakdown of responses to receiving advice on how to get professional driving lessons, etc.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Yes / Good idea	67
Current teaching is fine	11%
Do not know / understand	7%
No	5%
Parents can teach me to drive	3%



16. Is there any element of the driving test (theory or practical) that you feel does not adequately help you prepare for driving on NI roads?

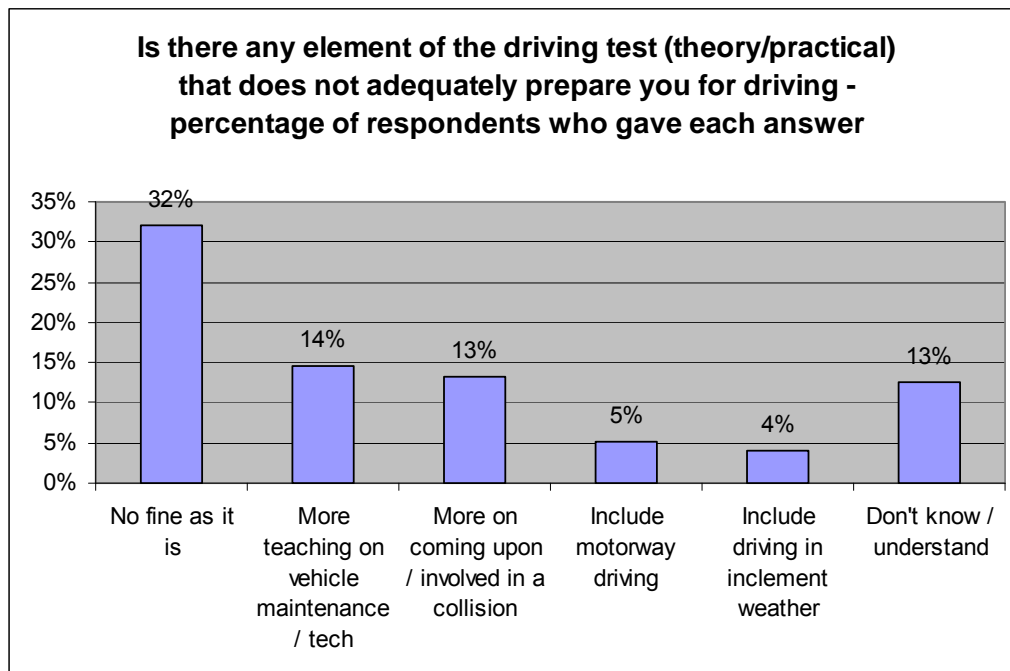
This question was largely misinterpreted and the majority of respondents gave suggestions as to what they thought was missing from the current driving test (theory and practical). This is a different approach to the question but does provide useful data.

Of those who replied 32% said that the current driving test (theory and practical) was fine as it was. However 14% of those who responded wanted to see more teaching and testing on vehicle maintenance and how to use the various controls and pieces of technology in the car. What to do when coming upon a collision or being involved in a collision was deemed important by 13% of those who responded. While 5% of those who responded wanted motorway driving to be taught and tested.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
No fine as it is	32%
More teaching on vehicle maintenance / tech	14%
More on coming upon / involved in a collision	13%
Include motorway driving	5%
Include driving in inclement weather	4%
Don't know / understand	13%



17. Are there any additional elements that should be added to the test (theory or practical) that might help you feel better equipped to drive safely on NI roads?

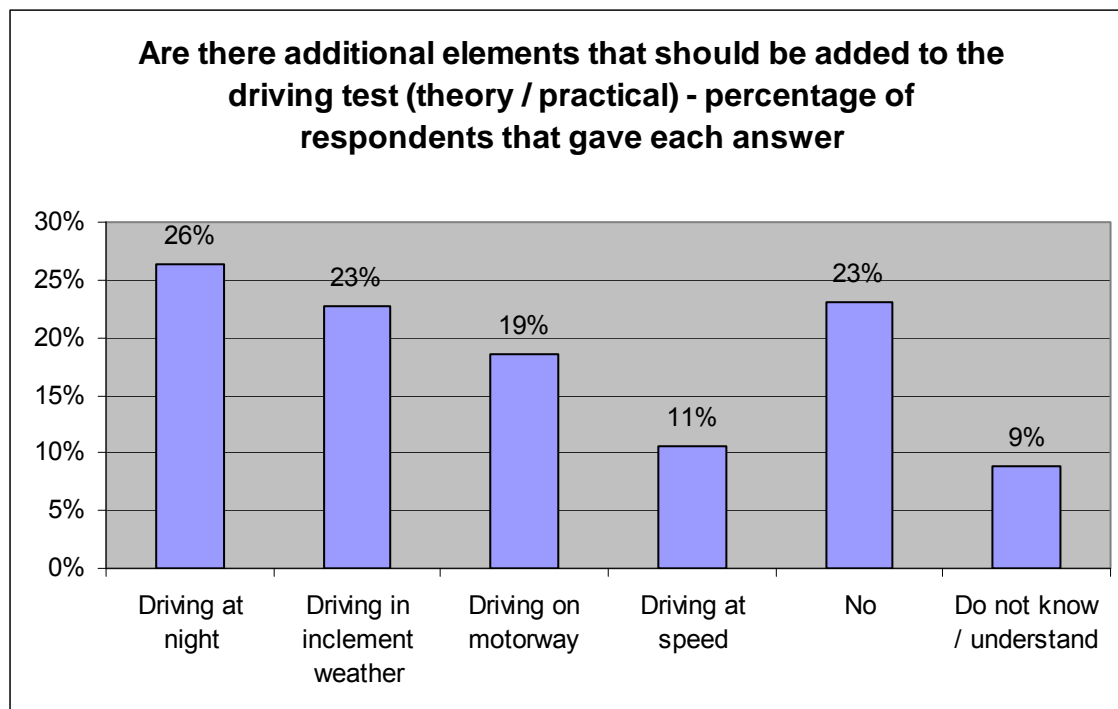
Of those who replied 26% said that that driving at night should be added to the driving test, while 23% suggested driving in inclement weather conditions, 19% suggested driving on the motorway and 11% wanted to be tested driving at speed.

However 23% of those who responded thought that the current driving test was fine as it was.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Driving at night	26%
Driving in inclement weather	23%
Driving on motorway	19%
Driving at speed	11%
No	23%
Do not know / understand	9%



18. Are there any incentives that could be introduced to encourage you to continue to apply driving test standards after passing your test?

Of those who replied 66% said that that lower insurance rates for careful drivers would encourage them to continue to apply driving test standards after passing your test.

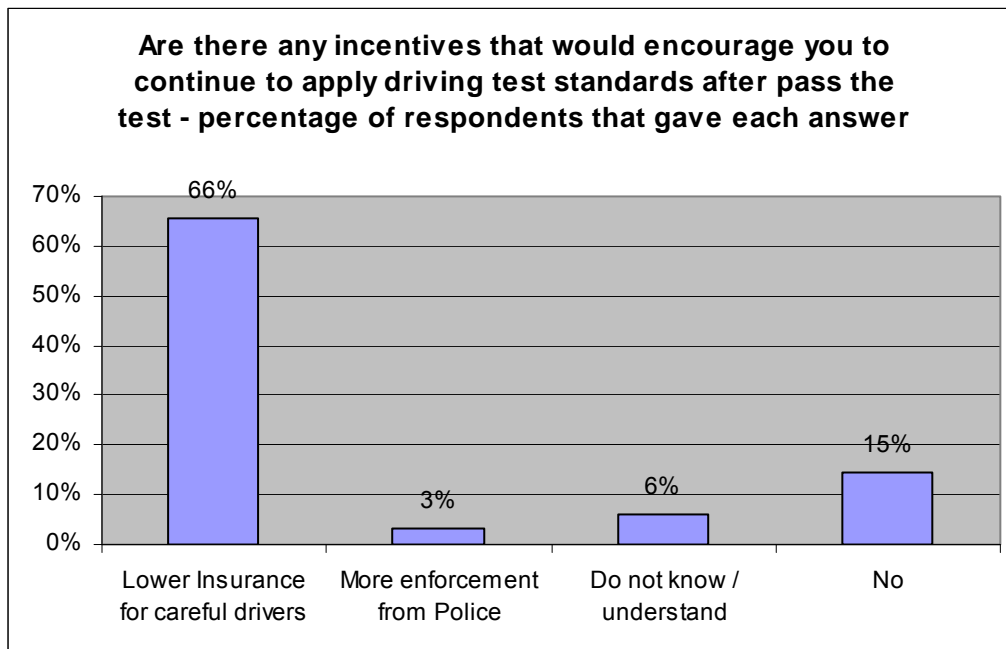
The next largest response was more enforcement by the Police which was suggested by 3% of those who responded.

Of those who responded 15% said that there was nothing that could influence how they would drive post test.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Lower Insurance for careful drivers	66%
More enforcement from Police	3%
No	15%
Do not know / understand	6%



19. What do you think are the advantages of driving with "R" plates during the first year of driving?

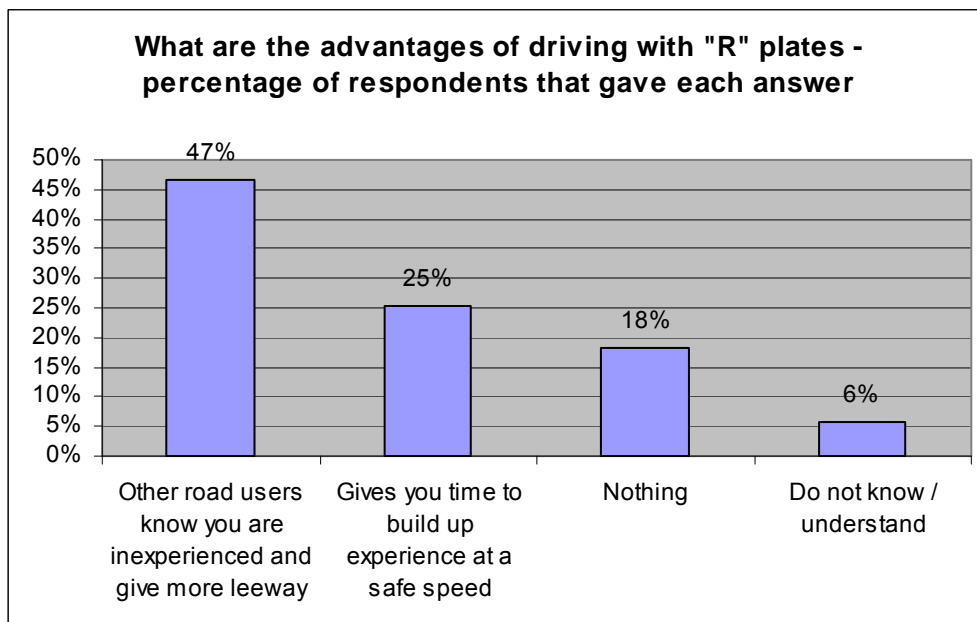
Of those who replied 47% said that displaying an "R" plate made other road users aware that you were an inexperienced driver and they would be more forgiving of your slower speed and potentially poorer driving ability and would be less likely to bully you.

Of those who responded 25% said that displaying an "R" plate allowed you to build experience while driving at a safer speed. While 18% saw no advantage to displaying an "R" plate.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Allows road users to know you are inexperienced	47%
Gives you time to build up experience at a safe speed	25%
Nothing	18%
Do not know / understand	6%



20. What do you think are the disadvantages of driving with "R" plates during the first year of driving?

Of those who responded 45% said that a disadvantage of driving with an "R" plate was that you could not go above 45mph and this was too slow for modern traffic speeds and caused tailbacks and road rage.

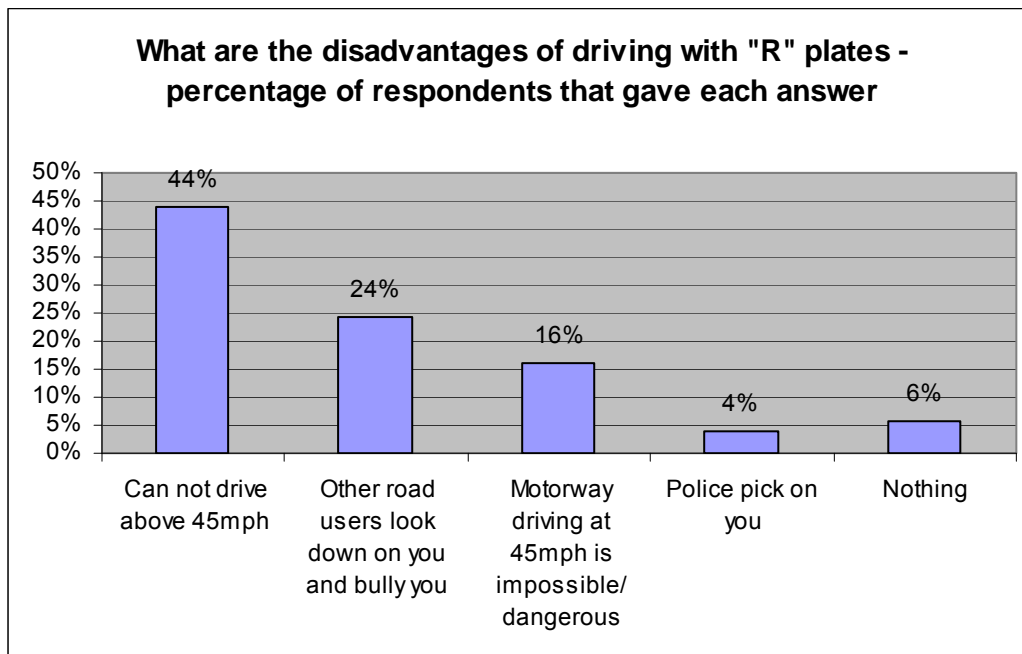
Of those who responded 16% said that motorway driving was dangerous with an "R" plate as travelling at 45mph was too slow and you became a mobile hazard.

Other road users looked down on those displaying "R" plates showing them no respect on the road and bullying them according to 26% of those who responded to this question.

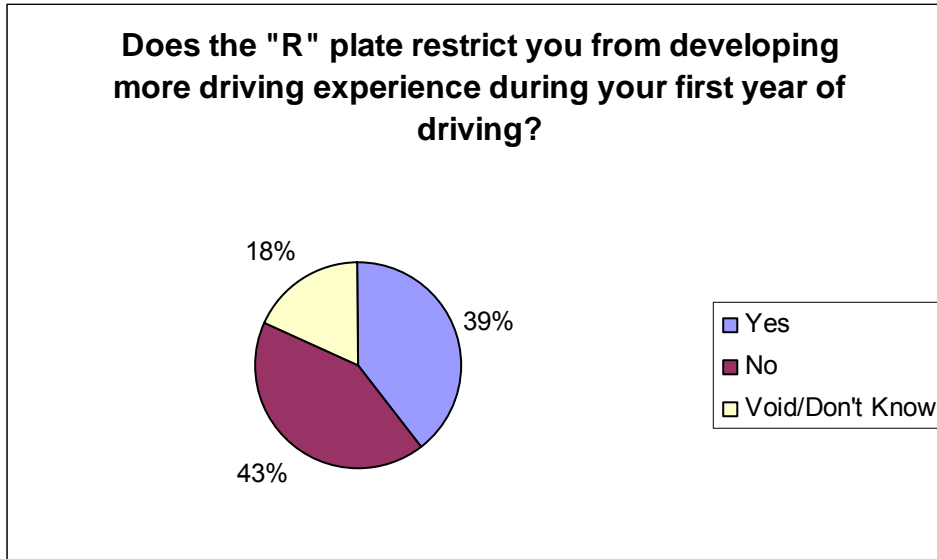
The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Can not drive above 45mph	44%
Other road users look down on you and bully you	24%
Motorway driving at 45mph is impossible/ dangerous	16%
Police pick on you	4%
Nothing	6%

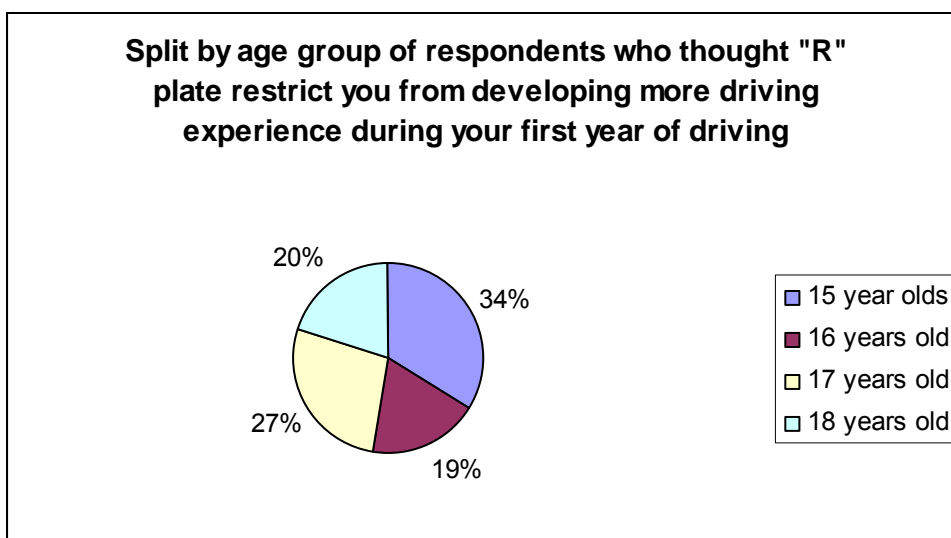


21. Does the "R" plate restrict you from developing more driving experience during your first year of driving?

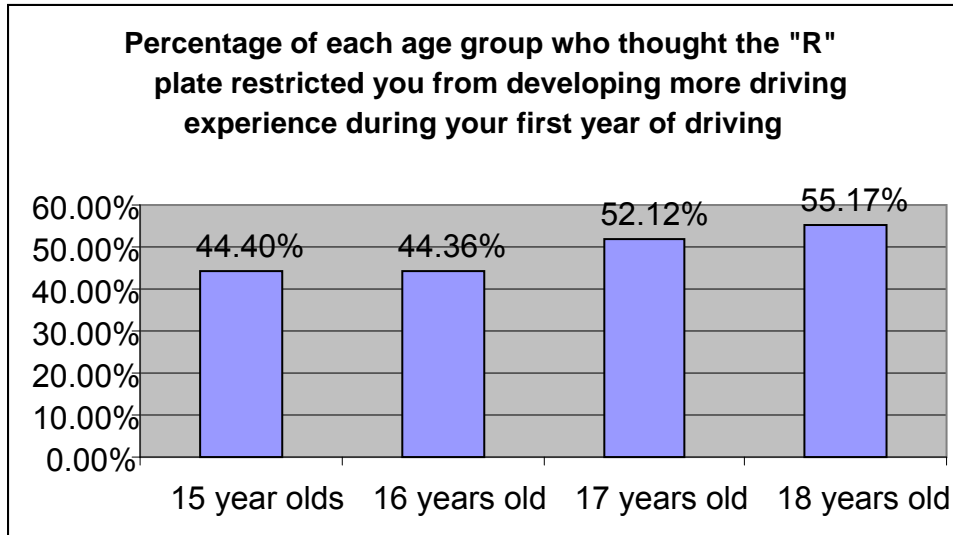


	%
Yes	39
No	42
Don't Know	19
Base number	803

Split by age group of respondents who thought "R" plates restrict you from developing more driving experience during your first year of driving



22. Percentage of each age group who thought the "R" plate restricted you from developing more driving experience during your first year of driving

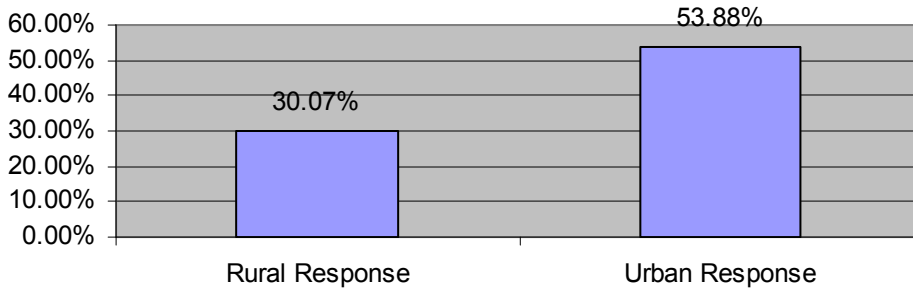


Age	%
15	44
16	44
17	52
18	55

Percentage of rural and urban respondents who thought the "R" plate restricted you from developing more driving experience during your first year of driving

Of all rural respondents 30% said they thought the "R" plate restricted you from developing more driving experience during your first year of driving while 54% of all urban respondents thought so.

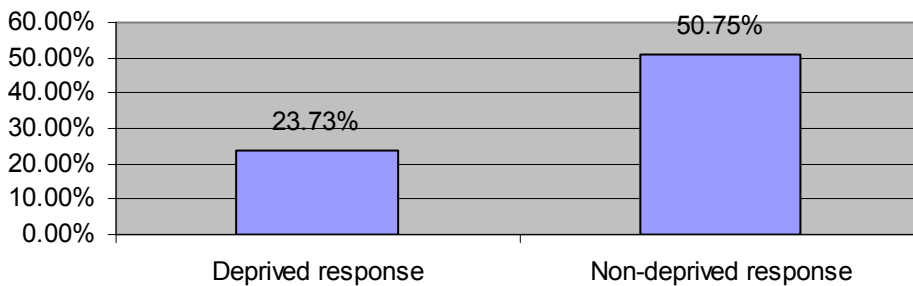
Percentage of rural and urban respondents who thought the "R" plate restricted you from developing more driving experience during your first year of driving



Percentage of deprived and non-deprived respondents who thought the "R" plate restricted you from developing more driving experience during your first year of driving.

Of deprived respondents 24% said they thought the "R" plate restricted you from developing more driving experience during your first year of driving as opposed to 51% of non deprived respondents.

Percentage of deprived and non-deprived respondents who thought the "R" plate restricted you from developing more driving experience during your first year of driving.



23. How does the "R" plate restrict you from developing more driving experience during your first year of driving?

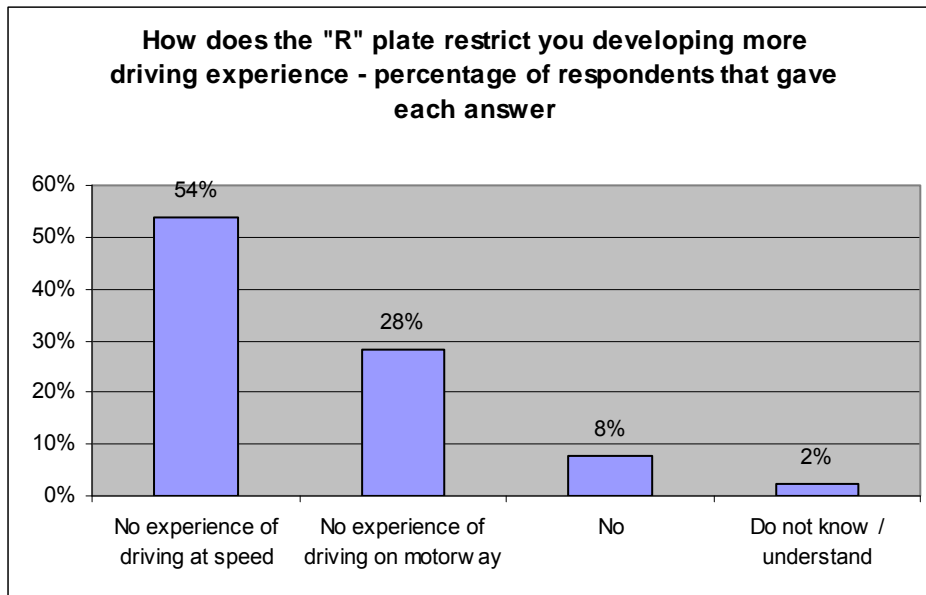
Of those who replied 54% said that displaying an "R" plate restricted them from developing experience at driving above 45mph.

Of those who responded 28% said that displaying an "R" plate meant they could not develop proper motorway skills such as overtaking / changing lanes and driving at speed because of the 45mph restriction.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Proposed action measure	% of respondents who gave this answer
No experience of driving at speed	54%
No experience of driving/overtaking on motorway at proper speed	28%
No	8%
Do not know / understand	2%



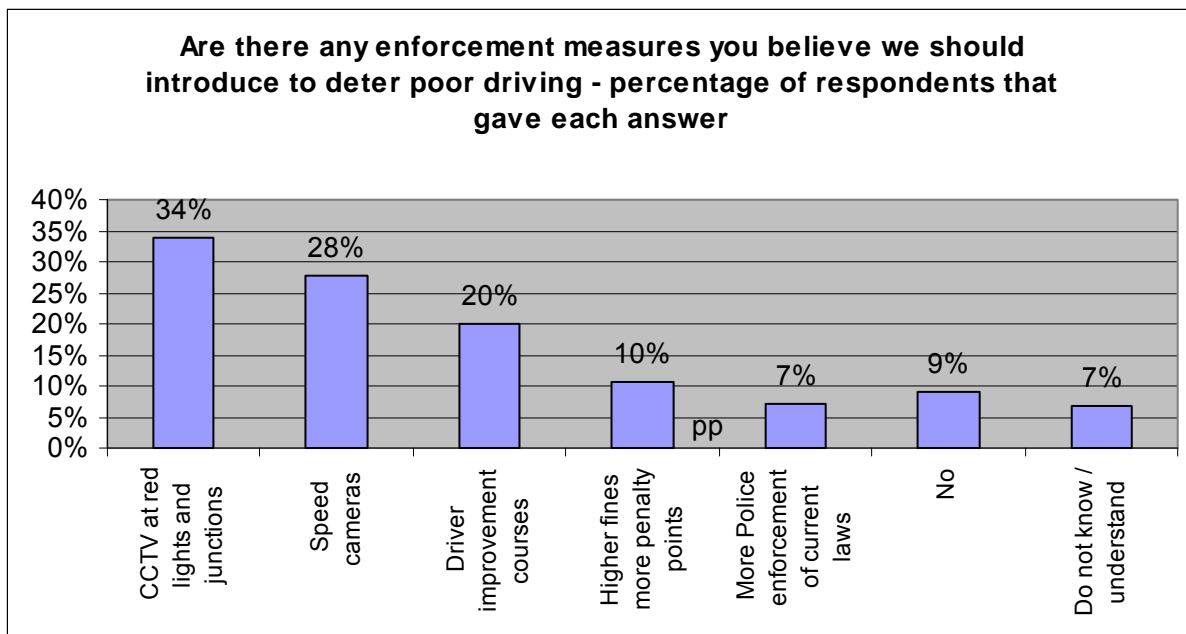
24. Are there any enforcement measures you believe we should introduce to deter poor driving?

Of those who replied 34% suggested CCTV cameras at traffic lights to detect red light infractions and at junctions with a history of collisions, while 28% of those who responded suggested more speed cameras.

Twenty percent of respondents to this question suggested driver improvement courses and 10% suggested higher fines and greater use and scale of penalty points. Seven per cent suggested that the Police could enforce the law more rigorously.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

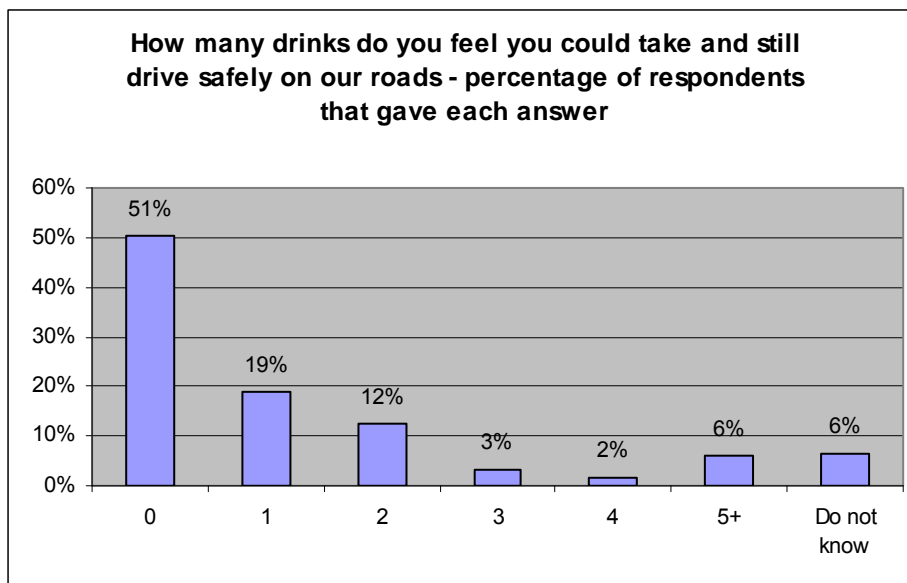


Proposed action measure	% of respondents who gave this answer
CCTV at red lights	34%
Speed cameras	28%
Driver improvement courses	20%
Higher fines / more penalty points	10%
More Police enforcement of current laws	7%
No	9%
Do not know / understand	7%

25. How many drinks do you feel you could take and still drive safely on our roads?

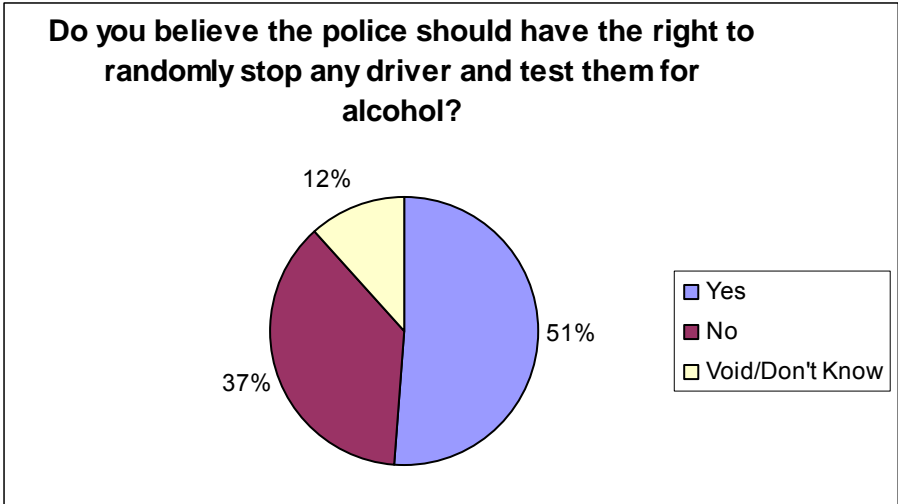
Respondents gave answers either as straight numbers or as numbers of pints or vodka shots and so on. For the purposes of this exercise all drinks were counted equally. Only two respondents used the term units.

Number of drinks	% of respondents who gave this answer
0	51%
1	19%
2	12%
3	3%
4	2%
5+	6%
Do not know	6%



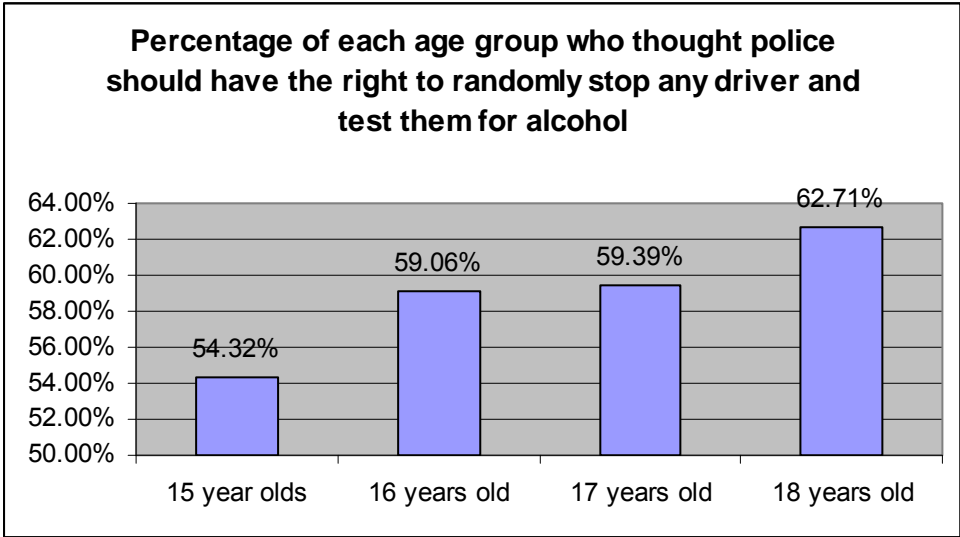
26. Do you believe that the police should have the right to randomly stop any driver and test them for alcohol?

The majority of respondents 51% said yes to this but a sizeable minority 37% said no. There was a consistent yes / no split across all ages, urban/rural and deprived / not deprived.



	%
Yes	51
No	37
Don't Know	12
Base number	803

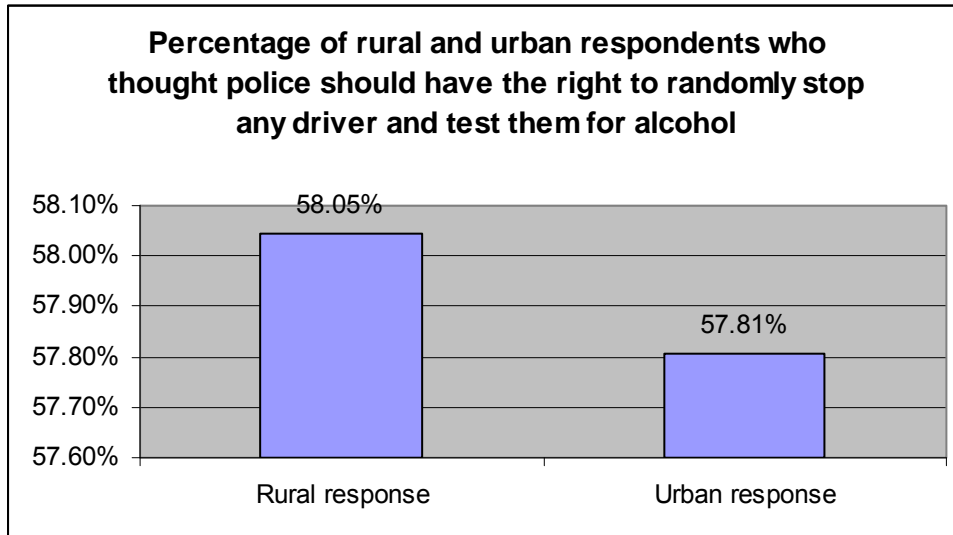
Percentage of each age group who thought police should have the right to randomly stop any driver and test them for alcohol



Age	%
15	54
16	59
17	60
18	63

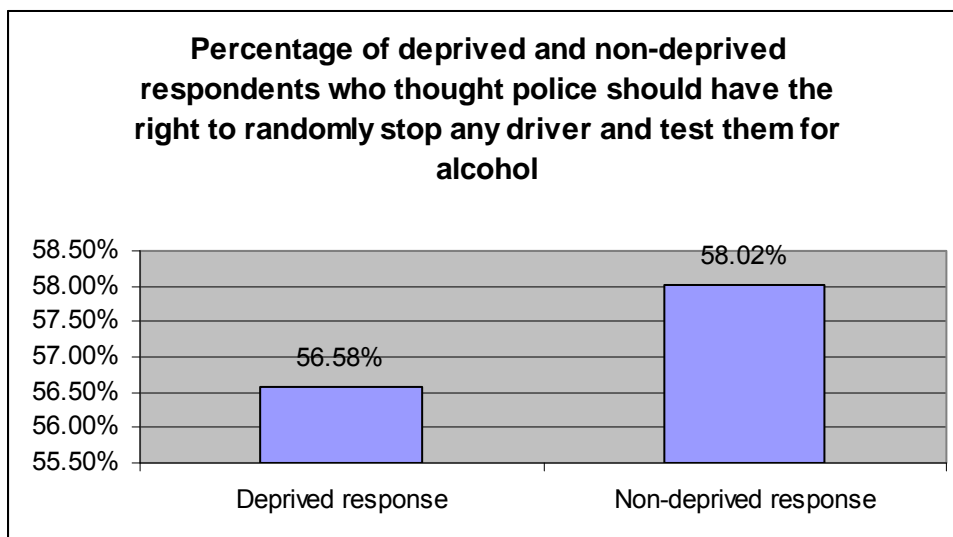
Percentage of rural and urban respondents who thought police should have the right to randomly stop any driver and test them for alcohol

Of all rural respondents 58% said they thought police should have the right to randomly stop any driver and test them for alcohol while 57% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought police should have the right to randomly stop any driver and test them for alcohol

Of deprived respondents 57% said they thought police should have the right to randomly stop any driver and test them for alcohol as opposed to 58% of non deprived respondents.



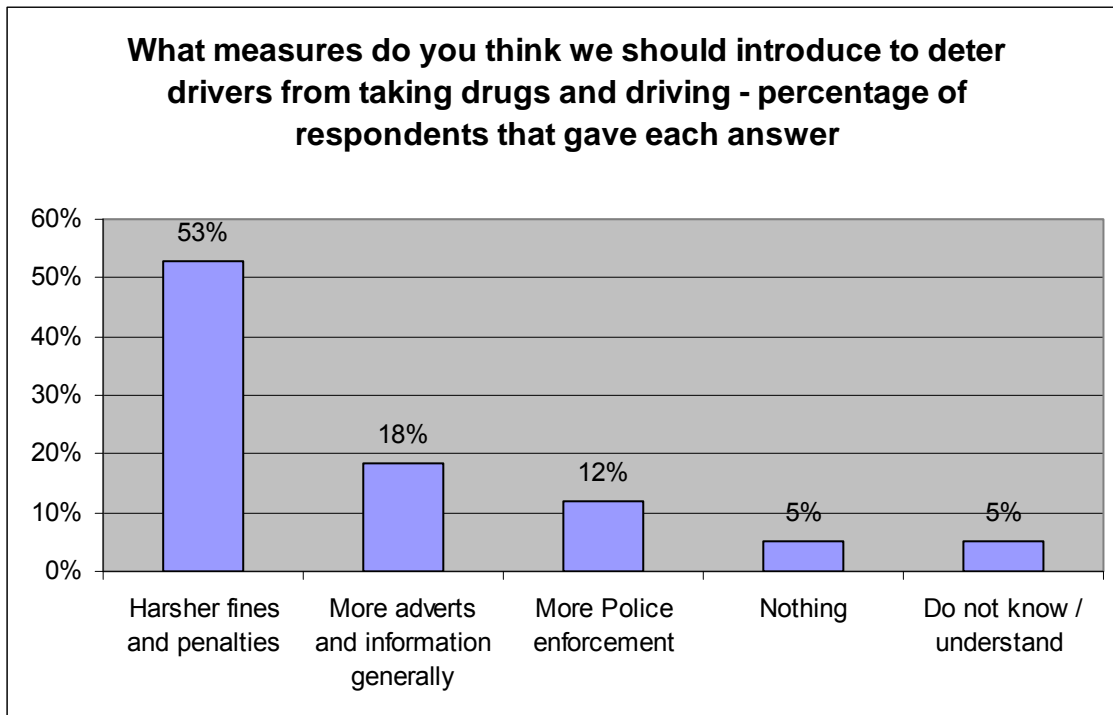
27. What measures do you think we should introduce to deter drivers from taking drugs and driving?

Of those who replied 53% suggested harsher fines and penalties could deter drivers from taking drugs and driving while 18% suggested advertising and making more information available on drugs and the consequences of taking them and driving.

Twelve percent of those who responded suggested more Police enforcement while 5% said there was nothing you could do that would deter people.

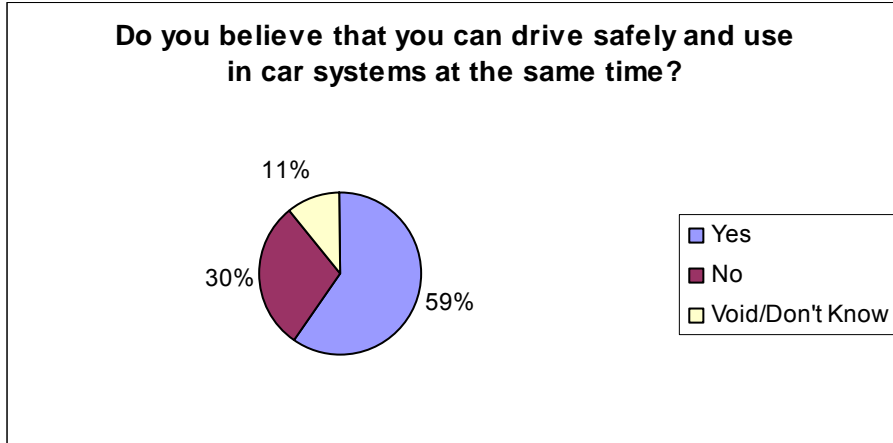
The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.



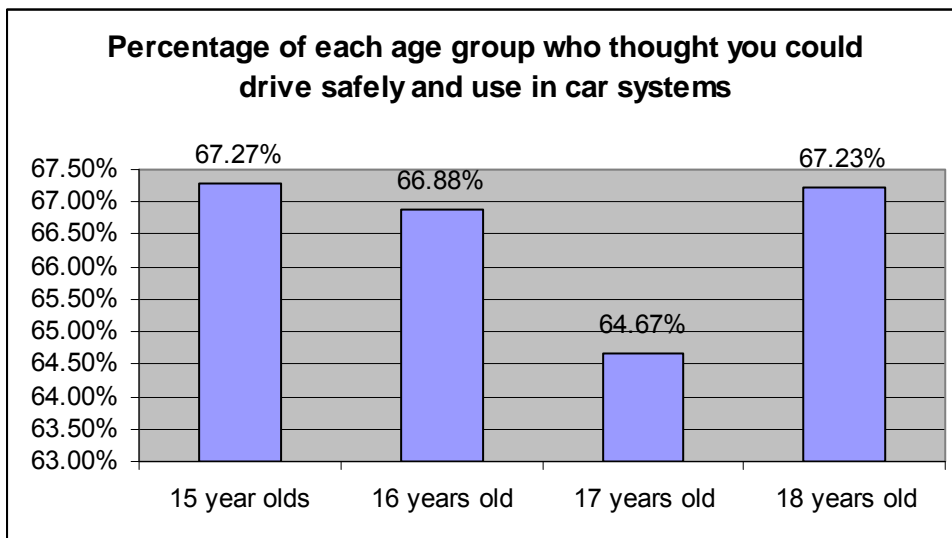
28. Do you believe you can drive safely and use in car systems at the same time e.g. hands free, sat nav, etc?

The majority of respondents 59% thought that you could drive safely and use in car systems.



	%
Yes	60
No	30
Don't Know	10
Base number	803

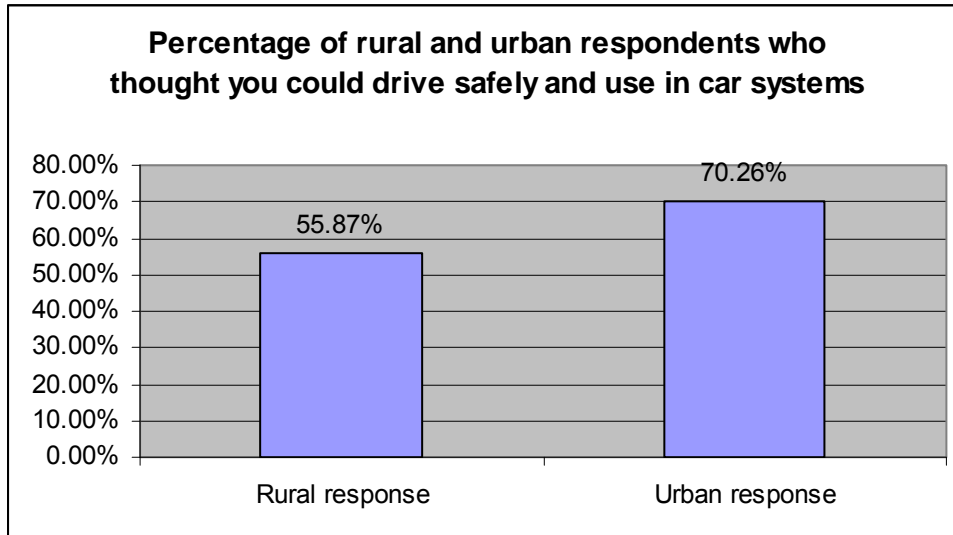
Percentage of each age group who thought you could drive safely and use in car systems



Age	%
15	67
16	67
17	65
18	66

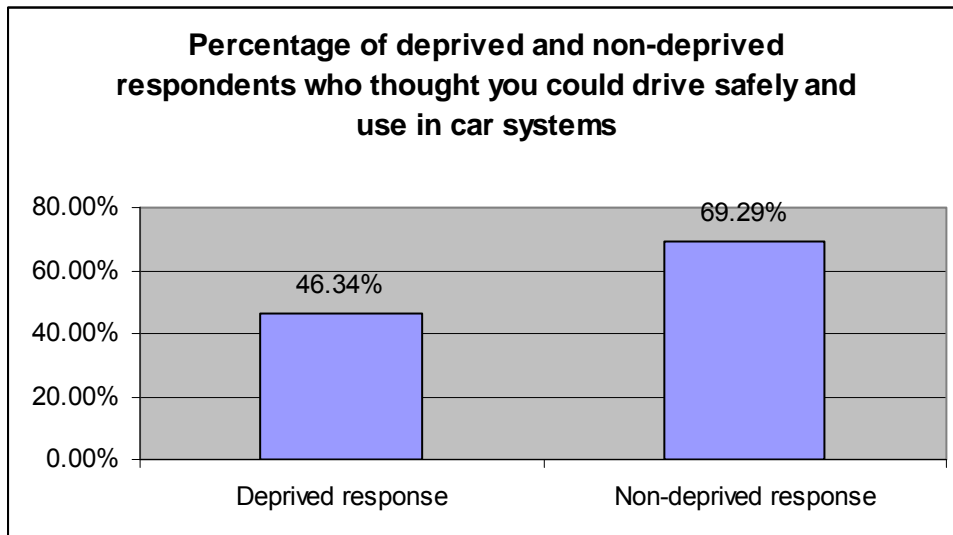
Percentage of rural and urban respondents who thought you could drive safely and use in car systems

Of all rural respondents 56% said they thought you could drive safely and use in car systems while 70% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought you could drive safely and use in car systems

Of deprived respondents 46% said they thought you could drive safely and use in car systems alcohol as opposed to 69% of non-deprived respondents.



29. What measures can we introduce to persuade drivers to either switch off phones while driving or pull in to take the call?

It was apparent from the answers that respondents in large part either misunderstood the question or were unaware of the current laws on using a mobile phone in a moving vehicle.

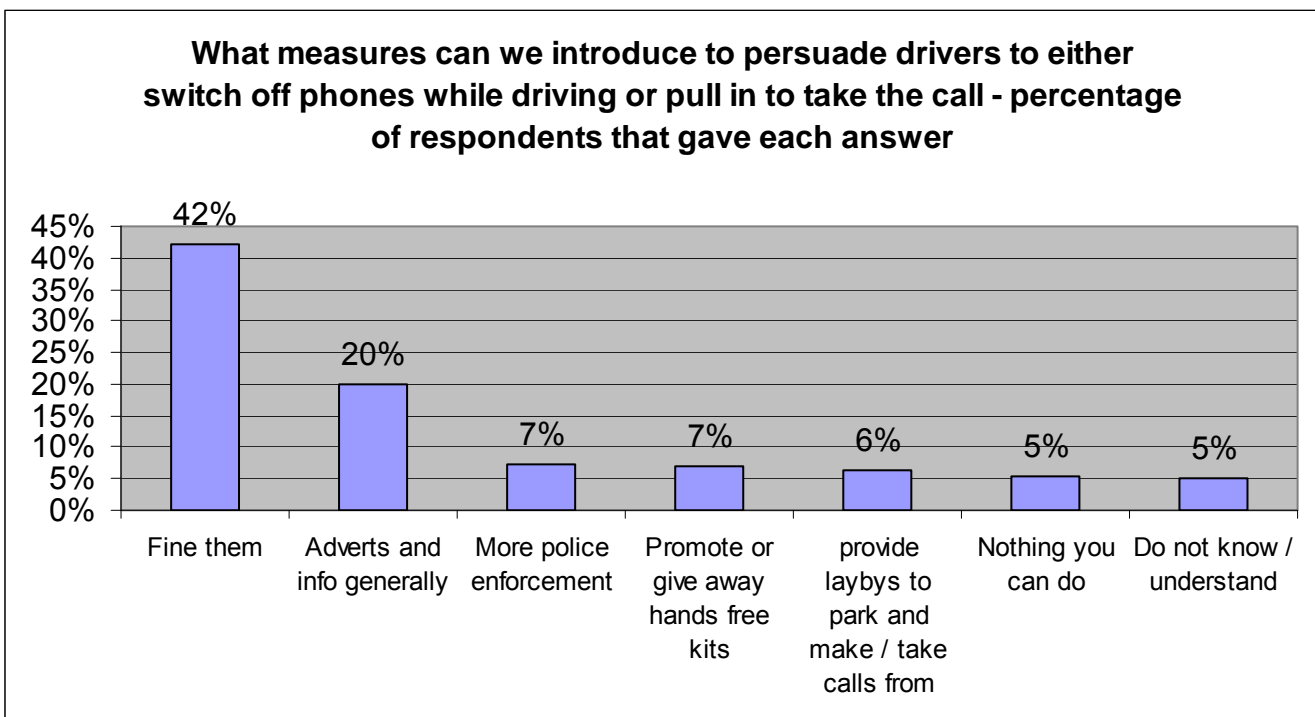
Of those who replied 42% suggested that people using mobile phones in cars should be fined many adding that surely using a mobile in a car was illegal anyway. Twenty percent suggested adverts and information to educate and inform drivers either of the law or of the consequences of using a mobile phone while driving.

More Police enforcement was suggested by 7%, while 7% suggested we either give away or promote hands free kits. The provision of lay bys in which to stop and take or make a call was suggested by 6% of those who responded.

The following table and chart shows a breakdown of responses.

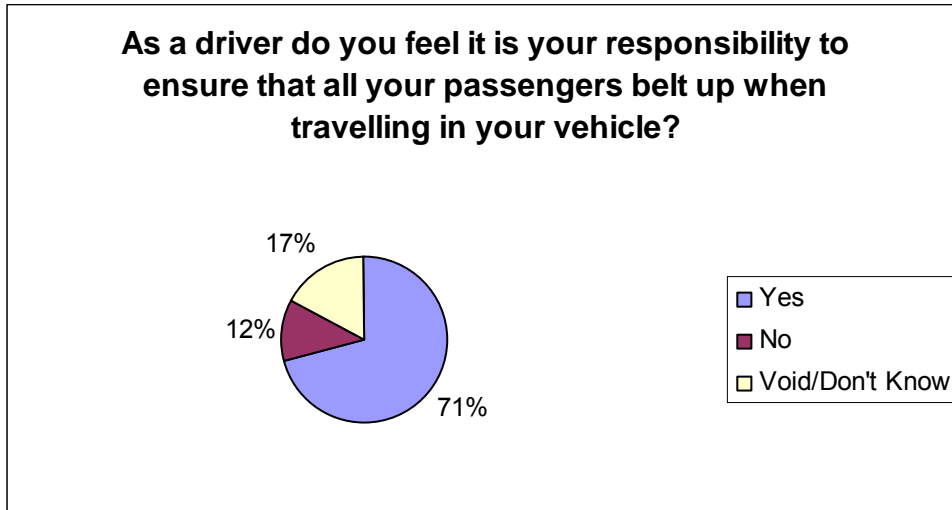
Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

	% of respondents who gave this answer
Fine them	42%
Adverts and info generally	20%
More police enforcement	7%
Promote or give away hands free kits	7%
provide lay-bys to park and make / take calls	6%
Nothing you can do	5%
Do not know / understand	5%



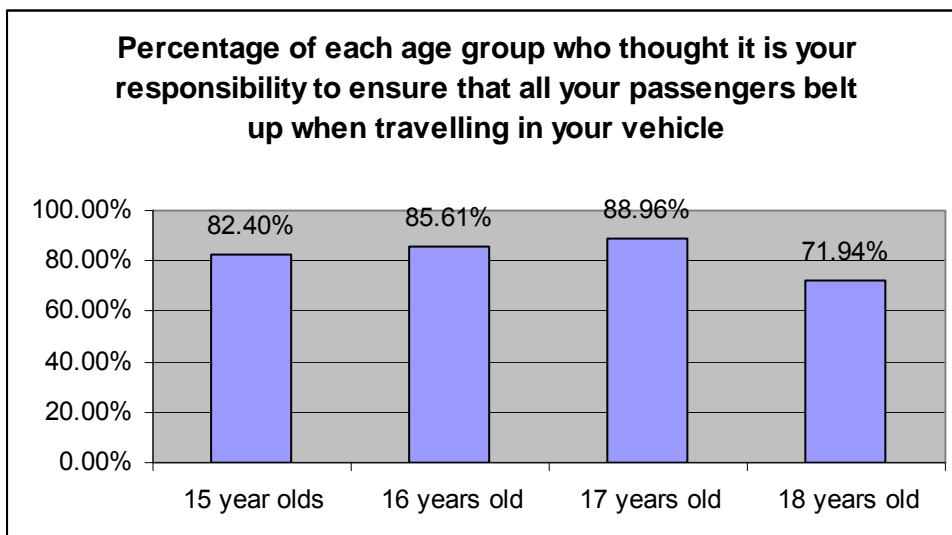
30. As a driver do you feel it is your responsibility to ensure that all your passengers belt up when travelling in your vehicle?

The majority of respondents 70% thought that was your responsibility to ensure that all your passengers belt up when travelling in your vehicle



Response	%
Yes	70
No	12
Don't know or void	18
Base Figure	801

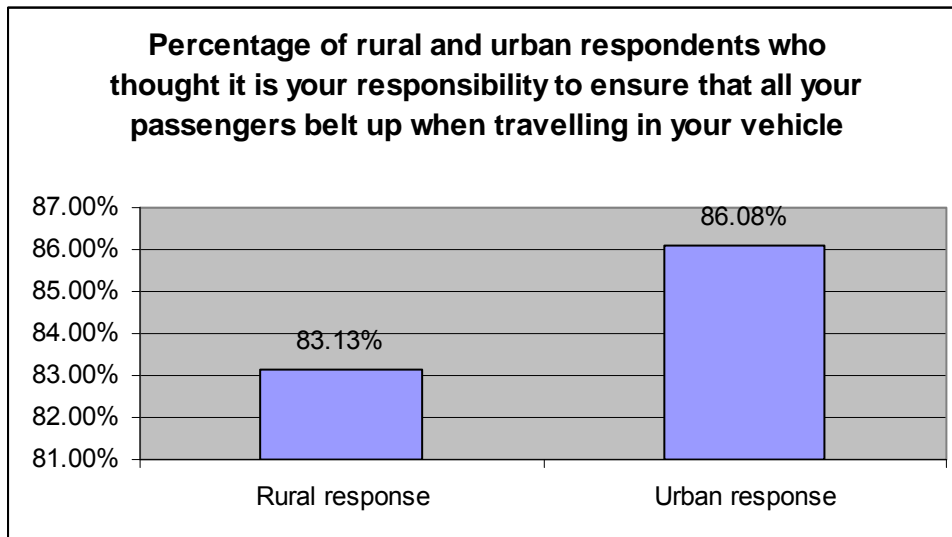
Percentage of each age group who thought it is your responsibility to ensure that all your passengers belt up when travelling in your vehicle



Age	%
15	82
16	86
17	89
18	72

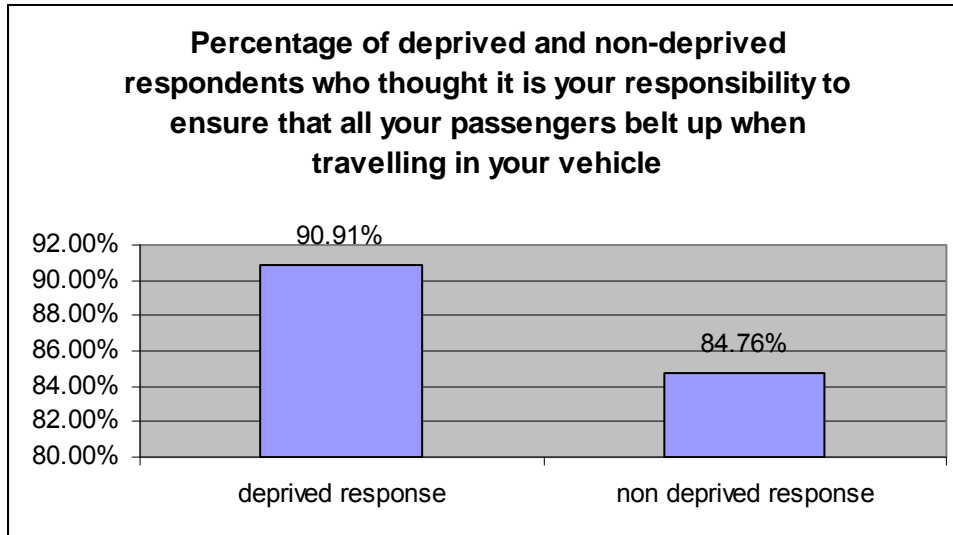
Percentage of rural and urban respondents who thought it is your responsibility to ensure that all your passengers belt up when travelling in your vehicle

Of all rural respondents 83% said they thought it was their responsibility to ensure that all their passengers belt up when travelling in their vehicle while 86% of all urban respondents thought so.



Percentage of deprived and non-deprived respondents who thought it is your responsibility to ensure that all your passengers belt up when travelling in your vehicle

Of deprived respondents 91% said they thought it was their responsibility to ensure that all their passengers belt up when travelling in their vehicle as opposed to 85% of non-deprived respondents.



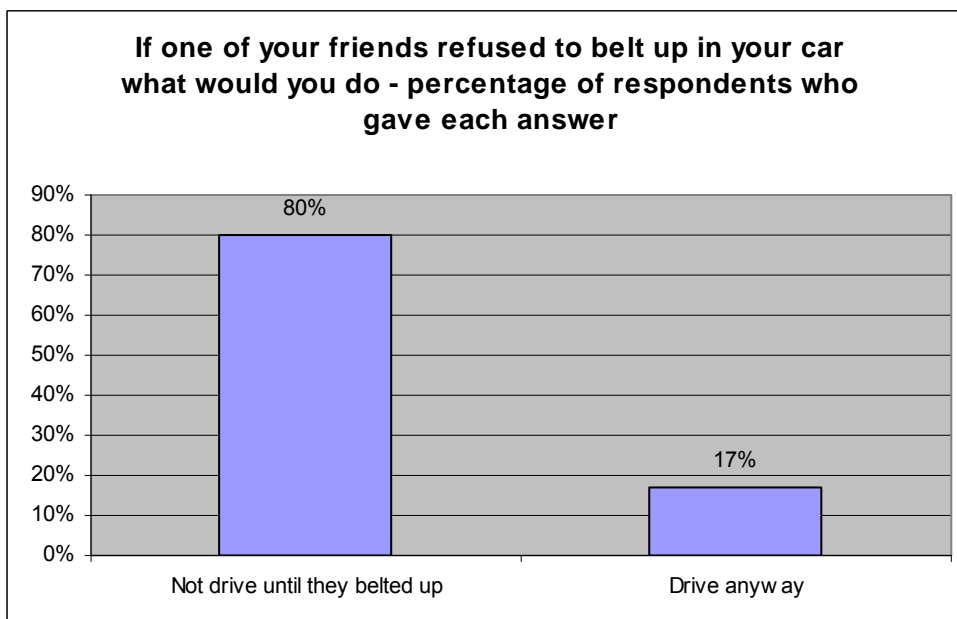
31. If one of your friends refused to belt up in your car what would you do?

Of those who replied 80% said that they would refuse to drive until the person had put a seatbelt on and if they still refused they would throw them out of the car. However 17% of those who responded said that it was the passenger’s choice and responsibility and they would still drive the vehicle whether they belted up or not.

The following table and chart shows a breakdown of responses.

Note that respondents were able to provide several suggestions each. Therefore proposals are given as a percentage of those respondents who provided each answer to this question. Figures have been rounded.

Response	% of respondents who gave this answer
Not drive until they belted up	80%
Drive anyway	17%



Annex A

Road Safety Survey (15-18 year olds)

Casualties aged 15-18 are mainly pedestrians, passengers & drivers

About You (please tick ✓)

Are you Male Female

15 yrs old 16 yrs old

17 yrs old 18 yrs old

Have you recently attended the Road Safety Theatre in Education performance “Never Saw the Day” Yes No

Pedestrians



1,286 pedestrians were killed or seriously injured here in NI between 2003 and 2008 and pedestrians were to blame for 69% of these casualties.

1. Have you received practical pedestrian training at school or from your parents/grandparents? Yes No
 2. Do you think all children should receive this training at school? Yes No
 3. What new measures could we put in place to help keep children/young people even more safe when walking?
-

Passengers



1,889 passengers were killed or seriously injured on NI roads between 2003 and 2008.

1. Do you wear a seatbelt? Yes No

2. Why do some children and young people not wear their seatbelts?

3. What could be done to encourage children/young people to wear their seatbelts?

Drivers



3,223 drivers were killed or seriously injured on NI roads between 2003 and 2008. 76% of driver casualties where the driver was at fault was due to excessive speed, drink driving and carelessness.

We would like your views on improving driver training, the driving test process and how to improve driver behaviours once you pass the driving test.

Driver preparation/training

1. Do you think you should be taught driver education in school before learning to drive a vehicle? Yes No

Why? _____

2. Do you think you should be tested on certain elements of the Highway Code before you learn the practical skills of driving a motor vehicle? Yes No

Why? _____

3. How could the current process of learning to drive be improved? What are your views on:

a. receiving advice on how to get professional lessons, how to choose an approved driving instructor, learning to drive with supervising driver eg parents _____

b. having a log book to record number of hours practise _____

c. including motorway driving as part of your training _____

d. include driving at night and in different traffic and weather conditions as part of your training _____

e. being prepared to drive independently once you've passed your test _____

Driving Test

1. Is there any element of the existing driving test (theory or practical) that you feel does not adequately help prepare you for driving on NI roads?

eg Knowledge of vehicle, knowledge of what to do in the event of coming across a collision

2. Are there any additional elements that should be added to the test (theory or practical) that might help you feel better equipped to drive safely on NI roads?

eg Driving at night, driving at motorway speeds

After your Driving Test

1. Are there any incentives that could be introduced to encourage you to continue to apply driving test standards after passing your test?

eg linking good driving to reduction in insurance costs – careful drivers receive reduced rates

2. What do you think are the advantages of driving with 'R' plates during the first year of driving?

3. What do you think are the disadvantages of driving with 'R' plates during the first year of driving?

4. Does the 'R' plate restrict you from developing more driving experience during your first year of driving? Yes No

If yes, how? _____

Enforcement

1. Are there any enforcement measures you believe we should introduce to deter poor driving?

eg more speed camera, CCTV on junctions with a history of collisions, driver improvement courses as opposed to penalty points

Drink/Drugs & Driving

1. How many drinks do you feel you could take and still drive safely on our roads?

2. Do you believe that the Police should have the right to randomly stop any driver and test them for alcohol? Yes No

3. What measures do you think we should introduce to deter drivers from taking drugs and driving?

Driver Inattention

1. Do you believe you can drive safely and use in car systems at the same time eg hands free mobile phone kit, satellite systems etc Yes No
2. What measures can we introduce to persuade drivers to either 'switch off' while driving, or 'pull in' to take the call?

Seatbelts

1. As a driver do you feel it is your responsibility to ensure that all your passengers 'belt up' when travelling in your vehicle? Yes No
2. If one of your friends refused to 'belt up' in your car what would you do?

- Students should return completed forms to your teacher.
- Road Safety Education Officers will collect completed forms by end of February

*Further information on the affects of drinking and driving can be obtained from www.drinkaware.ie or www.rsa.ie

To those schools who are interested in the topic of Road Safety and willing to encourage their students to contribute to the development of government policy in this area.

The DOE is developing a new 10 year Road Safety Strategy for Northern Ireland. The purpose of the Strategy is to reduce further the number of people killed and seriously injured on our roads.

Many road traffic casualties in NI are aged between 17 and 24, and in order to address this we are setting a specific target to reduce the numbers killed and seriously injured in this age group. As we develop the strategy we are taking the views of interested parties right across Northern Ireland. We are particularly interested in getting the views, opinions and ideas of young people in this age group.

We believe that by improving driver training and testing and reviewing the Restricted Driver scheme ('R' plate scheme) we could improve young road users' skills and behaviours which can lead to safer, more skilled young drivers on our roads. We would very much appreciate the help and assistance of your school by inviting your students to complete this survey form which will help to inform the development of these new ideas.

This questionnaire has been designed along side young people who have been directly affected by road trauma. The form is being distributed to schools throughout NI by the Road Safety Education Service and offers young people in your school the opportunity to contribute to the development of the new Strategy and inform government policy in this area.

Officers from the Road Safety Education Service will collect completed forms from participating schools by the end of February 2010.

Thank you for your interest and support.

Road Safety Division, Clarence Court, 10-18 Adelaide Street, Belfast, BT2 8GB Tel: 02890 541141