undertaken to meet a commitment in Scotland’s Road Safety Framework to “conduct a public debate on young driver issues including graduated licences and additional training”

Scottish Government National Debate on Young Drivers’ Safety: 17 Recommendations

Stephen Stradling, Edinburgh Napier University
✓ INTERVIEWS WITH ROAD SAFETY STAKEHOLDERS
  +
✓ FOCUS GROUPS WITH YOUNG DRIVERS 17-25 AND PARENTS OF YOUNG DRIVERS
  +
✓ ONLINE SURVEY of 260 YOUNG PEOPLE and 380 PARENTS
WHAT DO THEY WANT?

What everyone wants for young drivers
• Cheaper insurance; help with costs of learning to drive
• Road safety awareness for pre-drivers, learner drivers, young drivers and driving offenders

What most people want for young drivers
• Road safety awareness for employers and parents
• Minimum period before a person takes the test
• Harder test
• Probationary period; P plates

What everyone other than young drivers wants
• GDL: Constraints at night and on number of passengers
<table>
<thead>
<tr>
<th>Option</th>
<th>17-20 M</th>
<th>17-20 F</th>
<th>21-25 M</th>
<th>21-25 F</th>
<th>&gt;25 M</th>
<th>&gt;25 F</th>
</tr>
</thead>
<tbody>
<tr>
<td>A harder driving test for all</td>
<td>40</td>
<td>50</td>
<td>35</td>
<td>32</td>
<td>16</td>
<td>15</td>
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<tr>
<td>A minimum period of training/practice before learners can take a practical driving test</td>
<td>26</td>
<td>13</td>
<td>22</td>
<td>6</td>
<td>6</td>
<td>7</td>
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<td>A ban on driving at night</td>
<td>95</td>
<td>84</td>
<td>84</td>
<td>76</td>
<td>50</td>
<td>45</td>
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<tr>
<td>A ban on driving at night unless accompanied by a passenger over 21 with 3 yrs licence</td>
<td>85</td>
<td>78</td>
<td>73</td>
<td>67</td>
<td>38</td>
<td>35</td>
</tr>
<tr>
<td>A limit on the number of passengers in the vehicle aged 16-25 at night</td>
<td>71</td>
<td>65</td>
<td>62</td>
<td>45</td>
<td>16</td>
<td>12</td>
</tr>
<tr>
<td>A limit on the number of passengers in the vehicle aged 16-25 during the day</td>
<td>85</td>
<td>77</td>
<td>70</td>
<td>54</td>
<td>20</td>
<td>19</td>
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</tbody>
</table>
Targeting Young Driver Crash Risks

Experience and Crashes – Learners / New Drivers

Source: VicRoads
Young novice drivers are most at risk in the **first 6 months / 1,000 miles** after passing their test.

They need help to manage the transition from **too little control** over the driving task and **too much confidence** in their ability to mature, responsible, adult drivers who can recognize developing hazards and resist impulses to unsafe acts.

SG should put in place a raft of measures **before, during and after** learning to drive.
ensure RSE is evidence-based and evaluated (15)

trial, pilot and evaluate e-delivery of RS messages (4)

increase the number of young drivers undertaking post-test training, as part of a life-long approach, using accreditation and financial rewards (5)

pilot and evaluate black box and speed limiting technology for young drivers (8)

consider how GDL could be implemented in Scotland (1,6)

further evaluate the effects and effectiveness of ‘hard-hitting’ interventions, considering post-test delivery (5,15)

BEFORE

DURING

AFTER

provide information and guidance to PARENTS, including advice on parent-young driver agreements (13)

work with EMPLOYERS to improve the safety of young drivers at work (12)

support DSA on CPD for ADIs (2)

Ensure POLICE enforcement focuses on those young drivers most at risk (11)

lower the drink-driving limit (10)

make seat-belt non-wearing an endorsable offence (3)

pilot and evaluate a diversion from prosecution course for young driver offenders (7)

explore how INSURANCE Premium Tax could be used to fund RS interventions (16)

improve PUBLIC TRANSPORT availability at night (14)
BEFORE

- ensure RSE is evidence-based and evaluated
- trial, pilot and evaluate e-delivery of RS messages
- further evaluate the effects and effectiveness of ‘hard-hitting’ interventions, considering post-test delivery
- provide information and guidance to parents, including advice on parent-young driver agreements
- improve public transport availability at night
consider how GDL could be implemented in Scotland

DURING

provide information and guidance to parents, including advice on parent-young driver agreements

support DSA on CPD for ADIs

explore how Insurance Premium Tax could be used to fund RS interventions
After

- Pilot and evaluate black box and speed limiting technology for young drivers.
- Increase the number of young drivers undertaking post-test training, as part of a life-long approach, using accreditation and financial rewards.
- Further evaluate the effects and effectiveness of ‘hard-hitting’ interventions, considering post-test delivery.
- Provide information and guidance to parents, including advice on parent-young driver agreements.
- Work with employers to improve the safety of young drivers at work.
- Support DSA on CPD for ADIs.
- Ensure police enforcement focuses on those young drivers most at risk.
- Lower the drink-driving limit.
- Make seat-belt non-wearing an endorsable offence.
- Pilot and evaluate a diversion from prosecution course for young driver offenders.
- Explore how Insurance Premium Tax could be used to fund RS interventions.
- Improve public transport availability at night.
IMPLEMENT AND EVALUATE!