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Young People's Views on Planned Changes to Driving Licensing Laws in Northern Ireland

NIAR 688-14

This paper presents the findings of research into young people's views on planned changes to driving licensing laws in Northern Ireland. The research was conducted by the Northern Ireland Assembly's Research and Information Service (RaISe) in November 2014. It was carried out on behalf of the Environment Committee in support of its scrutiny of proposed changes to the Road Traffic Bill.

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Key Points

Views on current proposals

The majority of young people, youth organisations and all respondents (including those aged over 24 and those who did not specify their age) who participated in the online survey were in support of most of the proposed changes to driving licensing laws examined with the exception of the following:

The proposal that young people would have their provisional licence for at least a year before they could sit their first practical test;

The proposal that young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year (although a higher proportion of youth organisations were in favour of this compared with those that were against it); and,

The proposal that, in the first 6 months, new drivers aged 24 and under would not be allowed to carry non-family passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat.

Student logbook

With regards to the suggested student logbook, the majority of young people who participated in the online survey indicated that the driving experience should be with both an approved driving instructor and qualified driver. The majority of young people felt that this experience should be based on the number of hours driving experience rather than the number of lessons.

Issues of concern

Of the areas where levels of concern were asked in the survey, young people and youth organisations said they were most concerned about the cost of getting a licence and restrictions on carrying passengers aged 14 to 20 years.

Suggestions that were rejected by the Minister

The majority of young people and youth organisations who participated in the online survey said they think that the suggestion to make learners and new drivers have training in what to do if the car goes into a skid should have been kept in.

Executive Summary

About the research

This paper presents the findings of research into young people's views on planned changes to driving licensing laws in Northern Ireland. The research was conducted by the Northern Ireland Assembly's Research and Information Service (RaISe) in November 2014. It was carried out on behalf of the Environment Committee in support of its scrutiny of proposed changes to the Road Traffic Bill.

Methodology

The research consisted of two elements:

- An online survey which was administered to all schools in Northern Ireland and to youth organisations on the Northern Ireland Assembly Education Service database; and,
- Focus groups with two schools participating in the Education Service inward visit programme.

The online survey, which was primarily aimed at, but not limited to, young people aged 13 - 24 years and to youth organisations, went live on 3 November 2014.

In total, 582 responses were received to the online survey. Of those who provided information on their age, 95.7% of responses were from young people aged 24 and under (n = 444) while 4.3% were from people aged 25-62 years (n = 20). Responses were received from 37 youth organisations and the remaining responses were from those who did not specify if they were an individual or completing the survey on behalf of an organisation. As the sample of the sample of young people who participated in the research is relatively small, caution should be exercised if making generalisations to all young people.

Provisional driving licences

The majority of young people aged 24 and under (67.7%) who participated in the online survey said they think it is a good idea that young people would be able to get a provisional licence at age 16 and a half instead of 17. Just under three quarters of youth organisations (73.5%) and two thirds of all respondents (66.0%) said they think this is a good idea. Young people said they think this is a good idea as it will give them an opportunity to learn at an earlier age and it will give them more responsibility and

freedom. Youth organisations said they are in favour of this as it will make it easier for young people to participate in education, youth groups and social events.

Just over half of young people (51.2%) and youth organisations (51.5%) said they think it is a bad idea that young people would have their provisional licence for at least a year before they could sit their first practical test. In total, 49.2% of all respondents (the largest proportion within this group) said they think it is a bad idea. Some young people felt that a year is too long to wait and were concerned about the cost implications of this proposal e.g. by having to take extra lessons. Some participants suggested that this would particularly impact on those living in rural areas and young people in care. Youth organisations said that the proposal may create difficulties for some young people in accessing education, training and employment. Those who were in favour of this proposal felt that it would allow young people time to gain more experience and that this might improve safety.

Driving lessons and tests

The majority of young people aged 24 and under (70.7%), youth organisations (84.8%) and all respondents (71.5%) who participated in the online survey said they think that it is a good idea that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway). Youth organisations were particularly in favour of this. It was seen as important to allow learners to build up this experience of driving with the assistance of an instructor before having to drive on motorways themselves after they pass their test. Those who were against the proposal were concerned that the motorway is not a suitable environment for learner drivers, particularly due to the speeds of other drivers on these roads.

The majority of young people (61.4%), youth organisations (61.8%) and all respondents (61.2%) said they think it is a good idea that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph. Participants were in favour of this because it allows the build up of knowledge and experience of driving up to the speed limits before they go out on their own, and to reduce the impact of driving at lower speeds on other road users. Those who were against this proposal were worried that this might lead to more accidents, as learners would not be able to control the car at higher speeds. They were also concerned that this might encourage speeding.

The majority of young people (83.5%) and nearly all youth organisations (97.0%) said they think it is a good idea that the driving test would include driving on a wider range of roads and in different conditions. Overall, 84.5% of all respondents were in favour of this. This was seen as important to prepare drivers for driving after they pass their test and for safety reasons. Some concerns were raised about the impact this might have

on young people in terms of increased cost, how this would work in practice as it might be stressful.

A higher proportion of young people (42.8%) said they think it is a good idea that young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience when compared with those who said they think it is a bad idea (37.5%). Conversely, a higher proportion of youth organisations (42.4%) said they think it is a bad idea that young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience when compared with those who said they think it is a good idea (33.3%). In total, 43.7% of all respondents think this is a good idea. Young people think it is a good idea because it acts as a record and allows learners to see how they are improving. Some concerns were raised about the amount of work the logbook might involve when young people are already busy with their school work.

After passing the driving test

The majority of young people who participated in the online survey (52.4%) said they think that it is bad idea that young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year. A higher proportion of youth organisations (46.4%) said they think it is a good idea that young people would have to display N plates when compared with those who said they think it is a bad idea (35.7%). In total, 48.4% of all respondents said they think this is a bad idea (the highest proportion within this group). The main reasons young people said they think this proposal is a bad idea are because of the length of time proposed (too long) and the negative impact any associated restrictions might have on young people. Some young people thought that the letter N was a better letter to use than R as it is easier to understand.

The majority of young people (67.7%), youth organisations (60.7%) and all respondents (65.0%) said they think that it is bad idea that in the first 6 months, new drivers aged 24 and under would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat except for family members. Young people said they think this is a bad idea for a range of reasons but mainly because they limit the independence of young people and particularly those living in rural areas. Other reasons cited were because it would be difficult to enforce; the cost implications; it is perceived as unfair; and because of the negative impact of the proposals on the environment.

The majority of young people (74.6%), youth organisations (71.4%) and all respondents (71.8%) said they think that it is good idea that for a period of two years, young people would have a lower drink drive limit than experienced drivers. The main reasons young people said they think that it is a good idea that, for a period of two years, young people would have a lower drink drive limit than experienced drivers are

for safety reasons; because young people are less experienced; and because young people have a lower tolerance of alcohol. One in six of young people who participated in the survey said they think this is a bad idea (16.5%), although this is mainly because they said they think that all drivers should have a lower or zero drink drive limit.

The majority of young people (78.9%), youth organisations (82.8%) and all respondents (78.3%) said they think that it is good idea that young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points. Participants were in favour of this because young drivers are still learning and to teach them a lesson without them losing their licence. Those who were against the proposal felt it is too lenient and would be difficult to enforce.

Views on student logbook experience

The majority of young people who participated in the online survey (63.9%) indicated that the driving experience should be with both an approved driving instructor and qualified driver. Just over a quarter (27.4%) indicated that it should be with an approved driving instructor only. Less than one in ten young people (8.7%) thought it should be with a qualified driver only. The main reason young people said they think the driving experience should be with both an approved driving instructor and a qualified driver is because of the cost of approved driving instruction.

Young people were asked if the required driving experience should be based on the number of lessons or the number of hours. The majority of young people (72.9%) felt that this experience should be based on the number of hours driving experience in order to build up experience and because it's fairer.

Levels of concern with planned driving licensing law changes

The majority of young people and youth organisations that participated in the online survey were either extremely concerned or quite concerned about the cost of getting a licence e.g. lessons and testing; the increased length of time it will take to get a licence; the fact that there will be more elements to the test; having to complete a student logbook; tighter restrictions on new drivers; and, not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised. Young people and youth organisations were most concerned about the cost of getting a licence and restrictions on carrying passengers aged 14 to 20 years. Young people were least concerned about having to complete a student logbook. Youth organisations were least concerned with the fact that there will be more elements to the test, and the need for young people to complete a student logbook.

Views on suggestions that were rejected

The majority of young people (79.8%), youth organisations (88.5%) and all respondents (79.0%) who participated in the online survey said they think that the suggestions to make learners and new drivers have training in what to do if the car goes into a skid should have been kept in. The majority of youth organisations (55.6%) also felt that the proposal of an offence free period before restrictions are removed should have been kept in.

Ideas and suggestions

Respondents to the survey came up with a wide range of ideas and suggestions regarding these proposals and road safety more generally. In addition to ideas about the proposals, suggestions were also made regarding speed and speeding; drink driving; driver awareness and behaviour; policing and penalties; roads and signage; other road users (such as older drivers and cyclists) and public transport.

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1 About this research paper

This paper presents the findings of research into young people's views on planned changes to driving licensing laws in Northern Ireland. The research was conducted by the Northern Ireland Assembly's Research and Information Service (RaISe) in November 2014. It was carried out on behalf of the Environment Committee in support of its scrutiny of proposed changes to the Road Traffic Bill.

The research comprised of an online survey (which was administered to all schools in Northern Ireland and to youth organisations on the Northern Ireland Assembly's Education Service database) and focus groups with two schools participating in the Education Service inward visit programme. The paper is structured as follows.

Views on the proposed changes to driving licensing laws in Northern Ireland are presented in Sections 3-5.

- Section 3 of this report presents the views of young people, youth organisations and 'others'¹ on proposals around provisional driving licences;
- Section 4 examines views on proposals around driving lessons and tests; and
- Section 5 presents views on proposals around changes for new young drivers after they pass their driving test.

Section 6 looks at two aspects of the proposed student logbook experience. These are who the driving experience should be with and whether this experience should be based on the number of lessons or the number of hours.

Section 7 explores levels of concern with a number of aspects of planned driving licensing law changes. Particularly, it looks at the cost of and time taken to get a licence, additional requirements that are proposed, and proposed restrictions on new drivers.

Section 8 presents views on suggestions that were rejected by the Minister. These were in relation to skid training, the type of car learners and new drivers are allowed, night driving, and an offence free period before restrictions are removed.

Sections 9 and 10 outlines ideas and comments put forward by participants about how the proposals could be improved.

The feedback given provides a rich source of data on the planned changes to driving licensing laws in Northern Ireland - thanks to the schools, youth organisations, others and, particularly, young people who participated in this research.

¹ While the research was primarily aimed at young people aged 13 - 24 years and youth organisations, it was not limited to these groups. Feedback from 'others' (i.e. those aged over 24 years and those who did not specify if they were a young person or a representative of a youth organisation) was also received and has been included in this report.

2 Methodology

The research consisted of two elements:

- An online survey which was administered to all schools in Northern Ireland and to youth organisations on the Northern Ireland Assembly Education Service database; and,
- Focus groups with two schools participating in the Education Service inward visit programme.

The online survey, which was primarily aimed at, but not limited to, young people aged 13 - 24 years and to youth organisations went live on 03 November 2014. A copy of the questionnaire can be found at Annex A.

The Assembly Education Service contacted all schools and youth organisations to inform them about the research. A link to the survey was included in the correspondence. Details of the research were posted on the Assembly Education Service website and a tweet was issued to promote the research. The initial deadline was 24 November 2014. This was then extended to 28 November 2014 to boost participation. The Assembly Education Service also promoted the research to schools participating in the inward visit programme.

In total, 582 responses were received to the online survey. Of those who provided information on their age, 95.7% of responses were from young people aged 24 and under (n = 444) while 4.3% were from people aged 25-62 years (n = 20). In terms of youth organisations, responses were received from 37 representatives of the Boys Brigade NI and a number of branches of the Boys Brigade, Belfast Youth Forum, Newtownabbey Educational Guidance Centre, Northern Ireland Youth Congress, Northern Ireland Youth Forum, Start360, WIMPS and Youth Action. The remaining 81 responses were from schools and from those who did not specify if they were an individual or completing the survey on behalf of an organisation. As the sample of the sample of young people who participated in the research is relatively small, caution should be exercised if making generalisations to the population of young people.

A more detailed breakdown on the profile of respondents can be found at Annex B.

A number of schools were also invited to participate in focus groups during their visit to the Assembly. Two schools agreed to participate in these focus groups.

3 Provisional Driving Licences

Participants were asked their views on two proposals regarding provisional driving licences. These were that:

- Young people would be able to get a provisional licence at age 16 and a half instead of 17; and,
- Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half.

Tables 1 and 2 summarise the views of young people aged 24 and under and of youth organisations who participated in the online survey of these two proposals.

Table 1: View of young people aged 24 and under on proposals regarding provisional driving licences

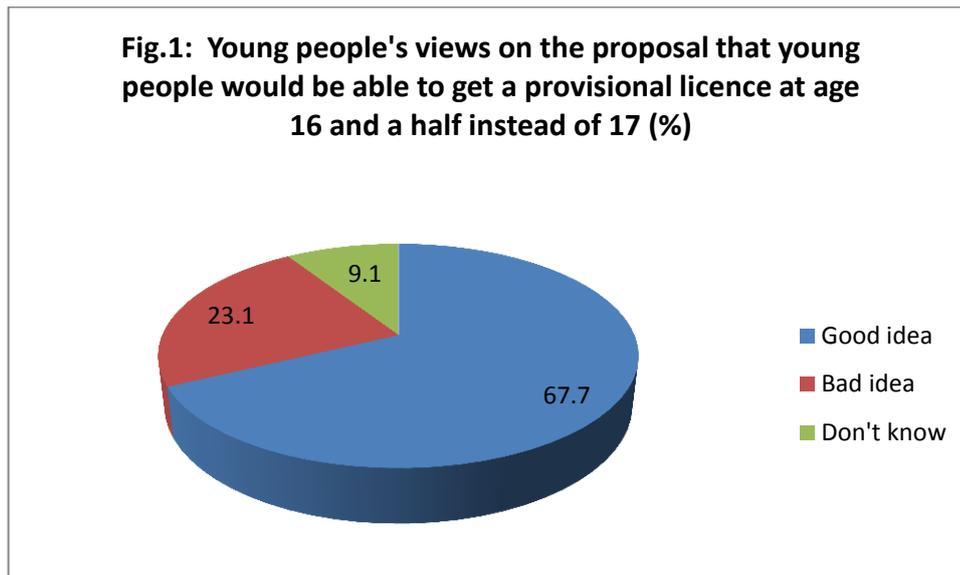
	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	67.7%	23.1%	9.1%
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	36.6%	51.2%	12.3%

Table 2: View of youth organisations on proposals regarding provisional driving licences

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	73.5	26.5	-
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	39.4	51.5	9.1

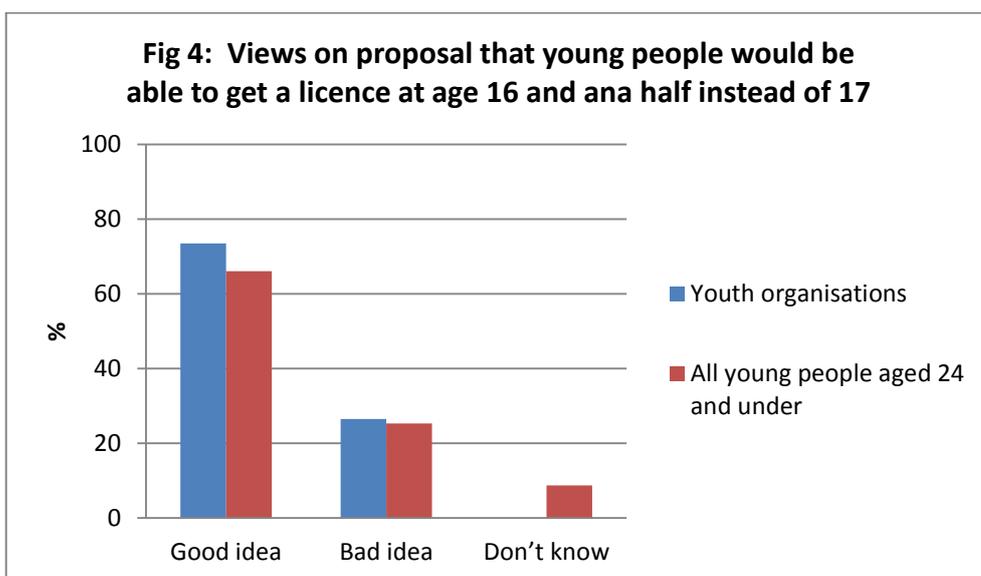
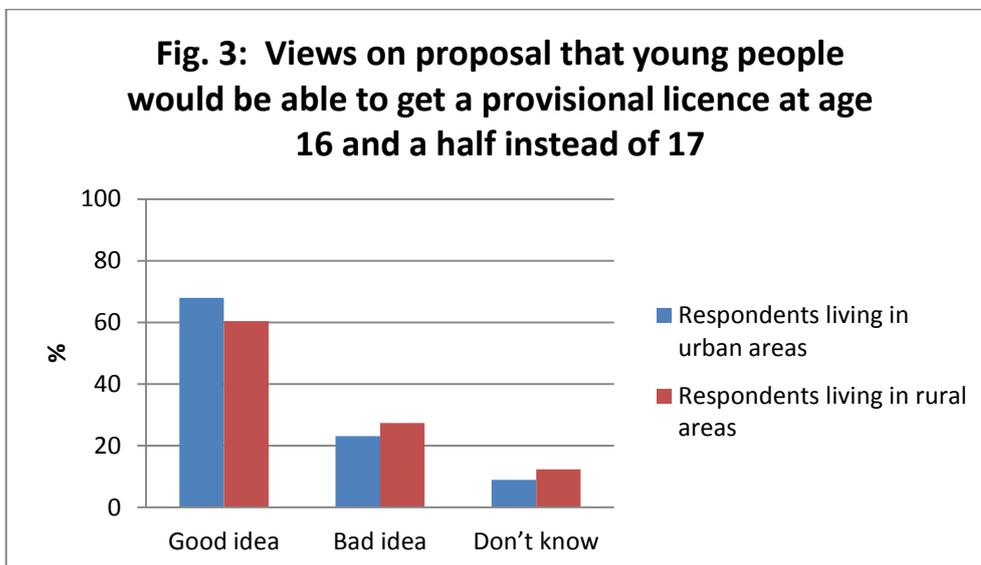
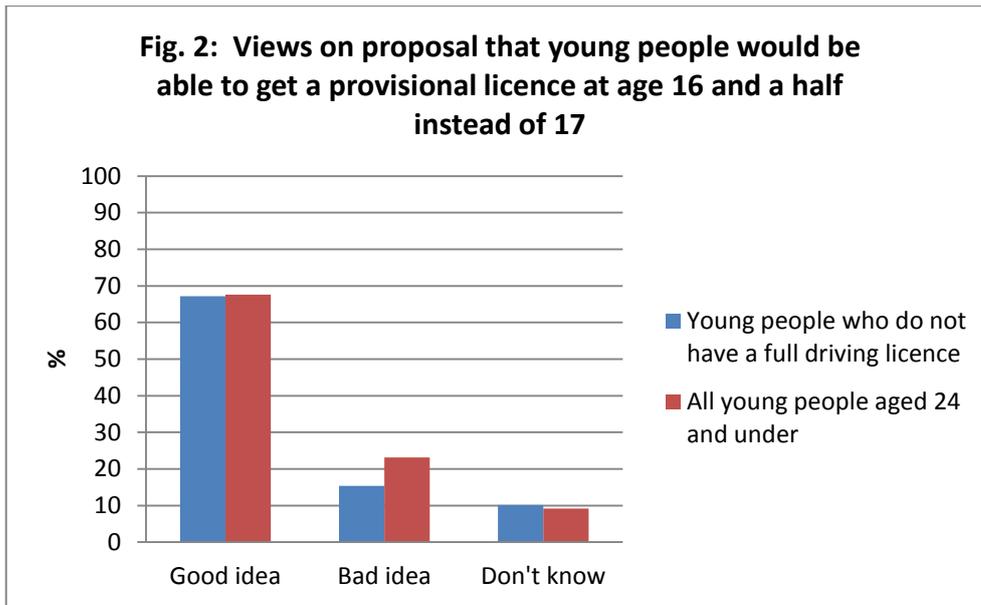
3.1 Views on proposal that young people would be able to get a provisional licence at age 16 and a half instead of 17

The majority of young people aged 24 and under who participated in the online survey (67.7%) said they think it is a **good idea** that young people would be able to get a provisional licence at age 16 and a half instead of 17. Just under quarter (23.1%) think this is a bad idea. Less than one in ten young people (9.1%) said that they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (72.4%) were more likely to say they think this is a good idea (see Figure 2);
- A higher proportion of young people aged under 17 years (72.0%) said they think this is a good idea compared with 17-24 year olds (59.0%);
- A higher proportion of males (73.4%) than females (60.9%) said they think this is a good idea;
- A higher proportion of people living in urban areas (68.0%) said they think this is a good idea when compared with those living in rural areas (60.4%) (see Figure 3);
- Youth organisations (73.5%) were more likely to say they said they think that this is a good idea when compared with young people (see Figure 4); and,
- In total, 66.0% of all respondents, including those aged over 24 and those who did not specify their age, said they think this is a good idea.



3.1a Reasons young people think this is a good idea

The main reason young people said they think it is a good idea that young people would be able to get a provisional licence at age 16 and a half instead of 17 is because it gives them the opportunity to learn to drive at an earlier age:

“I think getting your licence at 16 is a good idea because if you feel like you are mature enough to drive you have the opportunity to learn.”

Others reasons given were that it would give young people more freedom and responsibility:

“If you got your licence at 16, it would give young people more freedom.”

“It is a good idea to get it at 16 and a half because it gives you more responsibility.”

3.1b Reasons youth organisations think this is a good idea

Youth organisations said they think this is a good idea due to transport issues experienced by young people:

“Young people in rural areas need transport to partake in youth groups and social events. Lowering the driving age will allow them to be able to partake in these easier, as many bus routes do not cover local areas and parents could be too busy to give young people a lift.”

“For someone young people who are stuck in a town and require transport into a school/college having a driving licence would help them remove the stress from parents. This would especially help for young people living in rural areas where the public transport is worse.”

3.1c Reasons ‘others’ think this is a good idea

‘Others’² said they think this is a good idea because:

“Young people will be more reliable.”

“It would give young people a lot of responsibility.”

“They are good because at 16 years of age they should be responsible. Being able to practice before you’re 17 will also be a good thing.”

² While the research was primarily aimed at young people aged 13-24 years and youth organisations, it was not limited to these groups.

3.1d Reasons young people think this is a bad idea

The main reason young people said they think it is a bad idea that young people would be able to get a provisional licence at age 16 and a half instead of 17 is because they feel that some people are not mature or responsible enough at this age and because of concerns over safety:

“It is dangerous because a younger driver might not take the driving serious[ly] and cause accident[s].”

“Young drivers might be young and naive and might be more open to accidents and getting distracted this could possibly higher the road deaths per year.”

“People at 16 years old could be too irresponsible to drive.”

“I think that getting your drivers licence at 16 is bad because 16 year olds are not as mature and can easily cause crashes.”

A number of young people said they think that 16 and a half is too young while others think that it is not young enough with ages 16 and 11 being suggested as alternatives. Other reasons young people are against this proposal are that:

“Some people are very impatient and it could put the idea of driving in their head.”

“They'd put me off learning because they take up more time when I need to be studying for important exams.”

3.1e Reasons youth organisations think this is a bad idea

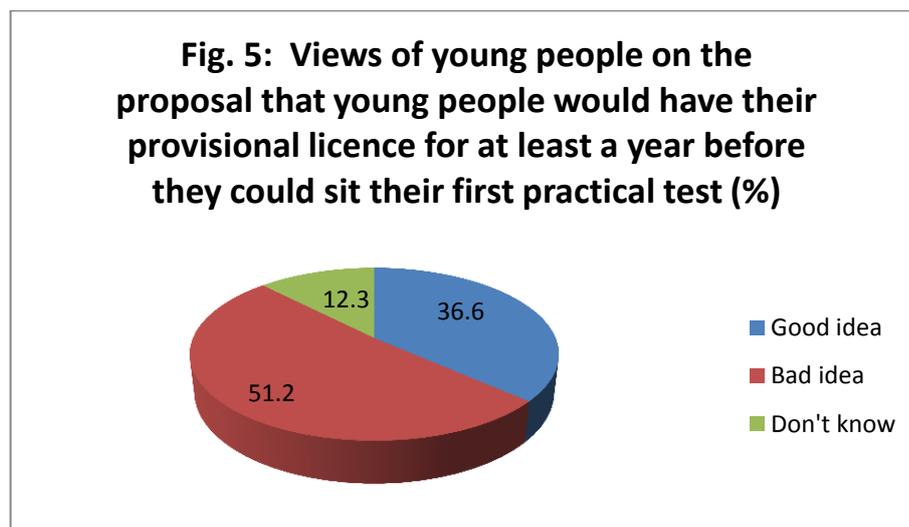
Youth organisations that are against this feel that it is too much responsibility and, at 16 and a half, some young people are not mature enough.

3.1f Reasons ‘others’ think this is a bad idea

Others said they said they think this is a bad idea because it could lead to more accidents *“which is going to cost money, which is bad for the NHS”* and because it's not fair.

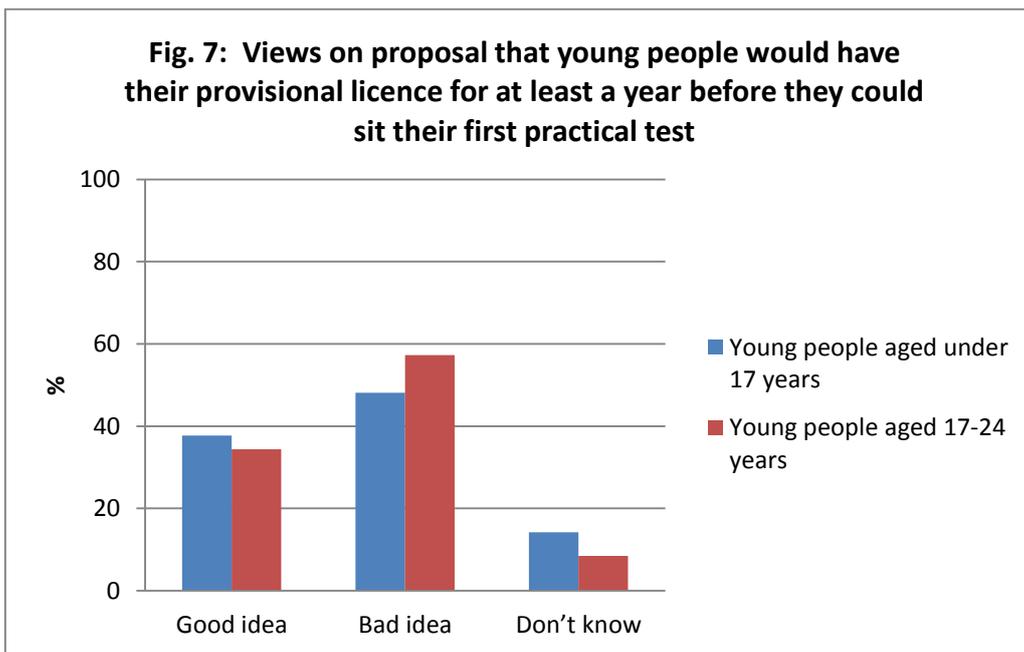
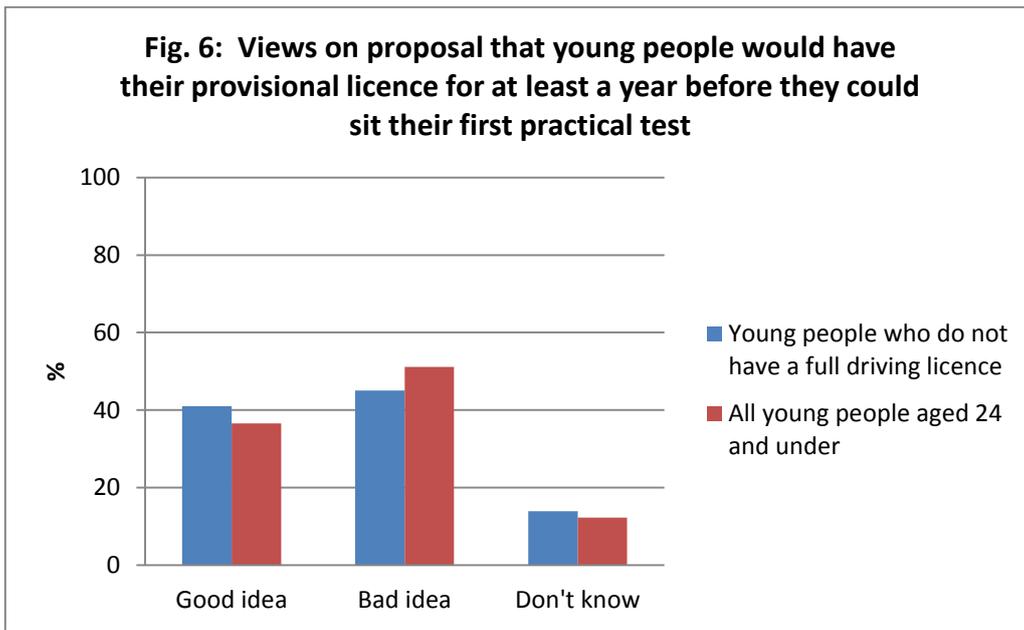
3.2 Views on proposal that young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half.

Just over half of young people who participated in the online survey (51.2%) said they think it is a **bad idea** that young people would have their provisional licence for at least a year before they could sit their first practical test. Around a third said they think it is a good idea (36.6%). The remaining 12.3% of young people said that they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (45.1%) were less likely to say they said they think this is a bad idea (see Figure 6);
- A lower proportion of young people aged under 17 years (48.1%) said they think this is a bad idea compared with 17-24 year olds (57.3%, see Figure 7);
- There is little difference in the proportion of males (49.3%) and females (50.5%) who said they think this is a bad idea;
- A slightly lower proportion of people living in urban areas (49.8%) said they think this is a bad idea when compared with those living in rural areas (51.3%);
- There was little difference in the proportion of youth organisations that said they think this is a bad idea when compared with the proportion of young people (51.5% compared with 51.2% respectively); and,
- 49.2% of all respondents said they think this is a bad idea.



3.2a Reasons young people think this is a good idea

The main reason young people said they think it is a good idea that young people would have their provisional licence for at least a year before they could sit their first practical test is because it gives young people more opportunity to learn and build up experience:

“I think it’s a good idea as it gives them a full years driving practice and experience before they take their test.”

“Young people will be able to have more practice driving when they have to have their provisional licence for at least a year.”

It was felt that this would make the roads safer:

“I think they are a good idea because it would mean the drivers would be more experienced and therefore probably be better on the road when they get their licence.”

“It means young drivers will have to practise for longer meaning they will be more experienced when they get their licence - hopefully leading to less accidents on the road.”

One young person said they said they think it is a good idea “so they can save for a car while waiting to sit their test.”

3.2b Reasons youth organisations think this is a good idea

Youth organisations that are in favour of this are so to allow young drivers to build up experience:

“I think the law that a person must hold their provisional licence for at least a year before they can take their practical test is a good idea as it will help to ensure that drivers have enough experience by the time they get their licence and do not just pass their test by chance.”

“Good idea, this is because it will give you more experience for your driving career.”

“It would allow for young people to have experience on the road in all seasons. It also means that young people can get started their driving careers earlier and learn in their own time.”

3.2c Reasons 'others' think this is a good idea

'Others' said they think it is a good idea that young people would have their provisional licence for at least a year before they could sit their first practical test because:

It allows them time *"to become a bit more mature."*

"It may help them to become more aware of dangers on the roads."

It gives *"them more experience before being let on road alone."*

"Drivers can experience all driving conditions, including weather and lighting throughout the year. This will make drivers more confident and safer."

"It would prevent a lot more accidents as there would be less younger drivers on the road."

3.2d Reasons young people think this is a bad idea

Most of the comments from young people on this were against the proposal that young people would have their provisional licence for at least a year before they could sit their first practical test. This is primarily because they felt that a year is too long to wait and because of associated costs:

"Raising the learning to a year is too long and too expensive."

"Driving for a year will cost a lot of money driving."

"This may be frustrating and an extra expense to have to pay a driving instructor."

A number of young people felt that the length of time does not necessarily translate into competence and that some young people may be ready for their test before a year:

"Some learn/pick up driving faster than others, just like everything so why make them wait when they, their parents, driving instructor etc. feel like they are ready to drive legally."

It was felt that this could impact on the independence of young people, particularly those living in rural areas and those in care:

"Bad idea, many young people plan to pass their test before turning 17 and a half. Not passing their test before then would increase the amount of lifts needed to be given by parents, other family and paying for expensive taxis."

“Some teenagers living in rural areas may find they need to be able to drive sooner rather than later.”

“For young people like myself who live in more rural areas, we are left at a significant social disadvantage from our peers who live in the towns when we can't drive.”

“Should be able to get licence at 17, especially for young people in care.”

3.2e Reasons youth organisations think this is a bad idea

Youth organisations that are against the proposal that young people would have their provisional licence for at least a year before they could sit their first practical test hold this view because they see no reason for the delay, which may create difficulties for some young people in accessing education, training and employment:

“I see no reason to increase the age for sitting the practical test to 17 and a half. Think it's better to be able to sit it at 17.”

“I think that it depends on the person as to how long it will take them to learn to drive, my view of this is that if they are not ready to drive legally then they won't pass their driving test, but some people will pick up driving very quickly and shouldn't have to wait for longer than necessary to take their driving test.”

“Many of the young people we work with have difficulty in accessing education, training and employment, particularly if they don't have access to public transport. If a young person has to wait an additional six months before being able to get their full licence, then they would be even further disadvantaged.”

3.2f Reasons ‘others’ think this is a bad idea

‘Others’ said they think it is a bad idea that young people would have their provisional licence for at least a year before they could sit their first practical test for the same reasons as young people:

“It will be harder to actually get driving licence and it takes too long, which means you can only get your full driving licence at the age of 17 and a half. I think it's better to cut down the time from a year to about 6 months, because that way people will learn more how to drive properly and safely, than just taking a short and simple test. Young people may not want to take driving licence anymore as it takes far too long, but I like the idea for having provisional licence for at least some time so that way young people will actually learn more and reduces the risk of road accidents.”

“It will ... discourage people to take the test.”

“People may need a licence as soon as possible as they may be unable to get lifts from family and friends and so need to be independent. Increasing the practice time means you will still be out driving for as long a time even if it is with parent, so driving will still be at the same standard after one year if you have passed your test or not.”

“Driving lessons are very expensive and if young people had to wait a year it would cost them more money.”

“They can’t have their own freedom if they own their own car so since it takes a long time to sit your driving exam it would frustrate young people.”

“[It] would be frustrating to those who already have some experience with driving through farmwork etc. These people would still have to wait a year even though they don't need it. It seems like it would be a waste of money, through paying for all the lessons, and a waste of time, and pointless waiting for the year to be completed.”

3.2g Feedback from focus groups

While focus group participants recognised that waiting at least a year to get a full licence might lead to increased driving skills, they were concerned that it:

- Takes too long;
- Disadvantages those who learn quickly;
- Disadvantages those who already have experience on the road through other licences, e.g. motor cycle and tractor licences; and,
- Is very expensive to drive for at least one year.

Focus group participants suggested this could be improved by recognising the time spent driving rather than a specific time period. They also suggested having longer lessons to allow for driving on different roads.

4 Driving Lessons and Tests

Questions on four proposals around driving lessons and tests were included in the survey. These proposals were that:

- Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway);
- Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph;
- The driving test would include driving on a wider range of roads and in different conditions; and,
- Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.

Tables 3 and 4 summarise the views of young people aged 24 and under and of youth organisations who participated in the online survey on these four proposals.

Table 3: View of young people aged 24 and under on proposals regarding driving lessons and tests

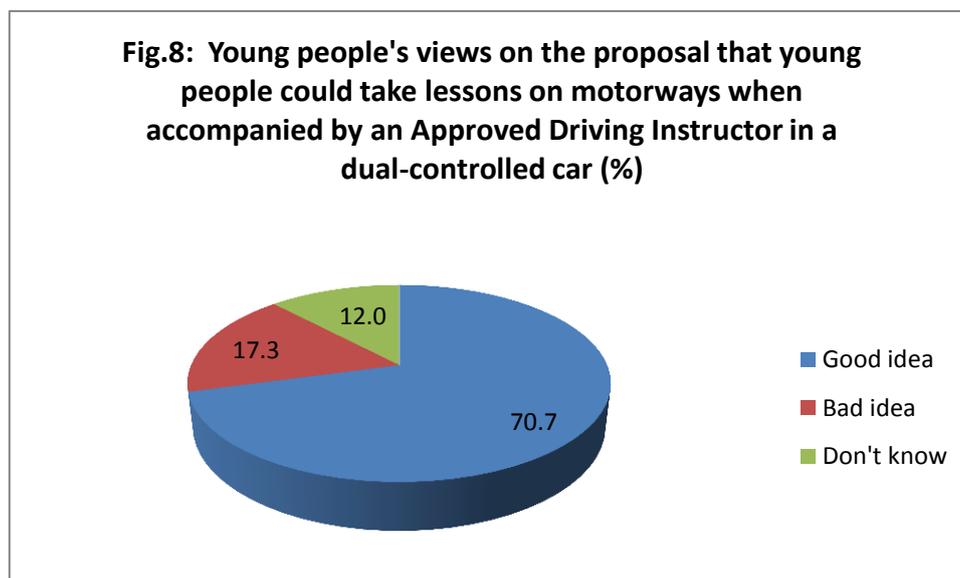
	Good idea	Bad idea	Don't know
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	70.7	17.3	12.0
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.4	26.0	12.6
The driving test would include driving on a wider range of roads and in different conditions.	83.5	6.1	10.4
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	42.8	37.5	19.7

Table 4: View of youth organisations on proposals regarding driving lessons and tests

	Good idea	Bad idea	Don't know
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	84.8	12.1	3.0
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.8	32.4	5.9
The driving test would include driving on a wider range of roads and in different conditions.	97.0	-	3.0
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	33.3	42.4	24.2

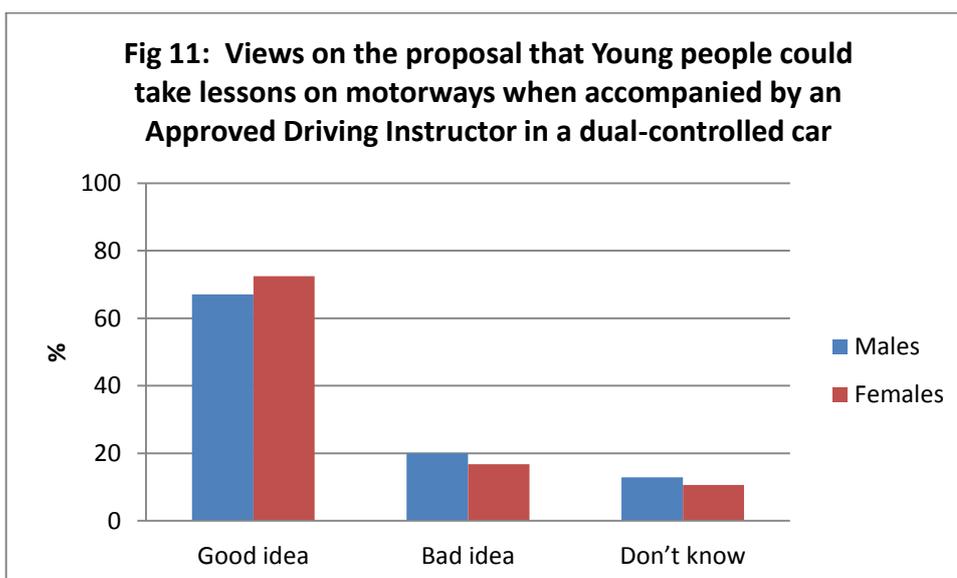
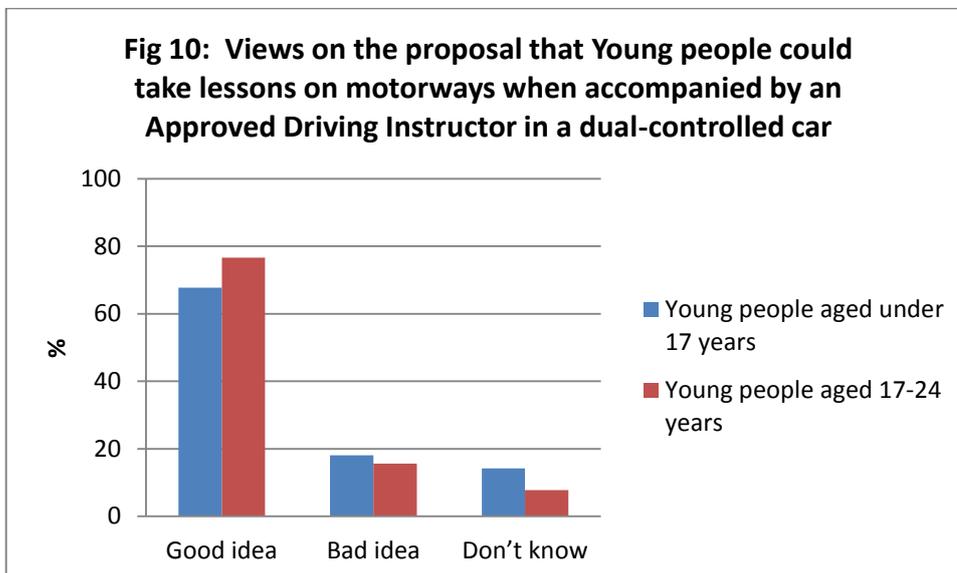
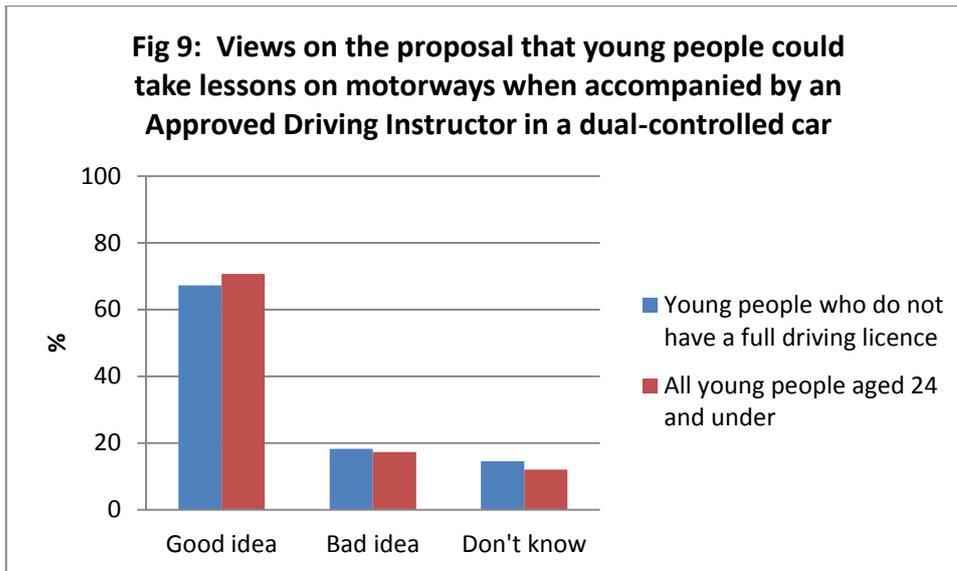
4.1 Views on proposal that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway)

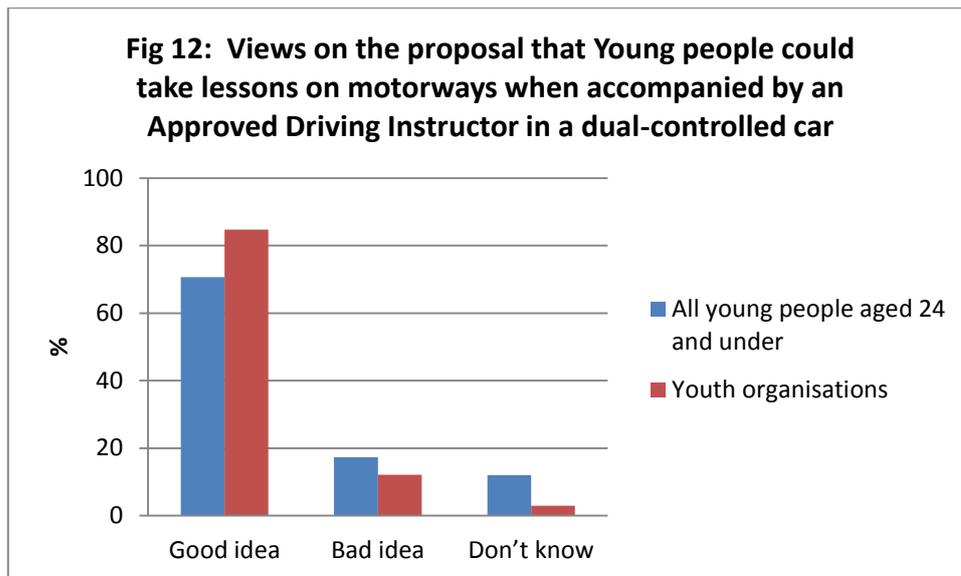
The majority of young people who participated in the online survey (70.7%) said they think that it is a **good idea** that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway). Just under one in six (17.3%) said they think this is a bad idea. The remaining 12.0% said they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (67.3%) were less likely to say they think this is a good idea (see Figure 9);
- A lower proportion of young people aged under 17 years (67.7%) said they think this is a good idea compared with 17-24 year olds (76.6%, see Figure 10);
- A lower proportion of males (67.1%) than females (72.5%) said they think this is a good idea (see Figure 11);
- A slightly higher proportion of people living in urban areas (71.2%) said they think this is a good idea when compared with those living in rural areas (69.9%);
- Youth organisations (84.8%) were more likely to say they said they think that this is a good idea when compared with young people (see Figure 12); and,
- 71.5% of all respondents said they think this is a good idea.





4.1a Reasons young people think this is a good idea

Most of the feedback from young people supported the proposal that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car. It is seen as important to get experience of motorway driving:

“I think learning to drive on the motorway and speed limits is important because it's dangerous if they don't.”

“I think that young people learning to drive should be able to learn on motorways as once they get their licence they will have had plenty of practice.”

“I think it's a good idea to learn on the motorway because you will eventually have to go on one after you pass your exam so why not learn earlier so you don't panic as much.”

“They would otherwise have to struggle through on their own.”

“I think if young people were able to drive on the motorways, provided it was in a dual-controlled car, it would mean that they have more experience driving on the motorways and are more comfortable on the motorways and are therefore safer when they drive on the motorways themselves.”

4.1b Reasons youth organisations think this is a good idea

Youth organisations that were in favour of this were so to allow learners to build up this experience with the assistance of an instructor before having to drive on motorways alone:

“I think it makes perfect sense that young drivers learn to drive on motorways, as currently they [motorways] are simply landed on them after a years restricted driving without any experience, which is frankly unsafe.”

“Learning to drive on motorways is important for those learning to drive.”

“It is appropriate that new drivers and learners should be allowed to travel on motorways ... with a learning instructor in a dual control car because these new/learning drivers have never controlled a car ... in such conditions.”

“Driving on the motorway first time could be scary but if you done it before with an instructor it will be easier.”

4.1c Reasons 'others' think this is a good idea

While the research was primarily aimed at young people aged 13-24 years and youth organisations, it was not limited to these groups. Feedback from others (i.e. those aged over 24 years and those who did not specify if they were a young person or a representative of a youth organisation) was also received and has been included in this report. 'Others' said they think this is a good idea that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car because:

"Motorway lessons are an excellent idea instead of throwing young drivers in at the deep end. Put an end to drivers having their first motorway experience perhaps unsupervised and without training."

"Currently, the absence of motorway driving for learners means that many drivers have reservations about travelling at high speeds and will actively avoid the motorway, when it is well known to be one of the safest places to drive."

"Young people need experience of motorway driving and in the range of conditions before being granted a full licence."

"Allowing learners on the motorway allows them to practice for when they actually pass their test and so going on the motorway will not be as daunting when the time comes."

"Young people need to learn how to drive on the motorways if they go a bit overboard they could cause a crash."

"This would be because when the person gets their licence they will have to drive on motorways to get the destination they need to, and will know exactly how to drive because they have a professional driver in their car."

"Because young people will know what driving on a motorway is like when they get their licence."

One other respondent suggested:

"I would however extend the motorway provision to allow drivers to practice on motorways with someone over 25 years once they have completed a pre-defined amount of lessons with an ADI."

4.1d Reasons young people think this is a bad idea

Young people who are against the proposal that young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car are so because they perceive motorways as a dangerous place for inexperienced drivers:

“Many accidents happen in high speeds and on the motorway.”

“I think putting people on motorways when they aren't that experienced is quite dangerous.”

“I really don't think driving lessons on motor ways is a good idea because people drive very fast and it is just not the environment for a learner.”

4.1e Reasons youth organisations think this is a bad idea

Youth organisations that are against this proposal are so for safety reasons:

“Motorways would be very dangerous to learner drivers and there is a high potential for an accident even despite having dual controls.”

“I don't think drivers should be allowed on the motorway when learning to drive because they are making a hazard for other drivers.”

4.1f Reasons 'others' think this is a bad idea

'Others' said they think this is a bad idea because:

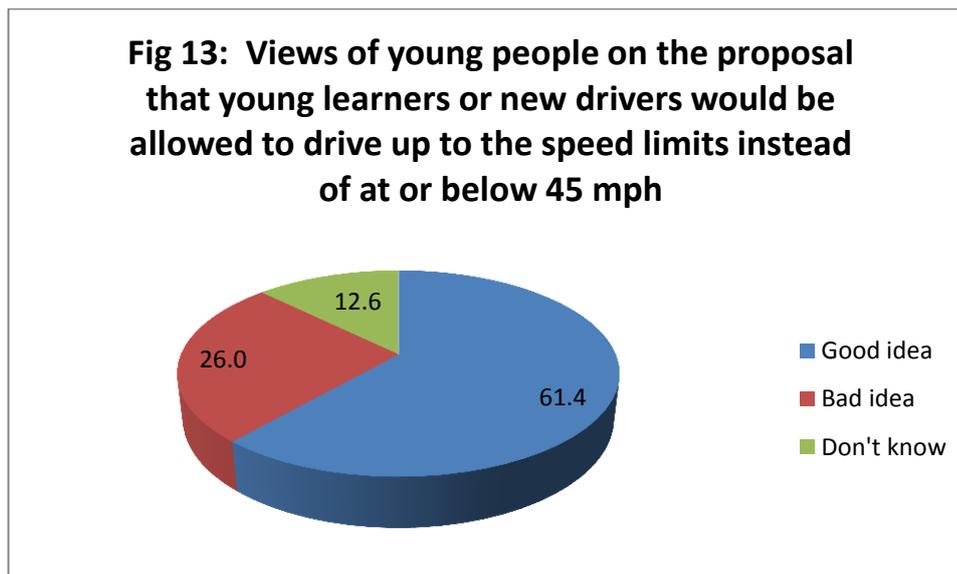
“Motorways are very busy. Having a learner on the motorway may cause accidents if they're not confident.”

“They don't have any experience on the road let alone the motorway.”

“Allowing them to reach the national speed limits on motorways would just encourage [speeding] and in my opinion increase the number of accidents on the road.”

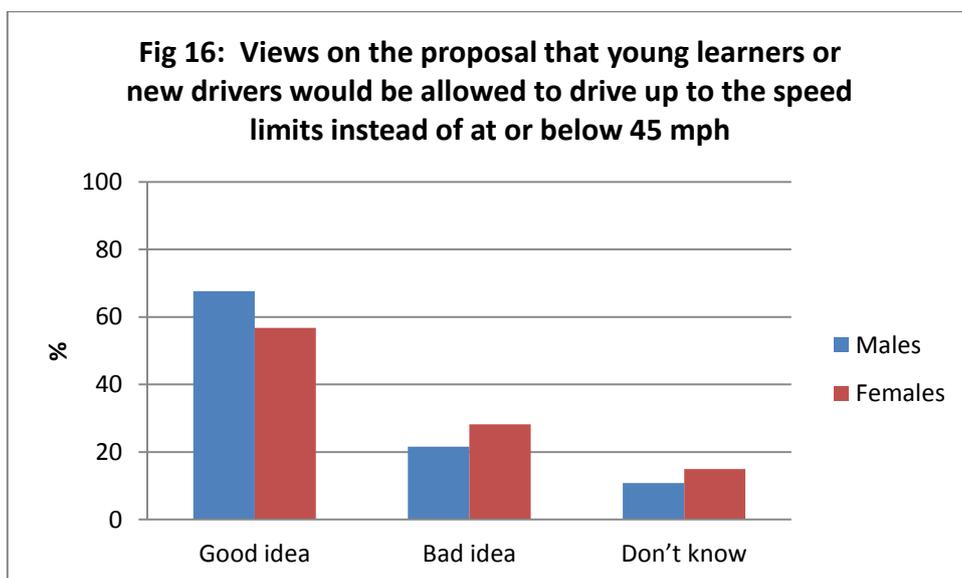
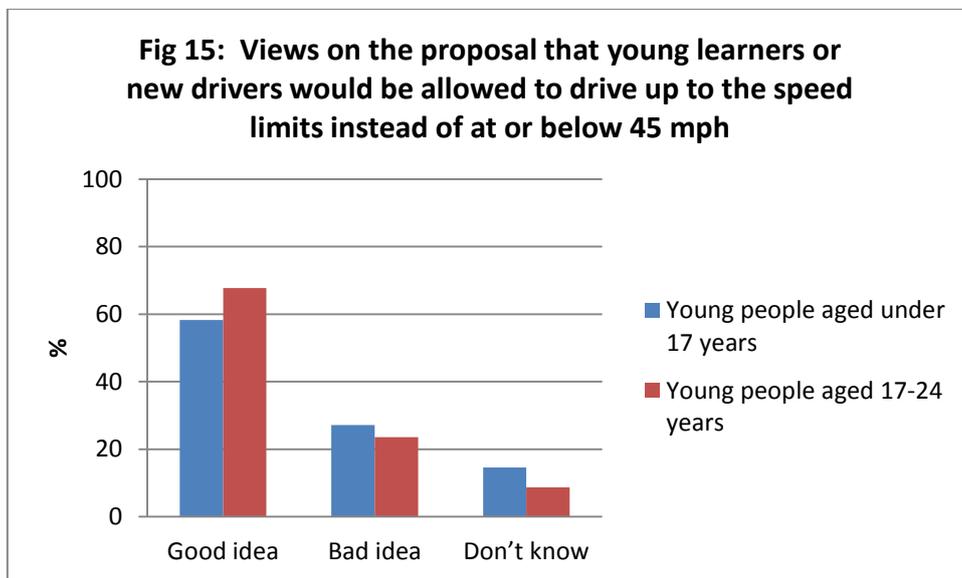
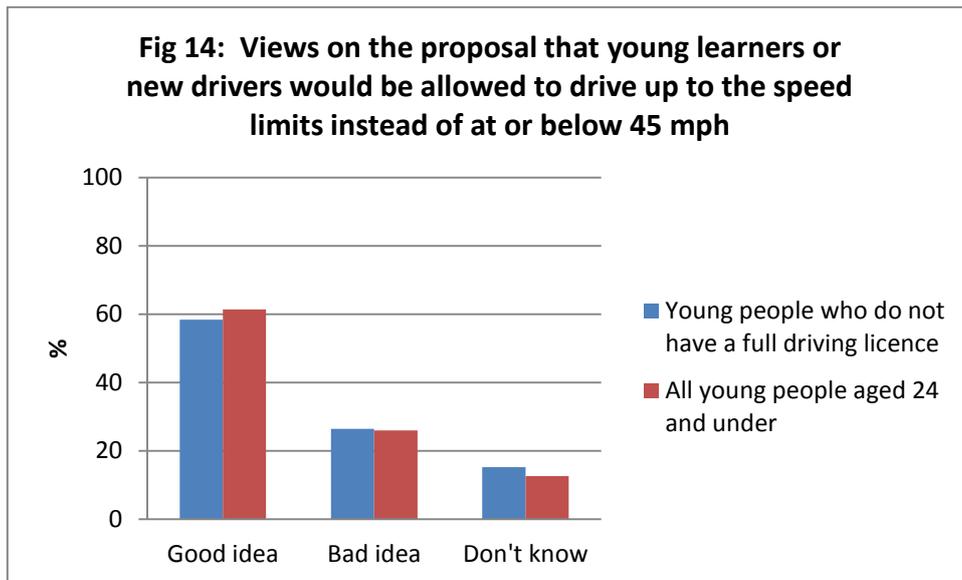
4.2 Views on proposal that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph

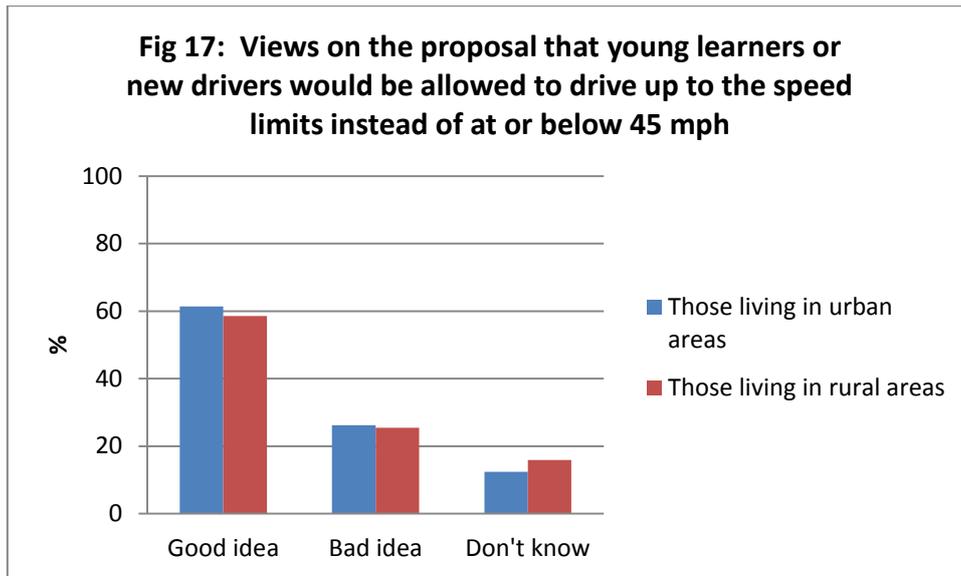
The majority of young people who participated in the online survey (61.4%) said they think it is a **good idea** that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph. Over a quarter of young people (26.0%) think this is a bad idea while 12.6% said they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (58.4%) were less likely to say they think this is a good idea;
- A higher proportion of young people aged under 17 years (58.3%) said they think this is a good idea compared with 17-24 year olds (67.7%);
- A lower proportion of males (67.6%) than females (56.8%) said they think this is a good idea;
- A higher proportion of people living in urban areas (61.4%) said they think this is a good idea when compared with those living in rural areas (58.6%);
- There was little difference in the proportion of youth organisations (61.8%) that said they think that this is a good idea when compared with young people; and,
- There was little difference in the proportion of all respondents (61.2%) that said they think that this is a good idea when compared with young people aged 24 and under (61.4%).





4.2a Reasons young people think this is a good idea

The main reasons young people said they think it is a good idea that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph are because it allows young people to build up knowledge and experience of driving up to the speed limits and to reduce the impact of driving at lower speeds on other road users:

“They should be allowed to go over the 45 miles per hour limit as it would again give them practice for later on in life.”

“Driving up to the speed limits allows young people to understand how to recognise the limits and how to change from road to road.”

“It causes road rage when drivers get stuck behind a slow learning driver even though it’s not their fault.”

“I think the idea of young learners being able to drive at the actual speed limit instead of 45 mph because it would make things easier for everyone when people that have passed their test has been driving for years and they get stuck behind a learner it can make them late for work or where ever they need to be at that time and it would also make driving a little more enjoyable for the learner.”

4.2b Reasons youth organisations think this is a good idea

All of the comments from youth organisations were in favour of the proposal that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph. Youth organisations that were in favour of the proposal believed it would help to prepare young drivers for driving on their own:

“I think they should be allowed to drive to speed limits as it will make them more prepared for when they are driving on their own.”

“Going the normal speed limit will make it more realistic and will improve the drivers knowledge so they know what is expected and less likely to make mistakes.”

“It’s only fair that they have the help and guidance of an experienced driver on hand to help them feel secure while learning so they can feel more competent at driving at these speeds instead of recklessly travelling on their own.”

4.2c Reasons 'others' think this is a good idea

'Others' said they think it is a good idea that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph because:

"Similarly, having learners drive up to and at the speed limit will ensure they can control the car when they pass the test."

"Increasing the speed limit higher than 45mph is a good idea when on motorways etc. as it is fairly dangerous to drive so slow when all surrounding cars are going much faster."

"Some young people get really fast cars and can't handle the speed too well."

4.2d Reasons young people think this is a bad idea

The main reasons young people said they think it is a bad idea that young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph are because it could impact on road safety and driver behaviour (by encouraging speeding). In addition, learner drivers may be lacking in confidence:

"Because there could be more accidents."

"Young learners are more likely to have accidents at higher speeds".

"It's a bad idea to let new drivers go the speed limits because I think a lot of them would mess about by being allowed to go the speed limits."

"I think it's a bad idea to let learner drivers drive so quickly as it may encourage people to drive quickly/speed."

"While they are building up their confidence I think it's better to stay within a smaller speed limit."

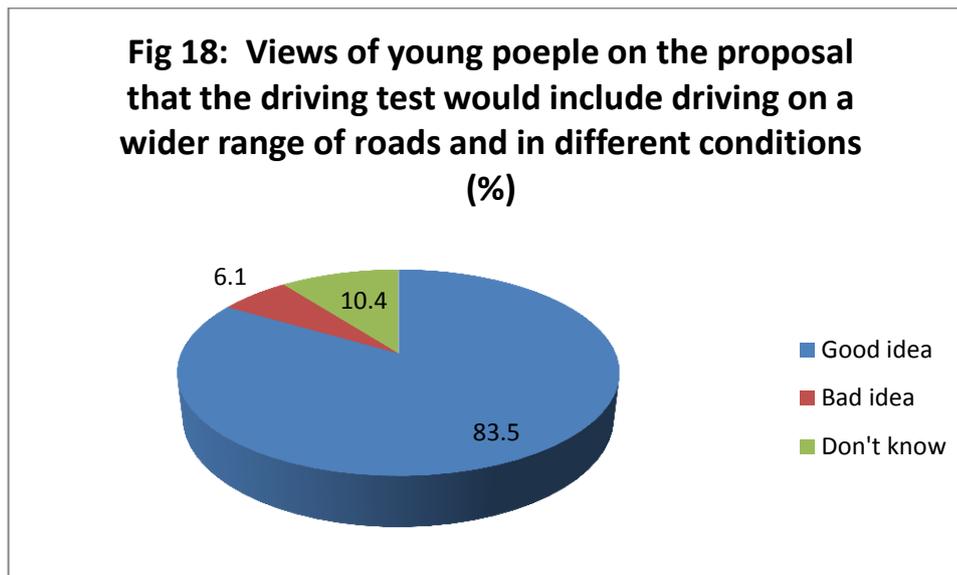
"The 45mph law may cause problems with reckless drivers however it is unfair to limit competent drivers."

4.2e Reasons 'others' think this is a bad idea

One 'other' said it was a bad idea because *"they should be getting used to the car and everything about it, not driving at 70 mph and having the chance of crashing."* Another said, *"young drivers driving over the 45mph speed limit is already a problem resulting in road deaths."*

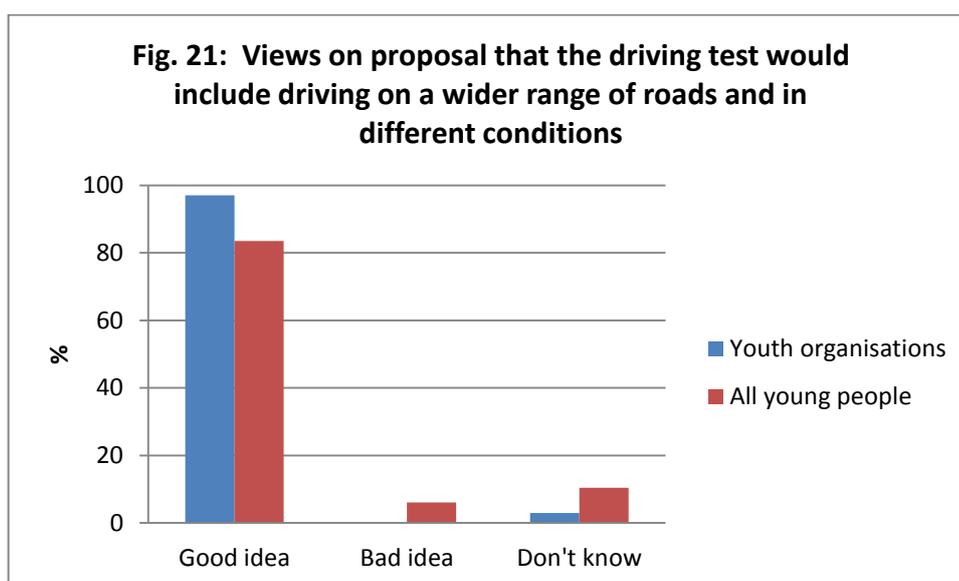
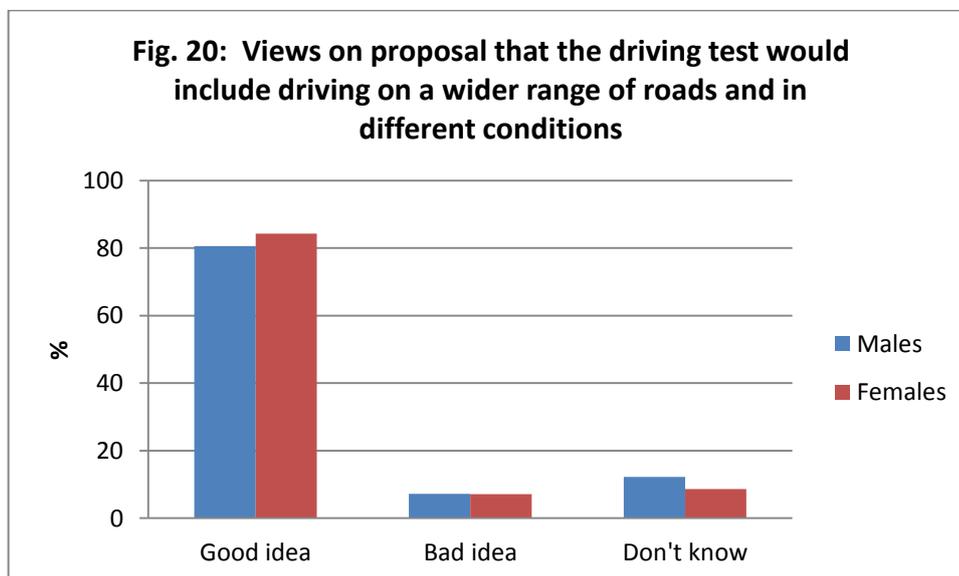
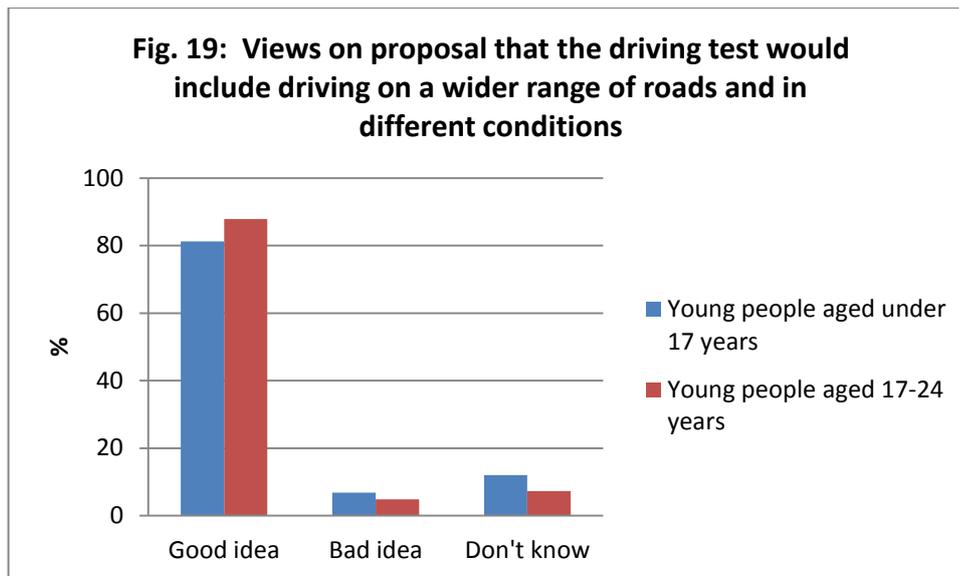
4.3 Views on proposal that the driving test would include driving on a wider range of roads and in different conditions

The majority of young people who participated in the online survey (83.5%) said they think it is a **good idea** that the driving test would include driving on a wider range of roads and in different conditions. Only 6.1% said they think this is a bad idea while 10.4% said they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (81.9%) were slightly less likely to think this is a good idea although the vast majority think this;
- A lower proportion of young people aged under 17 years (81.3%) said they think this is a good idea compared with 17-24 year olds (87.9%);
- A lower proportion of males (80.6%) than females (84.3%) said they think this is a good idea;
- There was no difference in the proportion of people living in urban areas and people living in rural areas who said they think this is a good idea (both 83.0%), and
- Youth organisations were most likely to say they think that this is a good idea (97.0%) and none said they think this is a bad idea; and,
- There was little difference in the proportion of all respondents (84.5%) who said they think driving on a wider range of roads is a good idea when compared with young people aged 24 and under (83.5%).



4.3a Reasons young people think this is a good idea

Virtually all of the comments from young people were in favour of the proposal that the driving test would include driving on a wider range of roads and in different conditions. Young people saw it as important to build up experience on a wider range of roads and in different conditions:

“I think they are a good idea because then people who are learning to drive get to experience all the different types of weather conditions and different types of roads.”

“This is a good idea; you need to know how to drive in daylight, at night, in the rain and how to cope with ice and snow.”

“Driving in different weather condition shows young people what it’s like to drive in different types of weather and how to drive through it.”

4.3b Reasons youth organisations think this is a good idea

All of the comments from youth organisations were in favour of the proposal that the driving test would include driving on a wider range of roads and in different conditions to prepare drivers for driving after they pass their test and for safety reasons:

“Good idea as it gives young people more confidence and knowledge about how to stay safe on the roads during different conditions and climates.”

“It is a good idea to learn on a variety of roads as it will properly prepare them for driving after they pass their test.”

“Driving on a wide variety of roads will give them experience and lower road accidents.”

4.3c Reasons ‘others’ think [driving on a wider range of roads] is a good idea

‘Others’ said they think this is a good idea because:

“They need to know what driving on different roads is like, if they have to drive on these roads with no experience, they might crash.”

“I believe these are positive changes. Current standard practice sends drivers out onto the roads only partially competent in dealing with the diverse range of surfaces, speeds and environments that drivers in NI experience.”

“Young people need opportunity to learn and develop new driving experiences in a range of real life conditions.”

“Excellent idea to have lessons and a test on a wide range of roads to prepare young drivers.”

4.3d Reasons young people think this is a bad idea

One young person expressed concern over the cost implications of the proposal that the driving test would include driving on a wider range of roads and in different conditions.

4.3e Reasons ‘others’ think this is a bad idea

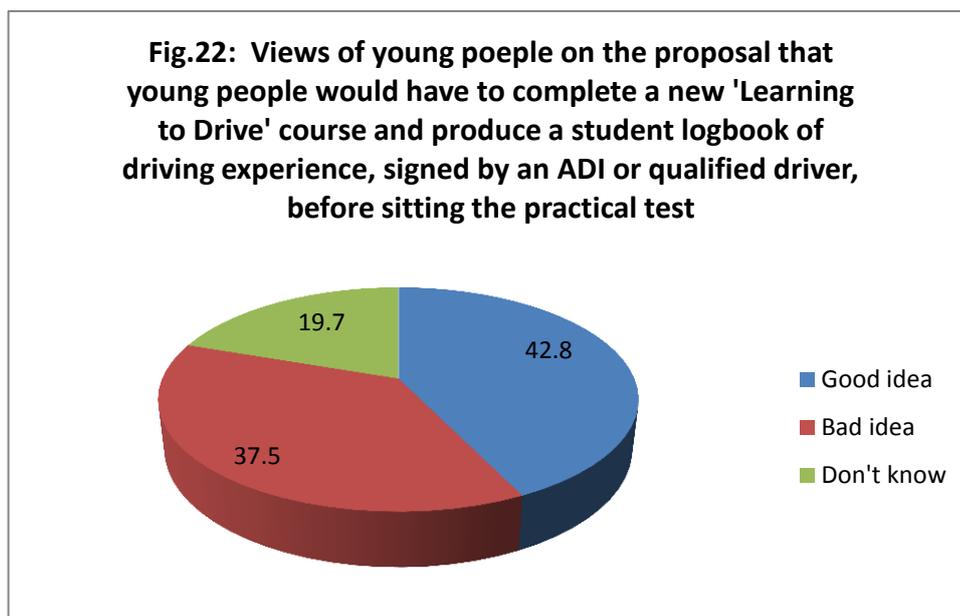
‘Others’ said they think that it is a bad idea that the driving test would include driving on a wider range of roads and in different conditions because:

“Having tests on a wider range of roads and conditions may lead to reduced consistency in test difficulty which can be very unfair for some drivers.

“It might stress them out.”

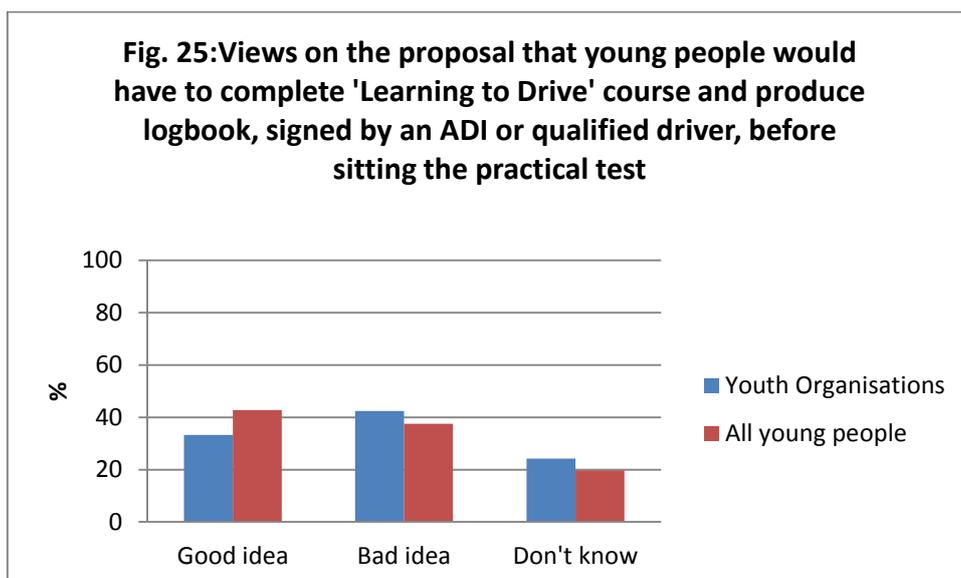
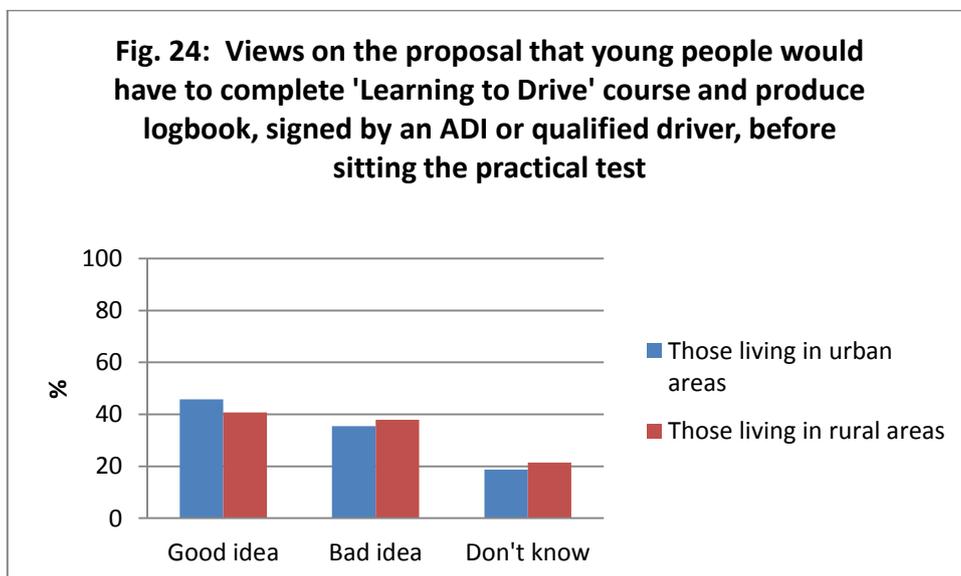
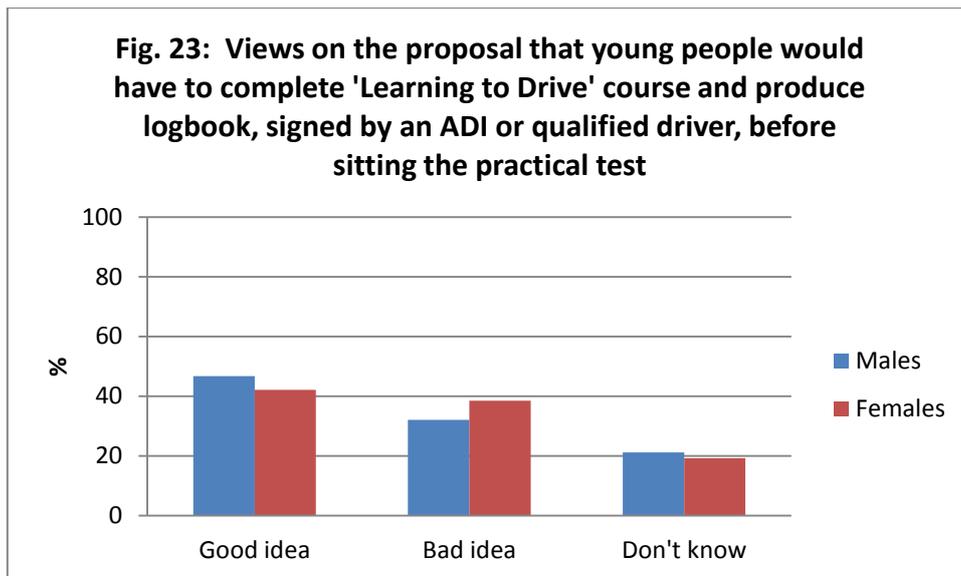
4.4 Views on proposal that Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test

A higher proportion of young people who participated in the online survey (42.8%) said they think it is a **good idea** that young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience when compared with those who said they think it is a bad idea (37.5%). Just under one in five (19.7%) said they don't know.



When the data was analysed further, it was found that:

- Young people who do not have a full driving licence were slightly more likely to say they think this is a good idea (43.8%);
- A lower proportion of young people aged under 17 years (42.0%) said they think this is a good idea compared with 17-24 year olds (44.4%);
- A higher proportion of males (46.7%) than females (42.2%) said they think this is a good idea (see Figure 23);
- A higher proportion of people living in urban areas (45.8%) think this is a good idea when compared with those living in rural areas (40.7%, see Figure 24);
- Youth organisations were least likely to say they think that this is a good idea (33.3%). 42.4% think this is a bad idea (see Figure 25); and,
- 43.7% of all respondents said they think that this is a good idea.



4.4a Reasons young people think this is a good idea

The main reasons young people said they think the logbook is a good idea are that it acts as a record and allows learners to see how they are improving:

“I think that the logbook is a good idea as it shows how much ‘training’ you have done for the test.”

“It shows what they know and what they have learnt.”

“I think a logbook would let the driver see how they’re improving.”

4.4b Reasons ‘others’ think this is a good idea

One ‘other’ thought the logbook is a good idea because “the logbook would ensure that people have had the correct instructor over a longer period of time, rather than people today who just learn enough to pass the test.” Another said that:

“A student logbook is a good idea as long as it doesn’t require a large minimum number of hours on the road, which (1) can be a financial burden if experience requires an instructor in the car; and (2) penalises quick learners who could be test ready after only a handful of lessons.”

4.4c Reasons young people think this is a bad idea

Most of the feedback regarding the proposal was against having to produce a logbook. The main reasons young people said they think the logbook is a bad idea are because of the amount of time and work involved (which could impact on studies for example), the cost implications, concerns over the benefits of producing a logbook and concerns regarding those with learning difficulties:

“The logbook sounds like a lot of work and parent lessons should count.”

“Young people do enough courses inside and outside school without another one that will take up precious time.”

“The logbook is unnecessary when you have other schoolwork to do.”

“I don’t like the way that you have to have a logbook signed by a driving instructor because leading up to the test some people may not have enough money to learn or do this and their parents could do it for free instead.”

“But by making them produce a logbook of driving, it is a completely irrelevant technique which will not make any difference to the driver's ability and instead will be a waste of time for the driver as well as the instructor.”

“I think it's a bad idea for the logbook because most people would be fed up having to fill in a logbook, I know I would because I have a learning problem.”

4.4d Reasons ‘others’ think this is a bad idea

‘Others’ believed it is a bad idea because of the added cost:

“This might affect young people cause it's going to be a lot harder and involve more money just to have a practical test to get a driving licence.”

“A logbook and learning to drive course would have substantial financial implications for young drivers, at a time when learning to drive is becoming more and more unaffordable.”

4.4e Feedback from youth organisations

One youth organisation is against the idea of a logbook as “young people are logging for many things as it is, Duke of Ed, badges for organisations, and on top of that school work and other extra-curricular work.” Two youth organisations are unsure about the course:

“It would depend upon what the Learning to Drive course required.”

“I am unsure about the 'Learning to Drive' course. Would there be a cost associated with this? Learning to drive is already very expensive and another cost could make it even more difficult for those who have difficulty affording lessons and tests. What is meant by 'young people' within this context? Only applying this to drivers of a certain age could have equality implications - would someone learning to drive at 30, 40 or 50 have to complete the course?”

4.4f Feedback from focus groups

While focus group participants recognised that a logbook may be useful in encouraging driving skills, they were concerned that this could be easily manipulated. Focus group participants suggested that recognition should be given to driver hours in addition to or instead of the logbook. They also suggested the installation of a black box or an app which tracks driving ability.

5 After Passing the Driving Test

Questions on five proposals relating to post-test regulations were included in the survey. These proposals were that:

- Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year;
- In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat.³ This would not apply to family members;
- For a period of two years, young people would have a lower drink drive limit than experienced drivers;
- For a period of two years, young people could lose their licence with six or more penalty points; and,
- Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.

Tables 5 and 6 summarise the views of young people aged 24 and under and of youth organisations who participated in the online survey on these five proposals.

Table 5: View of young people aged 24 and under on proposals regarding after passing the driving test

	Good idea	Bad idea	Don't know
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	30.7	52.4	16.9
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	25.6	67.7	6.7
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	74.6	16.5	8.9
For a period of two years, young people could lose their licence with six or more penalty points.	53.4	31.8	14.8
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	78.9	13.2	7.9

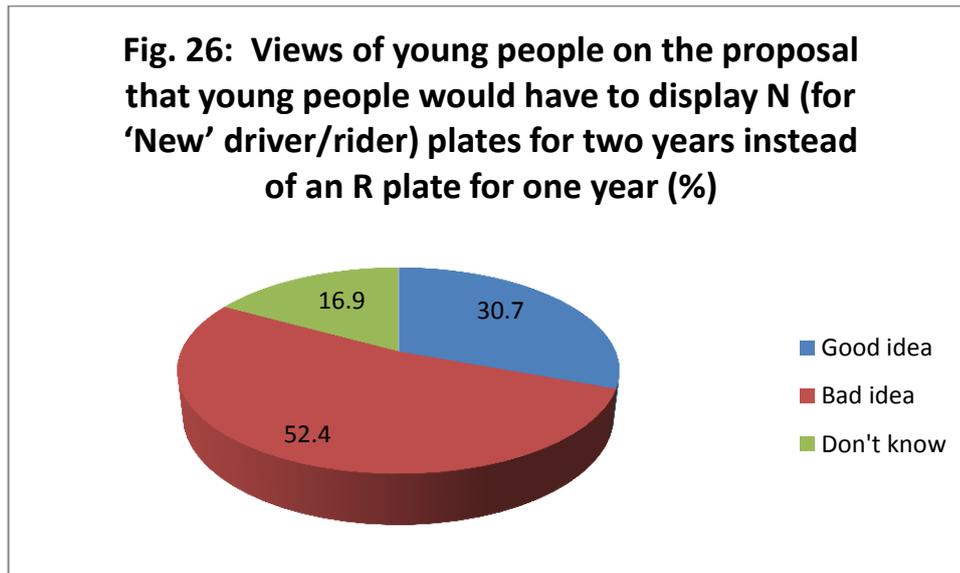
³ Wording as taken from NI Direct website. Last accessed 12 January 2014.

Table 6: View of youth organisations on proposals regarding after passing the driving test

	Good idea	Bad idea	Don't know
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	46.4	35.7	17.9
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	35.7	60.7	3.6
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	71.4	21.4	7.1
For a period of two years, young people could lose their licence with six or more penalty points.	50.0	35.7	14.3
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	82.8	6.9	10.3

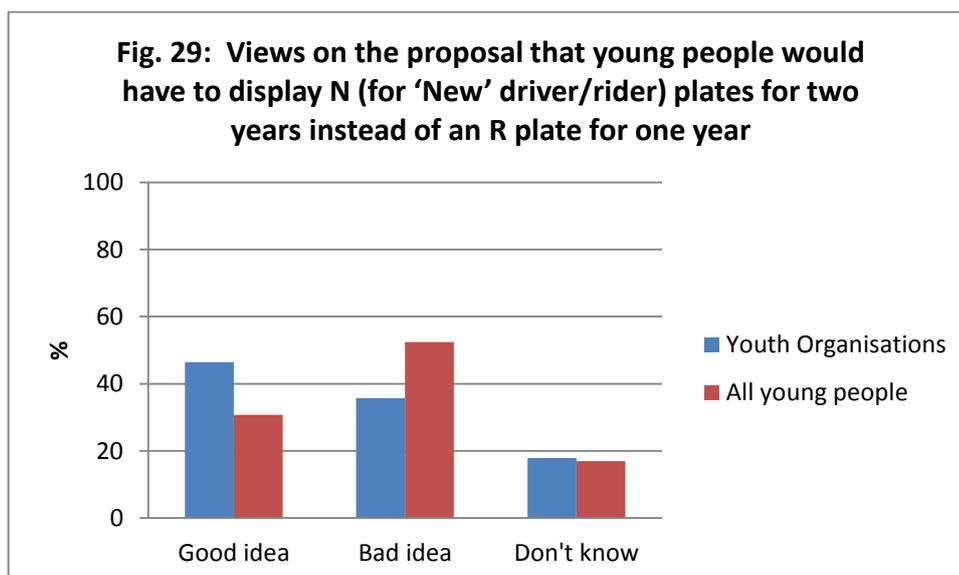
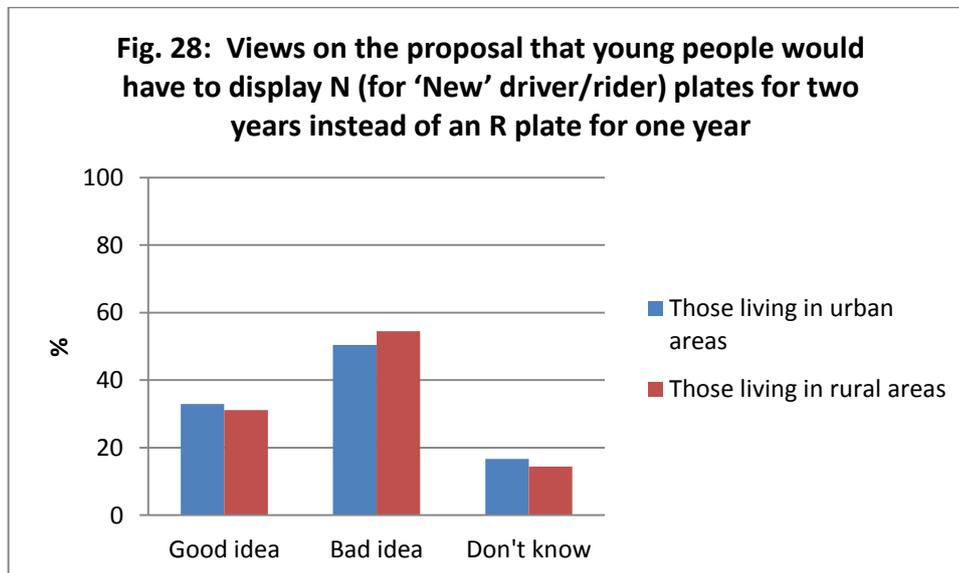
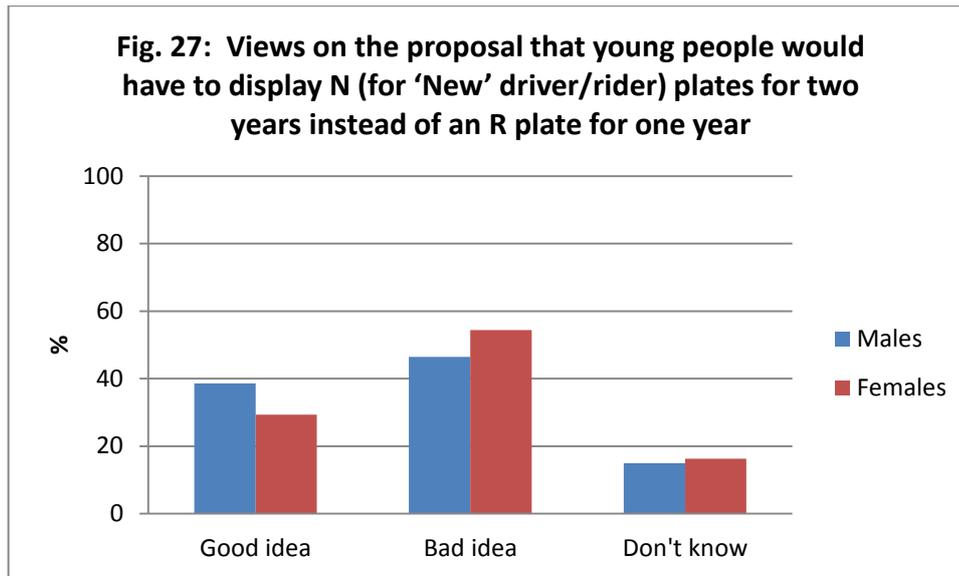
5.1 Views on proposal that young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year

The majority of young people who participated in the online survey (52.4%) said they think that it is **bad idea** that young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year. Just over three in ten young people said they think this is a good idea (30.7%). The remaining 16.9% said they don't know.



When the data [on N plates] was analysed further, it was found that:

- Young people who do not have a full driving licence (51.0%) were slightly less likely to say they think this is a bad idea;
- A slightly lower proportion of young people aged under 17 years (51.9%) said they think this is a bad idea compared with 17-24 year olds (53.3%);
- A lower proportion of males (46.5%) than females (54.4%) said they think this is a bad idea;
- A lower proportion of people living in urban areas (50.4%) said they think this is a bad idea when compared with those living in rural areas (54.5%);
- Youth organisations (35.7%) were less likely to say they think this is a bad idea - 46.4% of youth organisations think this is a good idea, the highest response for this group; and,
- 48.4% of all respondents said they think that displaying N plates is a bad idea.



5.1a Reasons young people think this is a good idea

The main reasons young people said they think N plates are a good idea are because it would let other drivers know the new driver is inexperienced, and the use of the letter N is more easily understood than the current R:

“An N plate would let other drivers know that you are a new driver and would allow you to be hesitant or make mistakes.”

“Yes that is a good idea because when I asked my peers in my class what “R” meant they said ready to drive even though it is Restriction and “New Driver” is easier to remember.”

5.1b Reasons ‘others’ think this is a good idea

One ‘other’ also made this point “the N plate would be a more appropriate sign as it is easier to understand.”

5.1c Reasons young people think this is a bad idea

Most of the comments from young people were against the proposal that young people would have to display N (for ‘New’ driver/rider) plates for two years instead of an R plate for one year. The main reasons young people said they think this proposal is a bad idea are because of the length of time proposed and the negative impact this will have on young people. A number of young people also indicated that they are happy with the current system and feel changing it might cause confusion:

“I feel 2 years is a long time to be a new driver and 1 year is suffice.”

“I believe the ‘N’ plates replacing the ‘R’ plates are ineffective and will make NO difference whatsoever. Keeping these plates on for 2 years instead of 1 is ridiculous as the government are now searching for new ways to punish new drivers instead of helping them.”

“Some other people may be like me and want to join the Police. To get into the Police, the minimum age is 18 and it’s what I plan to do after I finish A level. What I may also need to join the Police is a full driving licence. These restrictions would be with me until I would be about 19 and a half to 20 years old and they would hinder me in my career!!

“I don’t think you should have to keep an N plate up for 2 years as I think it should stay as an R for 1 year.”

“I think it’s a bad idea to replace the R with an N because it’s unfair because none of you had the N plate and it would only be fair.”

“At first, this would cause confusion as there would be a mixture of both R and N plates. However, aside from this, I don’t personally see the point of restricting new drivers for longer, as they have already proved themselves capable by passing their driving test.”

5.1d Reasons youth organisations think this is a bad idea

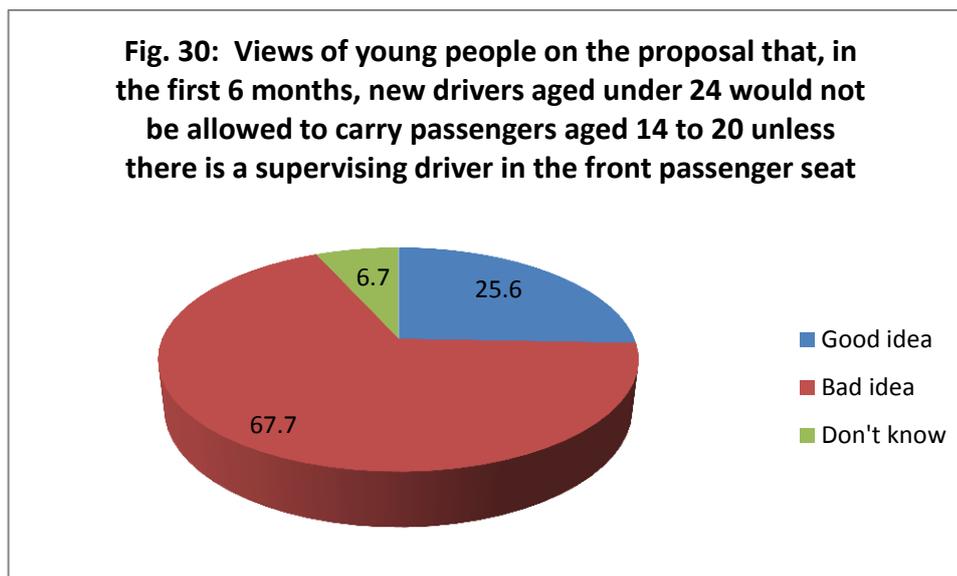
One youth organisation suggested that the “N may cause panic among nervous drivers seeing them.”

5.1e Reasons ‘others’ think this is a bad idea

Two ‘others’ said they think that two years is too long to have an ‘N’ plate.

5.2 Views on proposal that in the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members

The majority of young people who participated in the online survey (67.7%) said they think that it is **bad idea** that in the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat⁴. Just over a quarter think it is a good idea (25.6%). The remaining 6.7% said they don't know.

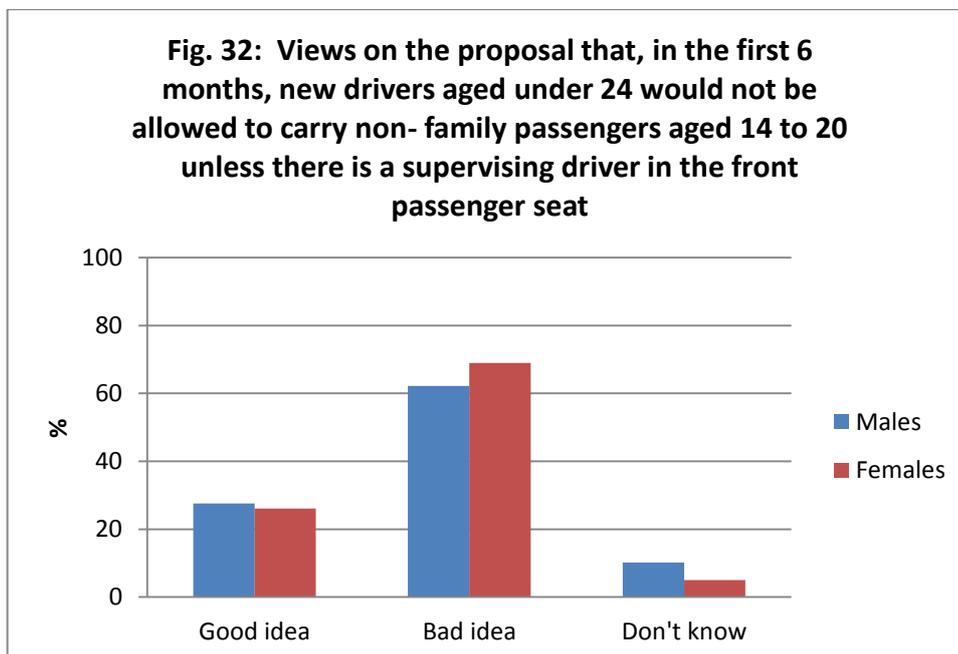
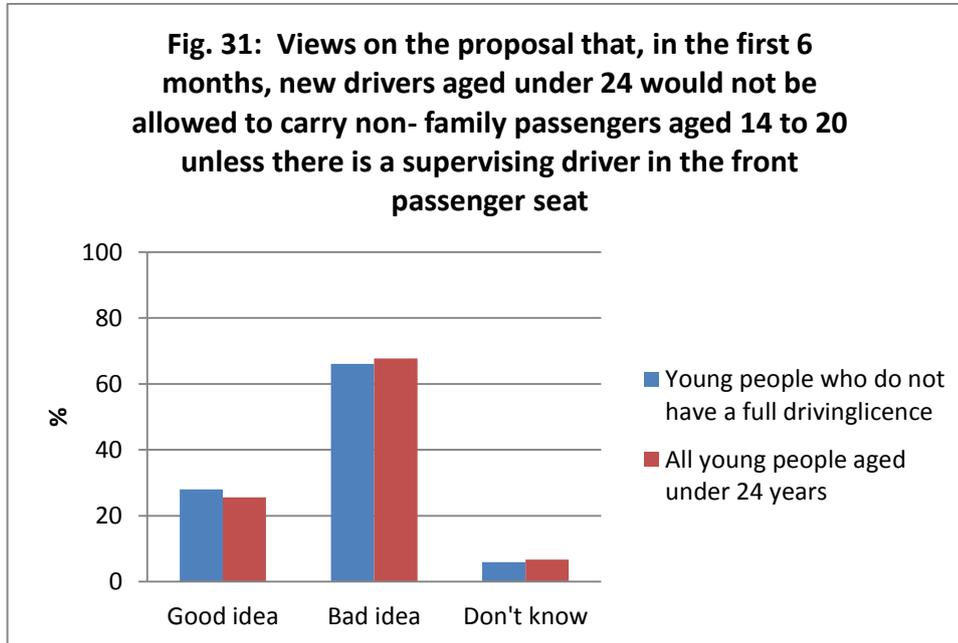


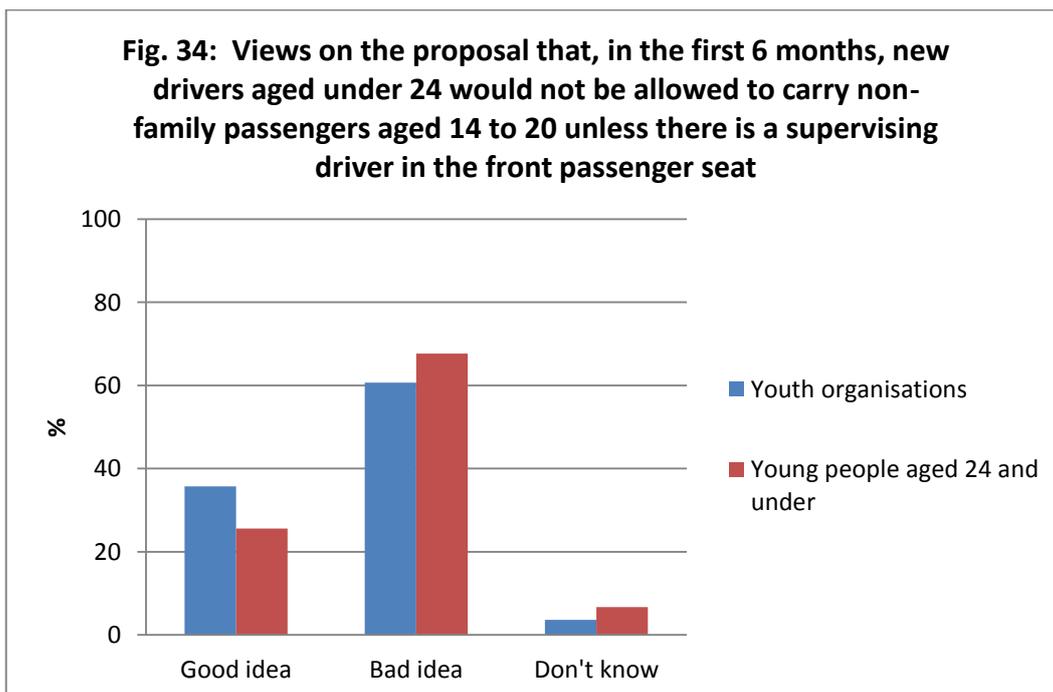
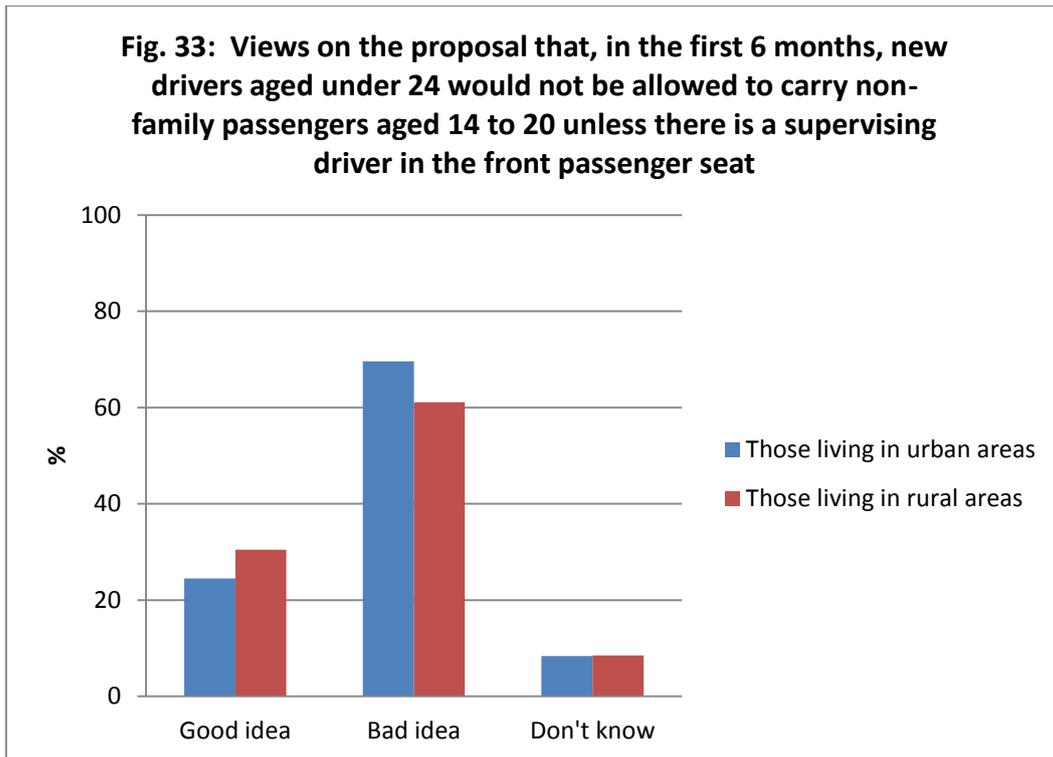
When the data was analysed further, it was found that:

- Young people who do not have a full driving licence (66.1%) were slightly less likely to say they think it is a bad idea than all young people;
- A lower proportion of young people aged under 17 years (65.8%) said they think this is a bad idea compared with 17-24 year olds (71.4%);
- A lower proportion of males (62.2%) than females (69.0%) said they think this is a bad idea;
- A higher proportion of people living in urban areas (69.6%) said they think this is a bad idea when compared with those living in rural areas (61.1%);

⁴ Wording as taken from NI Direct website. Last accessed 12 January 2014.

- Youth organisations (60.7%) were less likely to say they think it is a bad idea [not being allowed to carry young passengers] when compared with young people; and,
- 65.0% of all respondents said they think it is a bad idea.





5.2a Reasons young people think this is a good idea

The main reasons young people said they think the proposal that, in the first 6 months, new drivers aged under 24 would not be allowed to carry non-family passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat is a good idea are for safety reasons. They felt that carrying friends could be a distraction for young new drivers:

“If you are with your friends you might get distracted easily and if you were involved in a crash how could you live with being responsible for hurting or killing one of your friends.”

“A good idea as, if they are involved in an accident, there will be a smaller road fatality rate.”

“The limit on age is good as you don’t want them to crash and be distracted.”

“Good idea for friends because it would be distracting for me having friends with me.”

“Young people will have young friends, some of which may be immature or irresponsible etc. and may prove a distraction for new drivers relatively inexperienced in driving, so by giving a limit as to when the people may be able to carry young passengers, the young drivers may gain confidence and experience on the road. By giving a supervising driver in the front seat, that will provide more control in the situation for young drivers and another experience[d] person if a situation escalates.”

A number of young people felt that this should apply to all drivers and not just young drivers.

5.2b Reasons ‘others’ think this is a good idea

‘Others’ said they think the proposal that, in the first 6 months, new drivers aged under 24 would not be allowed to carry non-family passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat is a good idea because:

“It might curb young males more specifically from showing off to friends and give more nervous drivers confidence.”

“Having someone experienced in a car would be good because if they get in danger they will have help.”

5.2c Reasons young people think this is a bad idea

Young people said they think the proposal that, in the first 6 months, new drivers aged under 24 would not be allowed to carry non-family passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat passengers is a bad idea for a range of reasons, but mainly because they limit the independence of young people, particularly those living in rural area. Other reasons cited were because the regulation would be difficult to enforce, cost implications, the proposal is perceived as unfair; and because of the negative impact of the proposal on the environment:

“Would take away the freedom of driving and the point of having passed the test.”

“If you want to go out with your mates you don't want to bring your dad.”

“Think of young people who live in rural areas.”

“RUINS SOCIAL EVENTS”

“I think new members should drive friends of their own age because if they ran into the police how would they arrest them? I do understand that friends are a distraction but so can your brothers and sisters. What about a cousin?”

“I feel young drivers would still take their friends therefore breaking the law or lie and say they are their brother or sister etc. meaning that this law has no effect.”

“Young people like to drive about with their friends and go places with them and not leave anyone behind so they can get their own way to a certain idea and spending lots of money when the new driver can just easily bring them along not causing lots of fuss.”

“I'm big on equal rights and what makes a 24 year old able to carry passengers and up to a 23 year old isn't?”

“The government is always telling us to be environmentally friendly by taking public transport, or giving people lifts, but if this was implemented then young people who normally would have given each other lifts would instead take two separate cars, which would cause more pollution.”

5.2d Reasons youth organisations think this is a bad idea

All of the feedback from youth organisations on this proposal was against the idea for the same reasons outlined by young people:

“Stopping young people from having young passengers could be problematic, as I know in my own rural area young people share lifts to work, school etc. to keep cost down, and to allow access for those who can't drive. By stopping this driving becomes more expensive, and those who can't drive are limited.”

“Again we have concerns about the equality impacts of the above and the definition of 'young people'. Restricting the carrying of passengers in particular could have a very negative impact - for example, if a group of classmates relies on one person to get to their place of study. Extending this up to 24 seems particularly draconian as a person who is 24 could have many jobs which would require driving other people - how would this be legislated for? Would it therefore prevent them for getting certain types of employment? Would this also apply to, for instance, van drivers or other employment which requires driving?”

“Surely when one is driving by one's self his/her driving style becomes more abrasive and aggressive. Having passengers provides criticism and a second or third party to give advice, even from young people. It would be wrong to force young people to wait till their 24 years of age before they can ferry passengers. That is severely impractical.”

“They should be allowed to carry passengers as their skill should not be based on age.”

“Everyone should be treated the same... young or old.”

“It's unfair because they are being penalised because they are young!”

“Keeping young people out of the car may cause more offences by safe drivers getting them in trouble with the law for an unnecessary reason.”

“It will massively increase and promote drink driving and the carbon footprint as they will not be able to share lifts.”

5.2e Reasons 'others' think this is a bad idea

'Others' said they think the proposal that, in the first 6 months, new drivers aged under 24 would not be allowed to carry non-family passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat is a bad idea because it would be difficult to enforce and it would impact on young people who might rely on their friends for a lift:

“People will break the law.”

“How could it be policed?”

“This can make it a lot harder as people can just lie and tell you that there are with their sibling instead it's their friends. So you wouldn't know and as long as they have not been drinking or doing any bad things at the car, then they should be fine.”

“It may put people off as they may need a car to drive people to school etc.”

“People might need to give lifts.”

“[It] restricts you from going out with your friends.”

It was also commented by ‘others’ that:

“The new driver has had experience and been through lessons.”

“The upper age limit of 24 is quite high. It should be reduced to perhaps 20.”

5.2f Feedback from focus groups

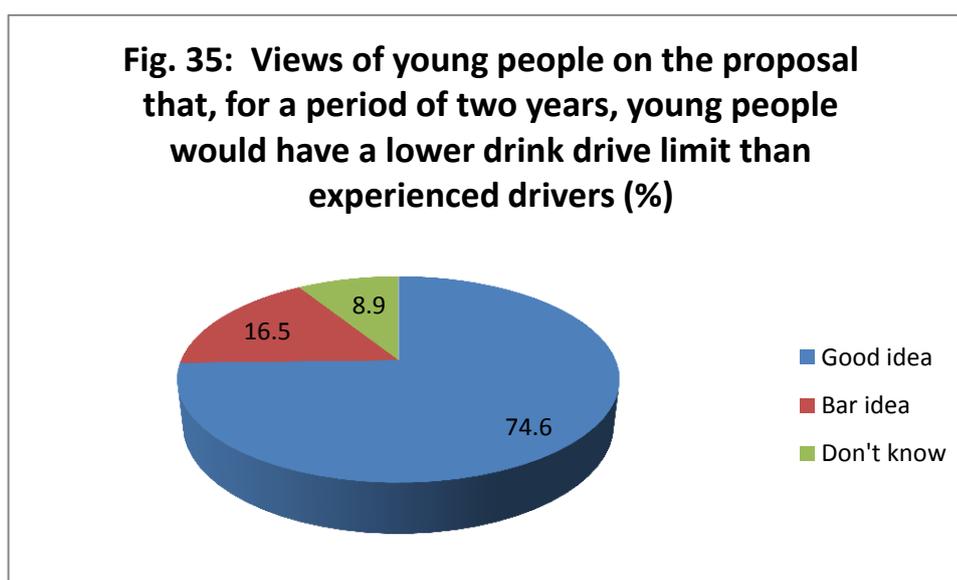
While focus group participants recognised that restricting passengers might reduce the impact of peer pressure on driving, they were concerned that this:

- Would lead to an increase in traffic as newly qualified drivers will be unable to offer lifts/ car share;
- Causes inconvenience;
- Require more police/ police time; and
- Be hard for police to identify who is family and who is not, especially with young people who may not carry I.D.

As an alternative, focus group participants suggested that the number of passengers could be restricted, for example, for a period in the evening rather than all of the time.

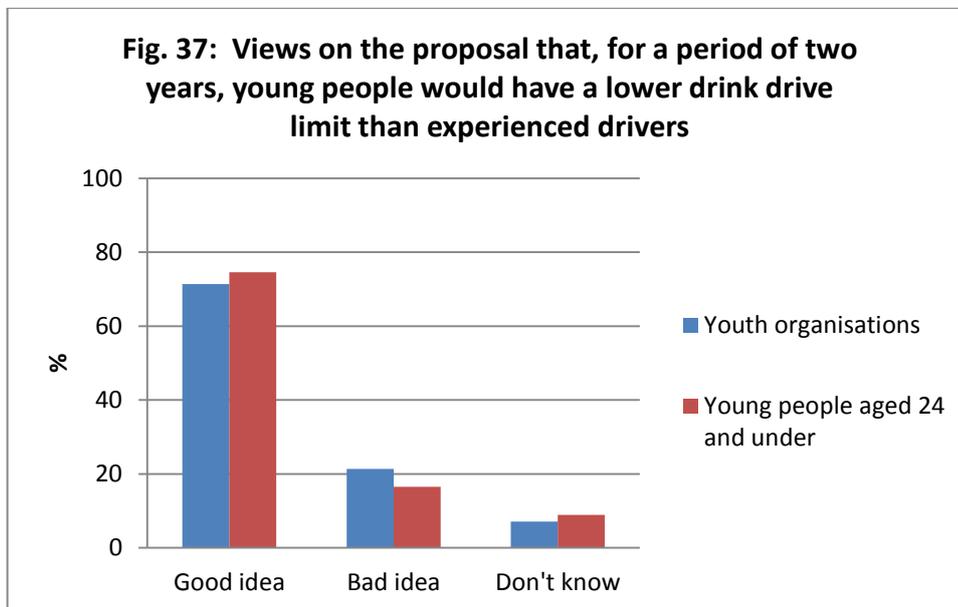
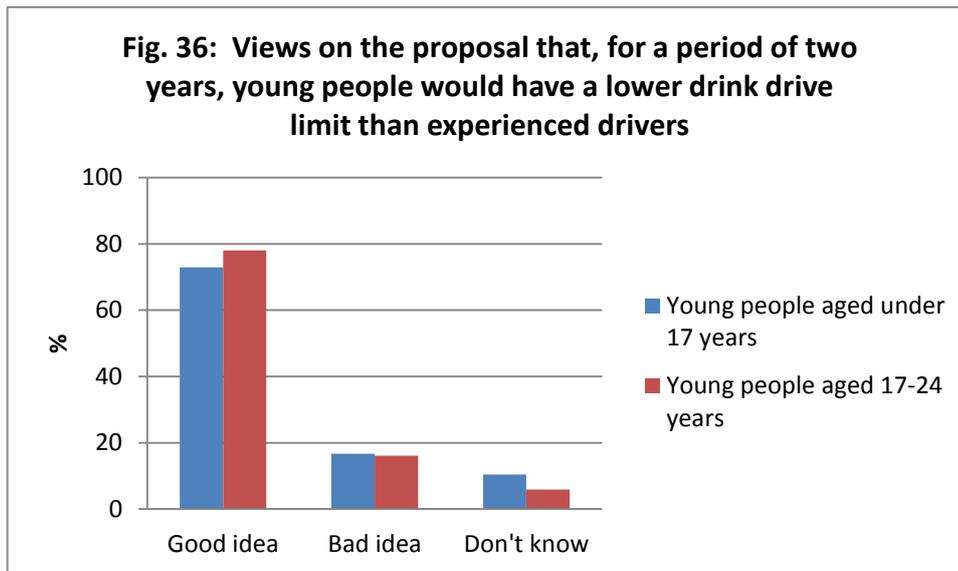
5.3 Views on proposal that for a period of two years, young people would have a lower drink drive limit than experienced drivers

The majority of young people who participated in the online survey (74.6%) said they think that it is **good idea** that, for a period of two years, young people would have a lower drink drive limit than experienced drivers. One in six young people said they think this is a bad idea (16.5%), although this is mainly because they think that all drivers should have a lower or zero drink drive limit rather than opposing a lower drink drive limit for young new drivers. The remaining 8.9% said they don't know.



When the data [on a lower drink drive limit] was analysed further, it was found that:

- There was little difference in the proportion of young people who do not have a full driving licence and the proportion of all young people who said they think this is a good idea (75.2% and 74.6% respectively);
- A lower proportion of young people aged under 17 years (72.9%) said they think this is a good idea compared with 17-24 year olds (78.0%);
- A slightly lower proportion of males (73.8%) than females (74.3%) said they think this is a good idea;
- A slightly lower proportion of people living in urban areas (73.5%) said they think this is a good idea when compared with those living in rural areas (74.6%);
- Youth organisations less likely to say they think that this is a good idea when compared with young people (71.4% compared with 74.6%); and,
- 71.8% of all respondents said they think this is a good idea.



5.3a Reasons young people think this is a good idea

The main reasons young people said they think that it is a good idea that, for a period of two years, young people would have a lower drink drive limit than experienced drivers are for safety reasons, because young people are less experienced; and because young people have a lower tolerance of alcohol:

“Reducing the drink drive limit would reduce the risk of crashes.”

“The drink law is good because it will cause less accidents.”

“I think new drivers should have a lower drink and drive limit than experienced drivers as they do not have as much experience with the roads or even much experience with handling drink at that age either.”

“I think this is a good idea, because young people generally have a lower alcohol tolerance than older people. Lowering the drink drive limit would make things safer.”

5.3b Reasons young people think this proposal does not go far enough:

Some young people felt that young people should have a zero drink drive limit:

“Young drivers shouldn’t be drinking and driving in the first place. Losing their licence may be a good lesson.”

“You shouldn’t drink and drive anyway so it doesn’t matter what the restriction is.”

5.3c Feedback from youth organisations

One youth organisation felt that *“drink driving limitations would depend on scientific evidence.”*

5.3d Feedback from focus groups

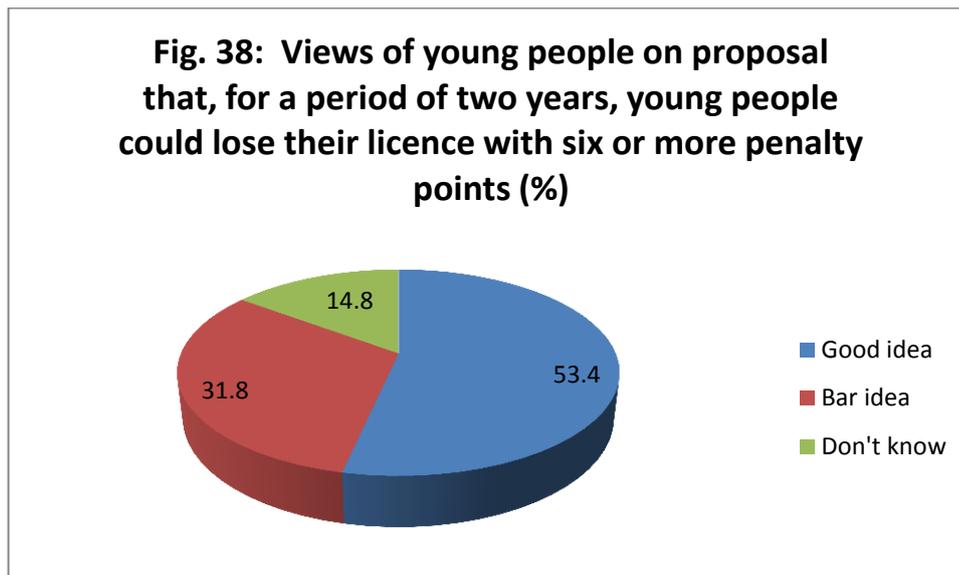
Focus group participants felt that the drink drive limits should be reduced for all.

5.3e Feedback from ‘others’

One ‘other’ said that lowering the drink drive limit will make young drivers *“more aware and less likely to drink at all.”* Another said that *“the drink drive limit should be universal to all drivers ... as alcohol consumption and its effects are subjective to the person based on a number of factors; metabolism, height, weight, diet and liver function levels.”* One ‘other’ felt that the drink drive limit should be zero.

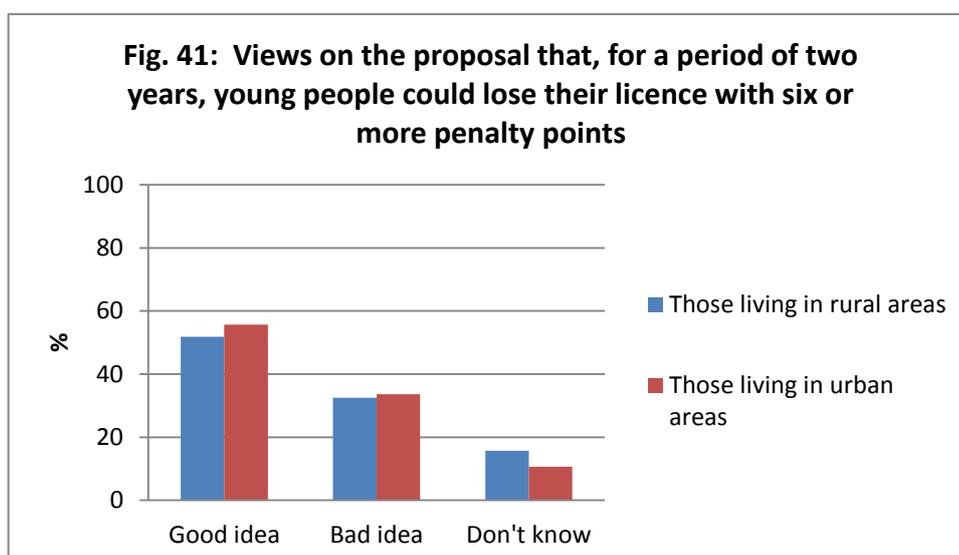
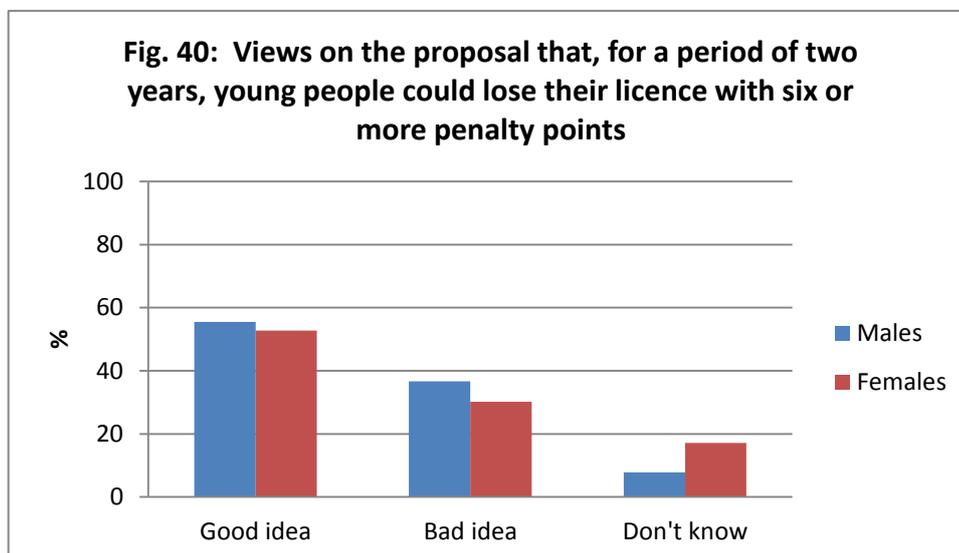
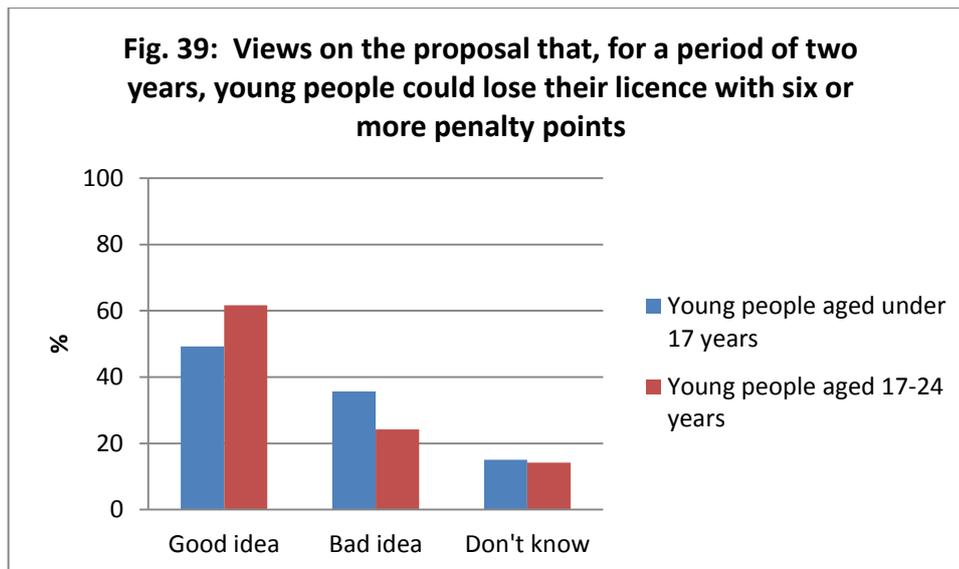
5.4 Views on proposal that for a period of two years, young people could lose their licence with six or more penalty points

Just over half of young people who participated in the online survey (53.4%) said they think that it is **good idea** that for a period of two years, young people could lose their licence with six or more penalty points. Just under a third of young people said they think this is a bad idea (31.8%). The remaining 14.8% said they don't know.



When the data was analysed further, it was found that:

- A lower proportion of young people who do not have a full driving licence (50.4%) said they think this is a good idea;
- A lower proportion of young people aged under 17 years (49.2%) said they think this is a good idea compared with 17-24 year olds (61.7%);
- A higher proportion of males (55.5%) than females (52.7%) said they think this is a good idea;
- A lower proportion of people living in urban areas (51.8%) said they think this is a good idea when compared with those living in rural areas (55.7%);
- Youth organisations less likely to say they think that this is a good idea when compared with young people (50.0% compared with 53.4%); and,
- 51.8% of all respondents said they think the six-point limit is a good idea.



5.4a Reasons young people think this is a good idea

The main reasons young people said they think the proposal that, for a period of two years, young people could lose their licence with six or more penalty points is a good idea are because it would improve driver behaviour and road safety:

“It would make people aware that they might have their licence taken away if they are not sensible on the roads.”

“It would mean the roads would be safer.”

5.4b Reasons young people think this is a bad idea

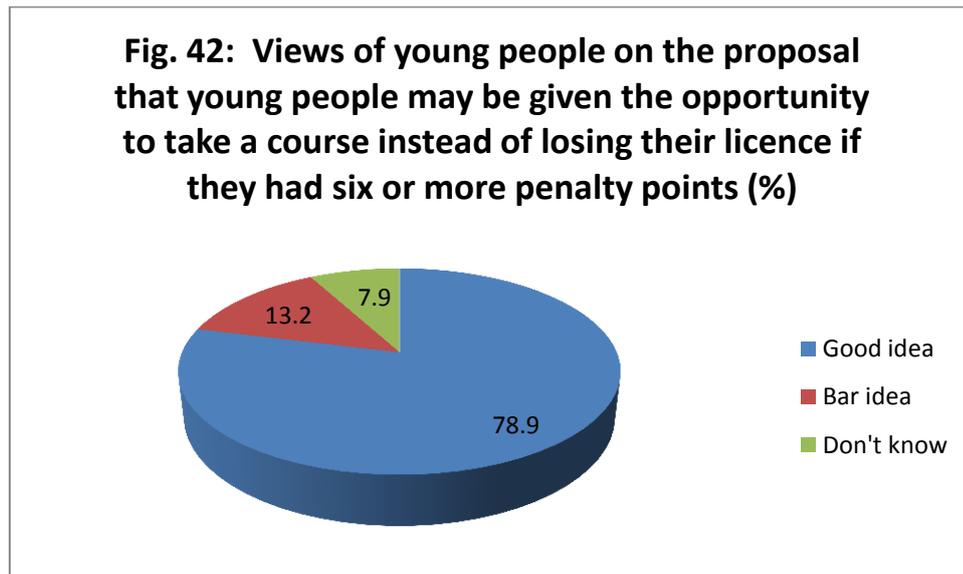
The main reasons young people said they think the proposal that, for a period of two years, young people could lose their licence with six or more penalty points is a bad idea are because it is too low and because it's unfair:

“I think that 6 penalty points is too low a number as (for example) 2 very minor infractions could result in an unjust removal of the licence.”

“It isn't fair to give more points to a young driver because a qualified driver could be just as dangerous on the roads.”

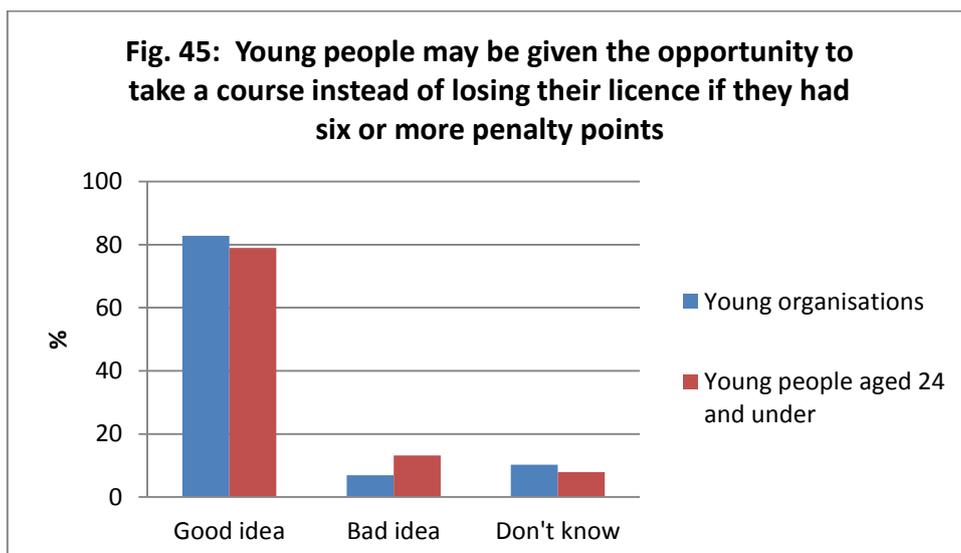
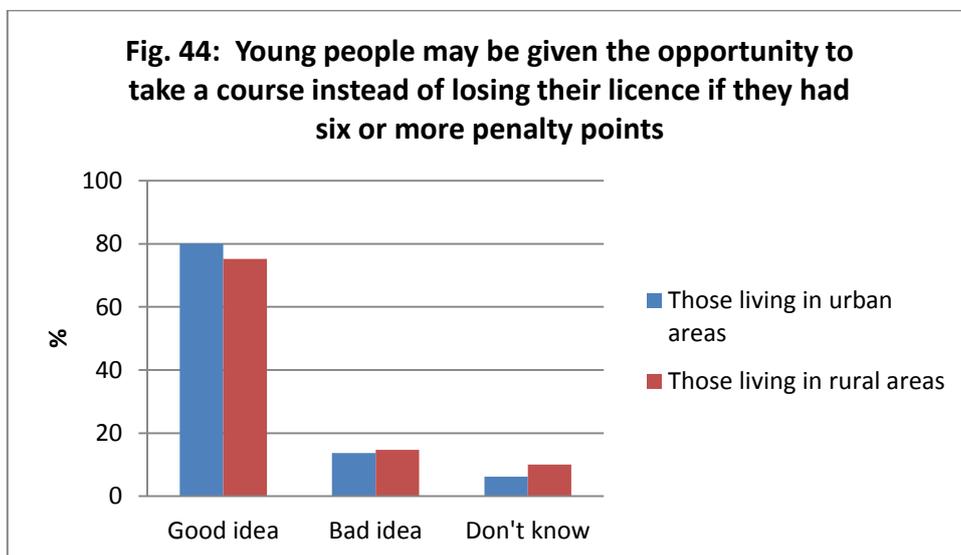
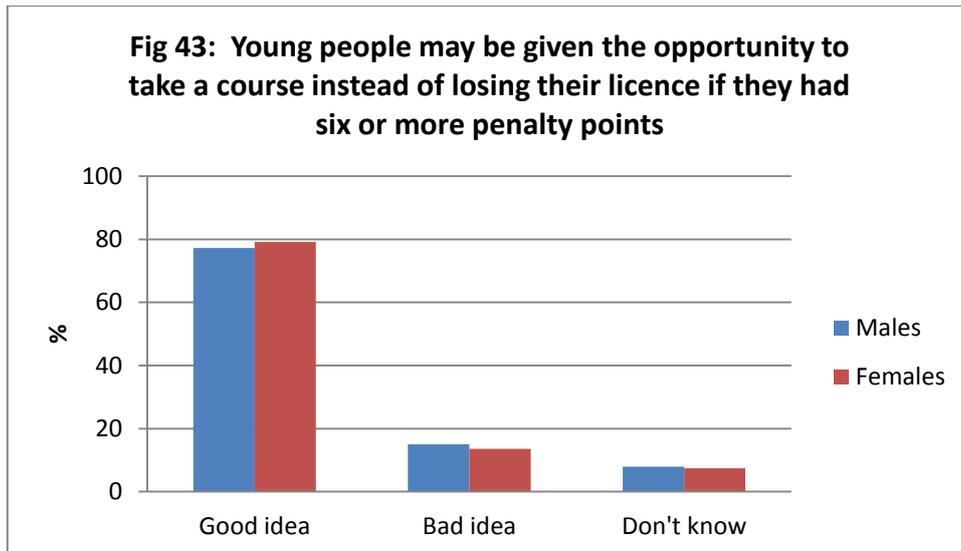
5.5 Views on proposal that young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points

The majority of young people who participated in the online survey (78.9%) said they think that it is **good idea** that young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points; 13.2% said they think this is a bad idea and the remaining 7.9% said they don't know.



When the data [on the course option] was analysed further, it was found that:

- A slightly higher proportion of young people who do not have a full driving licence (80.1%) said they think this is a good idea;
- A slightly lower proportion of young people aged under 17 years (78.5%) said they think this is a good idea compared with 17-24 year olds (79.8%);
- A lower proportion of males (77.2%) than females (79.1%) said they think this is a good idea;
- A higher proportion of people living in urban areas (80.1%) said they think this is a good idea when compared with those living in rural areas (75.2%);
- Youth organisations (82.2%) are more likely to say they think this is a good idea when compared with young people; and,
- There is little difference in the proportion of all respondents and the proportion of young people who said they think that this is a good idea (78.3% compared with 78.9%).



5.5a Reasons young people think this is a good idea

The main reasons young people said they think the proposal that young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points is a good idea are because young drivers are still learning and to teach them a lesson without them losing their licence:

“Young drivers are still learning so they are more likely to make more mistakes therefore the opportunity to participate in a course rather than lose their licence so soon after getting it.”

“Going to a course instead of getting their licence taken off them because it will teach them a lesson without going too far.”

5.5b Reasons ‘other’ think this is a good idea

One other said they *“think it’s fair for people to have a second chance on taking a course instead of losing their licence especially for new drivers, cause they are only getting started.”* Another said that the course should be long and that drivers should only be given this opportunity once.

5.5c Reasons young people think this is a bad idea

The main reasons young people said they think the proposal that young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points is a bad idea are because it is too lenient and because it might be difficult to enforce:

“If young people are given the option to take a course instead of losing their licence if they have 6 or more points I think they will abuse this, their licence should be taken off them in my opinion because having 6 points is not something to be proud of, it’s disgraceful.”

“I feel it would be hard for the government to keep up with people who don’t go to the course, because I feel there would be a lot of young people who would not turn up.”

6 Views on Student Logbook Experience

Young people were asked for their views on two aspects of the student logbook experience – who the driving experience should be with and whether this experience should be based on the number of lessons or the number of hours.

6.1 Views on who student logbook driving experience should be with

With regards to who the student logbook driving experience should be with, respondents were given three options:

- A qualified driver only;
- An approved driving instructor only; or,
- Both an approved driving instructor and qualified driver.

The majority of young people who participated in the online survey (63.9%) indicated that the driving experience should be with both an approved driving instructor and qualified driver. Just over a quarter of young people (27.4%) indicated that it should be with an approved driving instructor only. Less than one in ten young people (8.7%) thought it should be with a qualified driver only.

6.1a Reasons experience should be with an experienced driver only

The main reason young people thought the driving experience should be with an experienced driver only was because of the cost. Secondly, it was considered that experienced drivers would know enough about driving to fulfil this role:

“Why charge young people even more money when families are struggling enough in the current times.”

“Not everyone can afford to get an instructor, making it unfair to those who are less financially secure.”

“This will allow more young people to learn to drive and get more experience as it will be easier and cheaper for them to get experience with, for example, their parents than a driving instructor.”

“Requiring an ADI’s time will make it extremely expensive for young people to learn, forcing them to potentially forgo things that would require them to drive such as certain educational or job opportunities that are not easily accessible by public transport. When young people reach 18, it is currently expected that they will be able to drive, especially in more rural areas, so making it very expensive to do so could be

very damaging to the independence and development of young people in those areas.”

“They have taken their test and know what to do.”

“I don't think you should have to pay for a driving instructor, people who are qualified know enough about driving.”

6.1b Reasons experience should be with an approved driving instructor only

The main reasons young people said they think the driving experience should be with an approved driving instructor only are because they are fully trained and will teach young people how to drive correctly and will know the rules of the road. Some young people are concerned that experienced drivers may pass on any bad habits they have picked up or not correct learners when they make a mistake. Others said they think that learning with a driving instructor would be less stressful or off putting than learning from an experienced driver such as a parent:

“I think an approved driving instructor because they know their stuff and know how to drive well but also know driving and road safety and know more about cars maybe and have been in practice a lot longer than a qualified driver.”

“Because they know what they are doing.”

“A qualified instructor can teach the more technical parts of the course.”

“Learn properly not others bad habits.”

“I think an approved driving instructor should teach people how to drive because if a qualified driver like a family member taught you how to drive you might get a bit stressed with them in the car.”

“I think it would be better with a driving instructed because you wouldn't feel so awkward and you would feel calmer around them.”

“You are more likely to listen to a driving instructor who you do not know and you would take him/her more seriously but with a parent you might not get much done.”

“I think it should only be with an approved driving instructor because you might be put off by the other person in the car.”

6.1c Reasons experience should be with both an approved driving instructor and qualified driver

The main reason young people said they think the driving experience should be with both an approved driving instructor and a qualified driver is because of the cost of

approved driving instruction. This is also seen as a way of gaining more experience and getting the opinions of more than one person. It also gives young people more choice, allowing them to decide who they are more comfortable learning to drive with. This would also allow more flexibility, particularly if proposals around driving in different conditions are adopted. It is also argued that young people will learn with qualified drivers and this experience should not be ignored. It was, however, recognised that this approach is open to abuse:

“I think both because having a driving instructor is important but some people just do not have the money.”

“Driving lessons can be very expensive and a lot of people won't be able to afford it. But they might be taught better by an instructor.”

“Driving lessons are expensive; a combination of driving Instruction and re-enforcing each lesson with a parent or older brother and sister would help develop experience.”

“Because it gives you more experience.”

“I think this because you would get more experience with both rather than just one.”

“The driver should be able to decide which, a driving instructor or a qualified driver, they're more comfortable with.”

“It gives a wider choice of people to choose from.”

“Because it's good to have a good opinion for more than one person about driving on the road.”

“Because you could be sitting in the house and it could start to rain heavily and if you want experience driving in that weather condition at least with a qualified driver i.e. a family member you could take this opportunity.”

“When driving with a qualified driver, you may encounter different situations and different locations than those seen with an instructor.”

“Many people drive with other qualified drivers than their instructor when learning - doesn't make sense to ignore this time.”

“Forgery is possible if not properly regulated however.”

6.2 Views on whether driving experience should be based on the number of lessons or the number of hours

Young people were asked if the required driving experience should be based on the number of lessons or the number of hours of experience. The majority of young people (72.9%) felt that this experience should be based on the number of hours driving experience.

6.2a Reasons experience should be based on the number of lessons

The main reasons young people felt that the required driving experience should be based on the number of lessons were that some people learn faster than others and that the number of lessons is easier to keep track of:

“Some people find driving easier than others, so it is not fair to ask a confident driver to spend certain amount of time on the roads.”

“Some people learn faster than others.”

“More important to learn than count the hours.”

“The number of lessons are easier to keep track of, plus the lessons would be properly driving with an approved driving instructor.”

6.2b Reasons experience should be based on the number of hours

The main reasons young people felt that the required driving experience should be based on the number of hours were in order to build up experience and because its fairer:

“Because it would be more experience and you would be taught better.”

“Because it doesn't matter how many lesson you get you have to have a certain amount of driving experience.”

“The length of lessons can vary depending on the driving school. There's no point in having a required number if one person has only had half the amount of driving practice as someone else who has taken the same amount of lessons.”

“Clearly, 10 lessons taking 30 minutes isn't as much experience as 10 lessons taking 90 minutes. If required driving experience was based on the number of hours, the rules would be stricter and lead to safer conditions on the roads.”

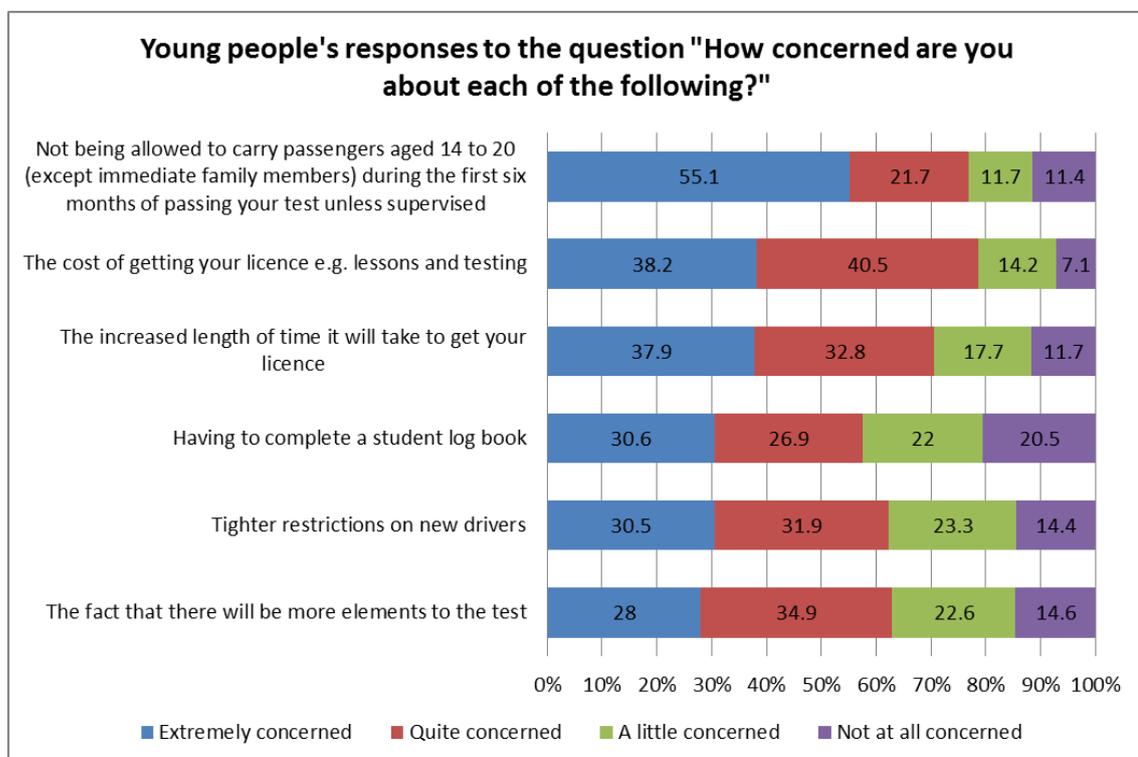
“People's driving instructors may have different amounts of time for lessons for example one person could have one lesson for one hour and another person could have one lesson for 30 minutes so the number of lessons isn't a fair requirement.”

7 Levels of concern with planned driving licensing law changes

Young people were asked how concerned they are about:

- The cost of getting a licence e.g. lessons and testing;
- The increased length of time it will take to get a licence;
- The fact that there will be more elements to the test;
- Having to complete a student logbook;
- Tighter restrictions on new drivers; and,
- Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised

The majority of young people who participated in the online survey were either extremely concerned or quite concerned about these. Young people were most concerned about the cost of getting a licence and restrictions on carrying passengers aged 14 to 20 years. Young people were least concerned about having to complete a student logbook.



8 Views on suggestions that were rejected

Young people were asked whether the following suggestions that had been considered for inclusion in the Bill but were rejected should have been included or if it was right to reject them. These suggestions were:

- Make learners and new drivers have training in what to do if the car goes into a skid;
- Don't allow learner or new drivers to drive cars that are built to go very fast;
- Don't allow new drivers to drive at night; and,
- An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.

8.1 Views on the suggestion regarding skid training

The majority of young people who participated in the online survey (79.8%) said they think that the suggestion to make learners and new drivers have training in what to do if the car goes into a skid should have been kept in. Less than one ten (8.5%) said they think it was right to reject this suggestion and 11.7% said they don't know.

"The proposals that were rejected by the Minister should have been kept in, training in skidding is vital (as what you should do is not what we think we should do)."

"Make it compulsory to go to e.g. skid pan to give the learners a feel for what it may be like to lose control of the car and how to react."

"Situation training such as what to do if your car skids."

8.2 Views on the suggestion regarding around learner or new drivers driving cars that are built to go fast

Just over half of young people who participated in the online survey (52.7%) said they think that it was right to reject the suggestion not to allow learner or new drivers to drive cars that are built to go very fast. Just under three in ten (28.1%) said they think this should have been kept in and 19.2% said they don't know. One young person who was against this proposal commented:

"Driving in a fast car is also dangerous and should have been kept in as it is ridiculous to let young people drive fast cars as this will undoubtedly lead to more accidents."

8.3 Views on the suggestion regarding driving at night

The majority of young people who participated in the online survey (77.1%) said they think it was right to reject the suggestion not to all new drivers to drive at night (12.2% said they think this should have been kept in and 10.7% said they didn't know. One young person commented:

“We shouldn't be allowed to drive at night (or there should at least be restrictions, i.e. 11pm-6am as everyone should have night-time experience) as this is increasingly dangerous.”

8.4 Views on the suggestion of an offence free period before restrictions are removed

Young people who participated in the online survey were split on whether it was right to reject the suggestion of an offence- free period before restrictions are removed (meaning new drivers would have to complete 6 full months of driving without any offences). There was little difference in the proportion of young people who said they think that this should have been kept in (34.8%) and the proportion who said they think it was right to reject this (35.7%). One young person commented:

“An offence-free period is a great idea and the Minister was wrong in rejecting this as no-one wants a driver on the road who has offended in the first 6 months of having a licence.”

The majority of youth organisations (55.6%) also felt that the proposal of an offence free period before restrictions are removed should have been kept in.

9 Other ideas about how the law could be changed to make our roads safer

Respondents were asked whether if they have any other ideas about how the law could be changed to make our roads safer.

9.1 Learning to drive

Below are ideas and views young people put forward regarding learning to drive.

Push the driving age up to 20.
New Drivers should have basic skills prior to be taken on the road by an existing driver.
Obligatory practical experience of driving on flooded or obstacle-filled roads.
What to do if you witness an accident or are involved in one. Also car maintenance, currently this is taught just before the test and I struggle to remember most of it. We need to know how to look after and maintain our cars (Be taught how to apply for insurance, tax, book MOTs etc.).
Encourage new driver to learn to actually drive, too many manage to rush to pass there test and are involved in an accident cause they were not properly prepared.
Increase awareness of how the car actually works, how to fix a car or who to bring it too when it requires a fix. What to do if you have an accident and therefore, promote the need for insurance. Have lessons about the seasons affect the car. How long-distance driving requires special checks etc.
Young people get a bad stick for driving but I feel this boils down to how they are perceived and the fact their lessons teach them how to park and turn corners, but don't tell them how to drive on motorways and carriageways which is what you do most of the time. You should also learn about how to know when to use fog lights and full beam lights and how to drive in severe weather conditions (all in theory, none in practice which is dangerous!). People don't want to study a theory book, they will take more in if they are taught it kinetically (with movement and visual aids from an instructor).
Should make roads that learners could practice on with other learners like America, they have roads that they can learn on.
Better training rather than training to pass the test.
Learners should undertake at least 2 lessons on night driving to prepare them for actual life - Learners should be allowed to drive on the motorway at a reduced speed (50mph).
I think you should be able to drive when you get your provisional.
Think young drivers should have a government learner scheme through colleges/schools like they have in many high schools USA. They used to have moped lessons.....now it's a rip-off to have to pay a guy £200 to get a CBT.

9.2 The driving test

Below are ideas and views young people put forward regarding the driving test.

Don't pass someone if they make at least one mistake that could be considered major.
Have to redo your test every 5 years.
People that have their test could also sit another theory test on road safety and what they would do if there was an accident etc.
Have check-up tests every few months for the first year or two.
The cost of taking driving tests and applying for your licence is currently far too high for what is to many people an essential skill to obtain.

Ideas from youth organisations are that:

- All drivers should *“take a free 'refresher' course on road safety every five years. They would have to complete a smaller scale theory and practical.”*
- *“To get your provisional licence you should have to do your theory first like in 'the south' of Ireland.”*
- The government should make the cost of driving licences and car tax cheaper.
- *“Once you reach a certain age you should be made resit your test and do a reactions test, as there are many older drivers unable to drive the way they used to on the roads.”*

9.3 New drivers

Below are ideas and views young people put forward regarding new drivers.

Restrict the size of car an R driver can buy.
Bring it into line with of the UK, R plates are highly counterproductive and compromise new driver training of higher speeds.
It would also be worth running a government campaign informing qualified drivers about the appropriate etiquette in how they treat 'R' drivers.
Keep the insurance down then put it up if they are dangerous for new drivers.
keep insurance costs down .
Make it essential to have a car speed monitor in the car for 6 months after you past your test and if you speed on more than x occasions then you shouldn't have a driving licence.
Black boxes or dash board cameras so that evidence is provided.

Below are ideas and views 'others' put forward regarding new drivers.

New drivers have a car that's not very fast.
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9.4 Speed limits, speeding, detection and penalties

Below are ideas and views young people put forward regarding speed limits, speeding, detection and penalties.

Make people to not go as fast on the road if you have children in the car.
Drive 40 mph instead 45 mph.
Lower the speed on most roads.
Enforce tractors, lorries and slow moving vehicles to move into the hard shoulder when holding other road users back. Enforce the law against drivers moving inappropriately slowly. (I understand the most unsafe roads are where users are doing a wide range of speeds. Hence vehicles moving very slowly or very fast are both hazardous).
Reduce some speed limits especially outside schools.
Cut the speed limits to only 60mph on motorways.
Reduce the speed limits around schools.
Reduce some speed limits drivers.
Reduce speed limits.
Increase speed limits, Replace 30mph zones with 40mph or 50mph zones unless it is absolutely necessary for it to be a 30mph. Increase the speed limits on the Motorway to 80 immediately with a view to making them speed limitless.
There is a lot of speeding where I live and no one does anything about it so more speeding cameras or police guards on duty must complete at least 20 hours of lessons before taking the practical.
Install more ramps in dangerous places. More traffic lights.
Speed ramp outside school.
More speed cameras and CCTV cameras to see how accidents are caused.
More speed cameras - tighter penalty rules.
Smaller speed limit in town.
Make it a criminal offence and 3 penalty points for anyone who does without good reason in a car 30 or 40mph on a good 60mph road.
Remove all speed cameras.

Below are ideas and views 'others' put forward regarding speed limits, speeding, detection and penalties.

More traffic lights slows down traffic.
Increase the speed limit.
Make the lights change more often to slow down the traffic after a certain time, so it is not a free road for people to drive fast up.
A low speed limit in residential areas.
To drive slowly be more careful.
There should be more speed bumps provided on the roads and there should be more speed cameras / men along the roads.

9.5 Drink driving

Below are ideas and views young people put forward regarding drink driving.

I think they/you should take more responsibility in the low price of alcohol and raise the price so there are less accidents and less drunk drivers cause that's the thing that scares me the most.
Make alcohol limits in the blood stream to be at 0%.
Have stricter drink driving rules for all ages
I think their needs to be really tight laws on young people who are caught driving under the influence of drink/drugs.
Reduce the drink drive limit and make the test more detailed.
Stricter laws on drink drivers and drugged drives, proper and more fair justice.
If someone is caught drink-driving, instead of giving them points on their licence , take it away for a year or more and make them re-do the test!
Lower drink driver limits.
Significantly lower the alcohol limits for young people up to age 24.
Lower the drinking and driving limit of alcohol for all people.
0% limit on drink driving, so no drink would be allowed .
The alcohol limit should be a replaced with an outright ban. People have different levels of tolerance to alcohol and it affects people in different ways. Setting an alcohol unit level does not help. Anything above small trace of alcohol (morning after the night before within reason) should be penalised with points. If it is over a certain limit, suspension on driving.
Zero alcohol limit for drivers.
Zero tolerance on drink driving. Designated driver bonuses at bars etc. Cheaper insurance for those who have never been caught drink driving or no penalty points.
Limit the drink drive age also reduce speed limits.

Two youth organisations suggested that there should be a zero alcohol drink drive limit for all while one suggested there should be lower drink drive limits for all.

Below are ideas and views 'others' put forward regarding drink driving.

Make sure people have IDs if they want to have a drink- less drunk drivers.
I think anyone who has been drinking should call a taxi instead of risking his life and drivers on the road.

9.6 Smoking in vehicles

Below are ideas and views young people put forward regarding smoking in vehicles.

You're not allowed to smoke in the car with a child in it cause they may cough.
Don't let people smoke in a car with a child.
Make smoking while driving illegal.

9.7 Other driver awareness and behaviour

Below are other ideas and views young people put forward regarding driver awareness and behaviour.

Ensure the drivers are aware of all the dangers; this is the only way to make sure our roads are safe.
Road rage is also an issue. My R plates are clearly displayed in my front and rear windscreens, yet when driving at 45 mph where applicable, other drivers feel the need to drive incredibly close behind. This is extremely intimidating and pressurised to drive faster than I feel comfortable. I highly doubt I am the only R driver to experience such behaviour on a regular basis.
HEY. DRIVERS. LEAVE US KIDS ALONE.
Have a bonus scheme to encourage safe/penalty free drivers.....would work out cheaper than investigating fatal accidents.
Mobile phones people still use while driving.
JUST BECAUSE YOU ARE ON THE ROAD DOES NOT MEAN YOU OWN IT! This should be a sticker on the back of every single road vehicle.
More laws and restrictions too be made so people would take more caution on the roads so they don't cause any accidents etc.
And more adverts on television or in magazines etc. about road safety.

9.8 Policing and penalties

Below are other ideas and views young people put forward regarding about policing and penalties.

Have a tighter watch on what happens on the roads. Bring down the cost of insurance.
Although very subjective, police should be allowed to issue warnings/penalties to drivers who failed to make use of indicator signals when required, potentially endangering others including pedestrians. This could perhaps be classified as a form of dangerous driving.
Longer periods of time not driving for driving offenders.
Higher punishment for offences such as driving over the legal limit.
If you get three points on your licence you have to resit ur test.
A mix of restrictions and more lenient approaches to the licensing law is the way forward. Allow more development and freedom of driving during the learning period and severe restrictions in the first 6 months with a probationary 24 month period where bad driving is penalised with a harsher punishment.
Remove the road traffic branch of the PSNI.

9.9 Roads and signage

Below are ideas young people put forward regarding roads and signage.

When it is evening, when the light is not bright, cars should have headlights on, as there were a few occasions where there were white or grey cars that did not have their lights on and it was difficult to see them.
More road gritters in the countryside when the bad weather hits.
There should be a bus lane and emergency lane.
Don't allow young drivers on motorways for the first six months.
More lay-bys on country roads.
Make motorbike and moped lanes so that there is less accidents.
I think all roads need to be maintained to the highest standards to enable drivers to have the best and most safe driving experience. If the white lines, cat's eyes and unlit walkways are not in good condition then more accidents are likely to happen.
Remove roadside advertisements.
Footpath bars to stop people from walking out on the road it would stop loads of kills and if a car was to skid it wouldn't hit the kerb instead it would hit the bars and if the car still goes through it would slow the power or force down and it could save someone life.
Make speed limit signs more obvious.
Also more safety road signs.
To put more speed signs up and reduce speed on some roads.
Make country roads safer with less bends and bumps, if possible, or place more warning signs. Remove pot holes.
Road surfaces are worsening in Northern Ireland, making our roads increasingly dangerous not just for cars but motorcyclists and cyclists who are already more vulnerable.

One youth organisation suggested that the government should *"make roads better and easier to drive on i.e. white lines and properly maintained roads."* Another suggested salting the roads.

Below are ideas 'others' put forward regarding roads and signage.

More light on the roads to make them more safe.
Put more lights on the roads to make the roads more visible at night.
Make bigger roads.

9.10 Older drivers

Below are ideas and views young people put forward regarding older drivers.

Test older drivers eyesight.
Make older people redo their test when they hit a certain age therefore this means that they have not forgotten certain parts.
Old people should be made to take there test again after a certain age.
Stop old people driving.
Also, make all drivers at the age of 65 take another driving test!
I think you should take drivers which are far too old off the road to allow new learners to experience it, therefore would not be as much traffic as it would flow quicker and calmer as younger drivers are more alert and concentrated.
There are a substantial number of drivers on our roads which have never completed a theory test or practical test, never mind at the same level that young people are expected to at the moment. This makes our roads unsafe. Any near accidents I have had have been due to older drivers who never took a test or received appropriate lessons. I would like to see compulsory testing for all drivers who have never taken a driving test and retesting for those of retirement age every 10 years.
It is worth noting that, whilst restrictions on young people could be perceived as increasing, there is still no effort made to address the driving skills of those who have been on the road for 20,30, 40 years or more. Surely these individuals, qualified to drive throughout a period where road safety concerns and the Highway Code have changed significantly, are a greater risk to other drivers and should have to undertake some form of refresher course? Obviously the cost to government would be too great, but courses are not the only option.
Make all people over the age of 50 retake a driving test as the older generation can be a danger.
Make older people (say at the age 50) retake their test.

Below are ideas and views 'others' put forward regarding older drivers.

Make elderly people retake there driving test.
There is currently no provision for 're-testing' after, perhaps, 20 years. Drivers who have been on the road for 20 years will likely have forgotten the ins and outs of the Highway Code and have developed significant bad habits - do we propose placing an 'O' plate on their windows to indicate that they are an old driver and therefore a potential safety hazard? No - despite the fact that they are almost certainly a greater danger to other drivers.

9.11 Cyclists

Below are ideas and views young people put forward regarding cyclists.

Build cycle lanes for cyclists because they are at risk.
Cyclists should have to apply for a licence and follow the rules of the road or be fined.
More training about how to deal with cyclists on the road - many drivers behave very dangerously around cyclists.

9.12 Public transport and car-pooling

Below are ideas and views young people put forward regarding transport and car-pooling.

If public transport was better and cheaper and more reliable not as many would need to drive.
Cheaper bus and train fares to stop people driving at night, also more services later at night.
Making public transport easier to access for young people would encourage many more young people to use it rather than drive. Most people I have spoken to at university and in my community would much rather get public transport than drive, but from where I live to university, I have a 5 minute drive to the bus stop, then a 45-minute bus that only runs once an hour, then a mile-long walk to class, and the bus costs £7 a day to get to and from university. It would take about 40 minutes less to drive and the only reason I don't drive is that I can't afford my own car and my parents need theirs during the day. At the minute young people are being forced to drive early regardless of how much experience they have because there are few other options and the options that are there are inaccessible, unreliable, inefficient and expensive - rather than make it more expensive for young people to drive, make it easier for them to not drive.
Companies to set up car-pooling schemes up.

10 Other comments

Respondents were given the opportunity to make any other comments.

10.1 Comments in favour of the proposed changes

Adding extra elements to the test is a great Idea! Young drivers could have more caution on the road, plus they would know more, especially if they'd had experience driving in different conditions.
I think the new suggestions are excellent, some minor adjustment needed, but it would increase the preparation a new driver has, after all a new driver lacks experience and some things are learnt the hard way but with extra learning time, new drivers would be able to be more cautious on the road and more prepared.
[With regards to proposals on after passing the test] These are all good ideas, as they will inspire caution among drivers, the course is particularly good as it will give drivers a second chance if it was a mistake.

10.2 Comments against the proposed changes

Stop making unnecessary road laws.
This new bill is a joke, Step back and look at the real problems instead of angering the future generation, idiotic.
The ramifications of any decisions made should be considered in respect of the effect on young people living in rural areas who depend on a car for socialising and getting to work etc.
The purpose of this bill seems to be the limiting of new drivers. This is nobly intended, but it has started to interfere with the ability of people to get from a to b. As someone who has spent several years relying on rural public transport, I can tell you know that I cannot wait to get my licence, and to further restrict my driving would be a devastating blow.
All in all I think these changes are ridiculous and will do nothing to help driving in Northern Ireland and the relationship between politicians and young drivers because young drivers will despise these changes if implemented.
DO NOT PUT THESE PROPOSED PLANS IN.
The law is fine the way it is.
I believe that young people's needs and why they learn to drive need to be considered before changing the law. These changes may have a serious and detrimental effect on young people's lives. Driving gives young people independence and they can use this skill to gain employment or continue learning. I myself would have not been able to travel to work or college if I had not learnt to drive as my parents did not have the means to drive me there and the buses were not at appropriate times.
These new changes are absurd. I cannot see how this will benefit anyone.

10.3 Other comments from young people

You should understand that it is hard for young people to get a licence who are in full time education because of costs. I think insurance companies take advantage of young people because of the stigma that all new drivers are bad and there should be an inquiry into how insurance companies justify their fees.

Please don't put all of us "young ones" in the same basket! Not all of us are idiots that would misuse a car!

I think this website is really good to allow young people to say what they think and I have enjoyed doing this thank you xxxx

If there is an overwhelming negative reaction to these proposed changes, will they be taken into account, or is this survey just to tick boxes? :)

10.4 Comments from 'others'

I hope that you will read and take my opinions into a serious matter because these laws will affect more of the young people and as well as the future generation.

I think these ideas are valid as people these days just learn enough to pass the test quickly and do not learn about problems that could occur and they take advantage of passing their test and drive fast to look cool. I don't like the idea of 'crash courses' where people learn in a short time as it does not make them equipped to deal with all problems. Therefore I think these new laws make sure people learn in all conditions and can deal with problems as they occur.

I think the laws should be approved.

Annex A

Survey of Young People's Views on Planned Changes to Driving Licensing Laws



The Environment Committee is currently considering the Road Traffic Bill, which will change the way young people learn to drive. It wants to hear the views of 13 to 24 year olds and organisations representing them on these changes. The Bill was introduced to the Assembly on 12 May 2014 by the Minister for the Environment and, following a debate in the Chamber on 27 May, the Assembly voted to consider the Bill further. It is now the job of the Environment Committee to examine the Bill in detail, to consult experts and the public, and to suggest any changes or 'amendments' to the law that the Committee thinks would improve it. We would be very grateful if you could take a few minutes to complete this survey on the planned changes by **24 November 2014**.

Q1. Are you completing this questionnaire on behalf of an organisation?

Yes No

If yes, which organisation? _____

ABOUT YOU (if answered no to question 1)**Q2. What age are you?** _____**Q3. Are you male or female?**Male Female **Q4. Where do you live?**In a city or on the outskirts of a city In a town In a country village On a farm in the countryside In the countryside but not on a farm **Q5a. If you are over 17, which one of these statements describes you?**I do **not** have any driving licence I have a provisional licence I have held my full driving licence for less than six months I have held my full driving licence between six months and less than one year I have held my full licence between one year and less than two years I have held my full licence two years or more **Q5b. If you do not have a licence, do you intend to apply for your driving licence?**Yes No **Q5c. If yes, how will you pay for this?**My parents/guardians will pay for all of it I will pay for it with the help of my parents/guardians I will pay for it myself e.g. through savings or a job

Other, please specify _____

Q6. How do you usually travel to school /college/university/work?

	Always	Often	Sometimes	Seldom	Never
Walk	<input type="checkbox"/>				
Cycle	<input type="checkbox"/>				
Bus	<input type="checkbox"/>				
Taxi	<input type="checkbox"/>				
A lift from a parent or other adult aged 24 or older	<input type="checkbox"/>				
A lift from a friend aged under 24 who passed their test in the last 6 months	<input type="checkbox"/>				
A lift from a friend aged under 24 who passed their test more than 6 months ago	<input type="checkbox"/>				
I drive by myself or with family members	<input type="checkbox"/>				
I drive and give my friends, including 14-20 year olds, a lift	<input type="checkbox"/>				
Other (please specify)					

Q7. How do you usually travel when you are going out with friends e.g. shopping, to the cinema or to an evening or sporting event?

	Always	Often	Sometimes	Seldom	Never
Walk	<input type="checkbox"/>				
Cycle	<input type="checkbox"/>				
Bus	<input type="checkbox"/>				
Taxi	<input type="checkbox"/>				
A lift from a parent or other adult aged 24 or older	<input type="checkbox"/>				
A lift from a friend aged under 24 who passed their test in the last 6 months	<input type="checkbox"/>				
A lift from a friend aged under 24 who passed their test more than 6 months ago	<input type="checkbox"/>				
I drive by myself or with family members	<input type="checkbox"/>				
I drive and give my friends, including 14-20 year olds, a lift	<input type="checkbox"/>				
Other (please specify)_____					

Provisional Driving Licences

Q8. What do you think about the following planned changes to the law about provisional driving licences?

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you think these planned changes to the law about provisional driving licences are a good or bad idea? How, if at all, do you think they might affect you or other young people?

Driving lessons and tests

Q9a. What do you think about the following planned changes to the law about driving lessons and tests?

	Good idea	Bad idea	Don't know
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The driving test would include driving on a wider range of roads and in different conditions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you think these planned changes to the law about driving lessons and tests are a good or bad idea? How, if at all, do you think they might affect you or other young people?

Student logbook

Q9b. With regards to the suggested student logbook, who do you think the driving experience should be with?

An approved driving instructor only

A qualified driver only

Both an approved driving instructor and qualified driver

Please explain your answer here

Q9c. Should the required driving experience be based on the number of lessons or the number of hours?

The number of lessons

The number of hours of driving experience

Please explain your answer here

After you pass your driving test

Q10. What do you think about the following planned changes to the law about after you pass your driving test?

	Good idea	Bad idea	Don't know
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
That in the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For a period of two years instead of one, young people would have a lower drink drive limit than experienced drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For a period of two years instead of one, young people could lose their licence with six or more penalty points.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why do you think these planned changes to the law about driving lessons and tests are a good or bad idea? How, if at all, do you think they might affect you or other young people?

Q11. How concerned are you/young people about each of the following?

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The increased length of time it will take to get your licence	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The fact that there are more elements to the test	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having to complete a student logbook	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tighter restrictions on new drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other suggestions that were rejected

Q12. The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was the Government right to reject them?

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't allow learner or new drivers to drive cars that are built to go very fast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't allow new drivers to drive at night	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q13. Do you have any other ideas about how the law could be changed to make our roads safer?

Q14. If you would like to make any other comments, please do so in the below box.

Thank you for taking the time to complete this survey.

Annex B

Breakdown of responses to the online survey**What age are you?**

	No.	%
Under 16	159	34.3
16	127	27.4
17-24	158	34.1
Over 24	20	4.3

Are you male or female?

	No.	%
Male	181	37.2
Female	306	62.8

Where do you live?

	No.	%
In a city or on the outskirts of a city	160	32.9
In a town	150	30.8
In a country village	70	14.4
On a farm in the countryside	34	7.0
In the countryside but not on a farm	73	15.0

Which one of these statements describes you?

	No.	%
I do not have any driving licence	268	61.8
I have a provisional licence	79	18.2
I have held my full driving licence for less than six months	23	5.3
I have held my full driving licence between six months and less than one year	11	2.5
I have held my full licence between one year and less than two years	11	2.5
I have held my full licence two years or more	42	9.7

If you do not have a licence, do you intend to apply for your driving licence?

	No.	%
Yes	336	96.6
No	12	3.4

If yes, how will you pay for this?

	No.	%
My parents/guardians will pay for all of it	104	28.3
I will pay for it with the help of my parents/guardians	185	50.3
I will pay for it myself e.g. through savings or a job	78	21.2
Other (please specify)	1	0.3

How do you usually travel to school /college/university/work? (%)

	Always	Often	Sometimes	Seldom	Never
Walk	13.8	11.1	11.4	9.3	54.3
Cycle	0.0	1.2	3.5	4.3	91.1
Bus	32.1	24.0	9.5	8.4	26.0
Taxi	2.0	2.3	3.5	9.0	83.2
A lift from a parent or other adult aged 24 or older	30.9	21.9	20.8	14.9	11.5
A lift from a friend aged under 24 who passed their test in the last 6 months	0.8	8.0	9.5	12.1	69.7
A lift from a friend aged under 24 who passed their test more than 6 months ago	0.8	7.6	7.3	11.8	72.5
I drive by myself or with family members	11.7	5.5	5.5	4.4	72.9
I drive and give my friends, including 14-20 year olds, a lift	2.0	4.3	3.9	3.5	86.3

How do you usually travel when you are going out with friends e.g. shopping, to the cinema or to an evening or sporting event? (5)

	Always	Often	Sometimes	Seldom	Never
Walk	6.4	24.7	28.8	14.0	26.1
Cycle	0.4	2.1	5.8	7.8	84.0
Bus	10.7	30.0	25.6	15.8	18.0
Taxi	2.3	12.2	17.5	17.1	51.0
A lift from a parent or other adult aged 24 or older	20.7	47.6	20.2	5.8	5.8
A lift from a friend aged under 24 who passed their test in the last 6 months	2.9	16.5	18.0	14.0	48.5
A lift from a friend aged under 24 who passed their test more than 6 months ago	4.0	23.0	20.1	11.7	41.2
I drive by myself or with family members	5.6	14.2	7.5	3.4	69.3
I drive and give my friends, including 14-20 year olds, a lift	3.8	10.4	5.0	3.1	77.7

Views of all young people aged 24 and under on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	67.7	23.1	9.1
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	36.6	51.2	12.3
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	70.7	17.3	12.0
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.4	26.0	12.6
The driving test would include driving on a wider range of roads and in different conditions.	83.5	6.1	10.4
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	42.8	37.5	19.7
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	30.7	52.4	16.9
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	25.6	67.7	6.7
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	74.6	16.5	8.9
For a period of two years, young people could lose their licence with six or more penalty points.	53.4	31.8	14.8
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	78.9	13.2	7.9

Responses of all young people aged 24 and under to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	38.2	40.5	14.2	7.1
The increased length of time it will take to get your licence	37.9	32.8	17.7	11.7
The fact that there will be more elements to the test	28.0	34.9	22.6	14.6
Having to complete a student logbook	30.6	26.9	22.0	20.5
Tighter restrictions on new drivers	30.5	31.9	23.3	14.4
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	55.1	21.7	11.7	11.4

Responses of all young people aged 24 and under to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	79.8	8.5	11.7
Don't allow learner or new drivers to drive cars that are built to go very fast	28.1	52.7	19.2
Don't allow new drivers to drive at night	12.2	77.1	10.7
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	34.8	35.7	29.4

Views of young people who do not have a licence on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	72.4	16.6	11.0
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	41.0	45.1	13.9
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	67.3	18.2	14.5
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	58.4	26.4	15.2
The driving test would include driving on a wider range of roads and in different conditions.	81.9	6.4	11.7
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	43.8	34.7	21.5
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	32.5	51.0	16.5
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	28.0	66.1	5.9
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	75.2	15.0	9.8
For a period of two years, young people could lose their licence with six or more penalty points.	50.4	34.1	15.5
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	80.1	12.0	8.0

Responses of young people who do not have a licence to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	32.5	43.4	16.5	7.6
The increased length of time it will take to get your licence	35.3	33.3	19.3	12.0
The fact that there will be more elements to the test	28.2	37.5	22.6	11.7
Having to complete a student logbook	29.4	28.6	22.4	19.6
Tighter restrictions on new drivers	30.9	34.1	21.5	13.4
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	52.0	23.0	13.7	11.3

Responses of young people who do not have a licence to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ (%)

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	77.4	10.3	12.3
Don't allow learner or new drivers to drive cars that are built to go very fast	28.6	52.3	19.1
Don't allow new drivers to drive at night	15.2	72.6	12.2
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	32.5	35.4	32.1

Views of young people aged under 17 years on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	72.0	16.8	11.2
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	37.7	48.1	14.2
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	67.7	18.1	14.2
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	58.3	27.2	14.6
The driving test would include driving on a wider range of roads and in different conditions.	81.3	6.8	12.0
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	42.0	36.8	21.2
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	31.1	51.9	17.0
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	27.1	65.8	7.1
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	72.9	16.7	10.4
For a period of two years, young people could lose their licence with six or more penalty points.	49.2	35.7	15.1
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	78.5	13.1	8.4

Responses of young people aged under 17 years to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	32.5	43.2	17.1	7.3
The increased length of time it will take to get your licence	36.8	32.5	18.4	12.4
The fact that there will be more elements to the test	28.8	36.5	21.9	12.9
Having to complete a student logbook	31.3	27.4	21.3	20.0
Tighter restrictions on new drivers	31.6	33.3	22.5	12.6
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	54.1	21.9	13.7	10.3

Responses of young people aged under 17 years to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ (%)

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	77.3	10.5	12.2
Don't allow learner or new drivers to drive cars that are built to go very fast	26.9	54.2	18.9
Don't allow new drivers to drive at night	15.2	72.2	12.6
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	32.6	34.8	32.6

Views of young people aged 17-24 years on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	59.0	35.8	5.2
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	34.4	57.3	8.4
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	76.6	15.6	7.8
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	67.7	23.6	8.7
The driving test would include driving on a wider range of roads and in different conditions.	87.9	4.8	7.3
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	44.4	38.9	16.7
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	30.0	53.3	16.7
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	22.7	71.4	5.9
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	78.0	16.1	5.9
For a period of two years, young people could lose their licence with six or more penalty points.	61.7	24.2	14.2
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	79.8	13.4	6.7

Responses of young people aged 17-24 years to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	49.6	35.0	8.5	6.8
The increased length of time it will take to get your licence	40.2	33.3	16.2	10.3
The fact that there will be more elements to the test	26.5	31.6	23.9	17.9
Having to complete a student logbook	29.3	25.9	23.3	21.6
Tighter restrictions on new drivers	28.2	29.1	24.8	17.9
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	57.3	21.4	7.7	13.7

Responses of young people aged 17-24 years to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ (%)

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	84.8	4.5	10.7
Don't allow learner or new drivers to drive cars that are built to go very fast	30.6	49.5	19.8
Don't allow new drivers to drive at night	6.2	86.7	7.1
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	39.4	37.6	22.9

Views on proposed driving licensing law changes by gender (%)

	Good idea		Bad idea		Don't know	
	M	F	M	F	M	F
Young people would be able to get a provisional licence at age 16 and a half instead of 17	73.4	60.9	21.4	26.3	5.2	12.8
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	38.5	36.8	49.3	50.5	12.2	12.6
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	67.1	72.5	20.0	16.8	12.9	10.6
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	67.6	56.8	21.6	28.2	10.8	15.0
The driving test would include driving on a wider range of roads and in different conditions.	80.6	84.3	7.2	7.1	12.2	8.6
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	46.7	42.2	32.1	38.5	21.2	19.3
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	38.6	29.3	46.5	54.4	15.0	16.3
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	27.6	26.1	62.2	69.0	10.2	5.0
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	73.8	74.3	16.7	16.1	9.5	9.6
For a period of two years, young people could lose their licence with six or more penalty points.	55.5	52.7	36.7	30.2	7.8	17.1
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	77.2	79.1	15.0	13.6	7.9	7.4

M= Male, F = Female

Responses to the question ‘How concerned are you/young people about each of the following? by gender’ (%)

	Extremely concerned		Quite concerned		A little concerned		Not at all concerned	
	M	F	M	F	M	F	M	F
The cost of getting your licence e.g. lessons and testing	36.4	39.5	36.4	41.1	19.8	11.6	7.4	7.8
The increased length of time it will take to get your licence	40.5	36.4	29.8	33.3	18.2	16.7	11.6	13.6
The fact that there will be more elements to the test	21.5	30.4	38.0	33.1	19.0	23.0	21.5	13.6
Having to complete a student logbook	29.4	31.8	29.4	23.9	21.8	22.0	19.3	22.4
Tighter restrictions on new drivers	34.7	28.6	25.6	33.3	20.7	23.5	19.0	14.5
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	46.7	57.4	26.7	19.0	14.2	11.2	12.5	12.4

M = male, F = Female

Responses to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ by gender (%)

	Should have been kept in		Was right to reject this		Don't know	
	M	F	M	F	M	F
Make learners and new drivers have training in what to do if the car goes into a skid	75.0	80.2	9.5	8.3	15.5	11.5
Don't allow learner or new drivers to drive cars that are built to go very fast	23.5	30.7	57.4	48.6	19.1	20.7
Don't allow new drivers to drive at night	11.2	11.7	79.3	75.0	9.5	13.3
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	36.5	34.1	39.1	33.3	24.3	32.5

M = male, F = Female

Views on proposed driving licensing law changes by urban/rural (%)

	Good idea		Bad idea		Don't know	
	U	R	U	R	U	R
Young people would be able to get a provisional licence at age 16 and a half instead of 17	68.0	60.4	23.1	27.3	8.9	12.3
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	39.1	33.8	49.8	51.3	11.1	14.9
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	71.2	69.9	15.7	21.9	13.1	8.2
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.4	58.6	26.2	25.5	12.4	15.9
The driving test would include driving on a wider range of roads and in different conditions.	83.0	83.0	6.8	7.8	10.2	9.2
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	45.8	40.7	35.5	37.9	18.7	21.4
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	32.9	31.1	50.4	54.5	16.7	14.4
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	24.5	30.5	69.6	61.1	5.8	8.4
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	73.5	74.6	17.1	15.4	9.3	10.0
For a period of two years, young people could lose their licence with six or more penalty points.	51.8	55.7	32.5	33.6	15.7	10.7
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	80.1	75.2	13.7	14.7	6.2	10.1

U = Urban, R = Rural

Responses to the question ‘How concerned are you/young people about each of the following?’ by urban/rural (%)

	Extremely concerned		Quite concerned		A little concerned		Not at all concerned	
	U	R	U	R	U	R	U	R
The cost of getting your licence e.g. lessons and testing	41.2	32.6	42.0	35.7	10.4	21.7	6.4	10.1
The increased length of time it will take to get your licence	38.8	35.7	32.8	31.0	15.6	19.4	12.8	14.0
The fact that there will be more elements to the test	27.3	27.9	34.5	34.9	24.5	16.3	13.7	20.9
Having to complete a student logbook	28.2	36.4	27.3	22.5	21.6	22.5	22.9	18.6
Tighter restrictions on new drivers	32.3	28.1	31.0	29.7	20.2	26.6	16.5	15.6
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	56.6	48.8	19.7	24.8	12.0	12.4	11.6	14.0

Responses to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ by urban/rural (%)

	Should have been kept in		Was right to reject this		Don't know	
	U	R	U	R	U	R
Make learners and new drivers have training in what to do if the car goes into a skid	80.0	75.8	7.3	11.3	12.7	12.9
Don't allow learner or new drivers to drive cars that are built to go very fast	26.0	33.9	52.9	48.4	21.1	17.7
Don't allow new drivers to drive at night	12.4	9.8	74.3	79.7	13.3	10.6
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	33.3	38.0	36.7	31.4	30.0	30.6

Views of youth organisations on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	73.5	26.5	-
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	39.4	51.5	9.1
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	84.8	12.1	3.0
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.8	32.4	5.9
The driving test would include driving on a wider range of roads and in different conditions.	97.0	-	3.0
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	33.3	42.4	24.2
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	46.4	35.7	17.9
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	35.7	60.7	3.6
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	71.4	21.4	7.1
For a period of two years, young people could lose their licence with six or more penalty points.	50.0	35.7	14.3
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	82.8	6.9	10.3

Responses of youth organisations to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	55.6	33.3	3.7	7.4
The increased length of time it will take to get your licence	19.2	50.0	15.4	15.4
The fact that there will be more elements to the test	26.9	30.8	26.9	15.4
Having to complete a student logbook	44.4	7.4	33.3	14.8
Tighter restrictions on new drivers	34.6	42.3	11.5	11.5
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	61.5	11.5	11.5	15.4

Responses of youth organisations to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’ (%)

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	88.5	3.8	7.7
Don't allow learner or new drivers to drive cars that are built to go very fast	38.5	50.0	11.5
Don't allow new drivers to drive at night	19.2	76.9	3.8
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	55.6	18.5	25.9

Views of all respondents on proposed driving licensing law changes (%)

	Good idea	Bad idea	Don't know
Young people would be able to get a provisional licence at age 16 and a half instead of 17	66.0	25.3	8.7
Young people would have their provisional licence for at least a year before they could sit their first practical test, meaning the youngest they could get their full driving licence is at age 17 and a half	39.5	49.2	11.3
Young people could take lessons on motorways when accompanied by an Approved Driving Instructor in a dual-controlled car (at the minute learners are not allowed to drive on the motorway).	71.5	18.0	10.5
Young learners or new drivers would be allowed to drive up to the speed limits instead of at or below 45 mph.	61.2	26.3	12.5
The driving test would include driving on a wider range of roads and in different conditions.	84.5	6.8	8.7
Young people would have to complete a new 'Learning to Drive' course and produce a student logbook of driving experience, signed by an Approved Driving Instructor (ADI) or qualified driver, before sitting the practical test.	43.7	36.3	20.0
Young people would have to display N (for 'New' driver/rider) plates for two years instead of an R plate for one year.	36.3	48.4	15.3
In the first 6 months, new drivers aged under 24 would not be allowed to carry passengers aged 14 to 20 unless there is a supervising driver in the front passenger seat. This would not apply to family members.	27.8	65.0	7.2
For a period of two years, young people would have a lower drink drive limit than experienced drivers.	71.8	19.1	9.1
For a period of two years, young people could lose their licence with six or more penalty points.	51.8	34.0	14.2
Young people may be given the opportunity to take a course instead of losing their licence if they had six or more penalty points.	78.3	13.4	8.3

Responses of all respondents to the question ‘How concerned are you/young people about each of the following?’ (%)

	Extremely concerned	Quite concerned	A little concerned	Not at all concerned
The cost of getting your licence e.g. lessons and testing	38.7	38.9	14.0	8.4
The increased length of time it will take to get your licence	35.4	33.5	17.9	13.2
The fact that there will be more elements to the test	25.8	35.4	22.6	16.3
Having to complete a student logbook	30.9	25.4	22.8	20.8
Tighter restrictions on new drivers	30.1	32.1	21.8	15.9
Not being allowed to carry passengers aged 14 to 20 (except immediate family members) during the first six months of passing your test unless supervised	53.7	21.0	12.3	13.0

Responses of all respondents to the question ‘The following are suggestions that had been considered for inclusion in the Bill but were rejected by the Government Minister. Do you think any of these should have been included in the Bill or was it right to reject them?’(%)

	Should have been kept in	Was right to reject this	Don't know
Make learners and new drivers have training in what to do if the car goes into a skid	79.0	8.4	12.6
Don't allow learner or new drivers to drive cars that are built to go very fast	29.8	51.4	18.7
Don't allow new drivers to drive at night	13.5	74.4	12.1
An offence free period before restrictions are removed. This would mean new drivers would have to complete 6 full months of driving without any offences.	37.2	34.7	28.2