



Safer Drivers Save Lives



“You cannot solve a problem from the same consciousness that created it. You must see the world anew.”

Albert Einstein

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1. Executive Summary

The Pathfinder Project delivers The Under 17 Car Club tuition methodology to groups of 'rising 17's' in the critical period just before they are eligible for a driving licence. The intent of the project is to offer to this group of vulnerable students the opportunities offered by The Under 17 Car Club – but in an intensive, 5 day programme.

This is the first formal review of the impact of the project which has been in existence since 2008, initially in Warwickshire and now in Gloucestershire – though we have welcomed students from across the country.

The number of students who have so far participated in the Pathfinder Programme in Gloucestershire is small (about 100 in total at the time of writing) and of those only 24 were eligible to participate in this survey, i.e. they had completed the programme and been eligible for a driving licence for a minimum of 12 months at the date of the survey. A further survey will be completed every 12 months to further develop the evidence base.

Whilst the number surveyed is small, it does represent the entire eligible population and, although it can be argued that, because of the small numbers the findings are not statistically significant, the significance arises in the consistency of the findings of this survey with those carried out in 2006 and 2012 by The Under 17 Car Club, covering a population of about 800 students in all (see www.u17ccctrust.org). The only common thread between the three discrete populations is that they have all learned their essential driving skills through The Under 17 Car Club methodology and with the focus on understanding and managing risk, safe attitudes and, of course, technical skill.

The Pathfinder Project appears to deliver substantial benefits to its students when compared with their peer group. Graduates of the Programme are more than 4 times safer than their peers with a first year accident rate of 1 in 17 compared with 1 in 16 (Combined Surveys) for Car Club Members and 1 in 4 nationally*.

(* <http://www.dft.gov.uk/statistics/series/driving-tests-and-instructors/>)

The one road traffic collision reported by a participant was caused by a third-party and did not lead to an insurance claim and would not therefore have formed part of the national statistics giving an effective RTC rate of zero whereas parity with national performance would have seen 4 RTCs reported.

None of the students report being convicted of a traffic offence. This is a zero conviction rate for Pathfinder Students compared with a combined



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survey result of less than 9 convictions per thousand driving years contrasting with 144 convictions per thousand driving years for the peer group and 51.6 for all male drivers.

(** <http://www.prnewswire.co.uk/news-releases/motorists-with-driving-convictions-rife-on-british-roads-179962241.html>)

While the national overall pass rate for the DSA test is 47%, Pathfinder Students achieved 53% while Car Club graduates have a 79% first time pass rate with the Club's top young drivers achieving a rate of 84%.

These findings, which are consistent with the findings of our previous surveys, are encouraging and support the view of the Trust that appropriately structured and delivered pre-licence driver development, which focuses on developing appropriate attitude as well as technical skill, delivers significant safety benefits to this vulnerable group.

	General Public	Car Club Combined	Pathfinder Survey
1 st Year Accident Rate	1 in 5	1 in 16	1 in 17
DSA Test Pass Rate (X/1)	47%	89%	N/A
DSA Test Pass Rate (All)	47%	79%	53%
Points on Licence	14.3%	4%	0%
Pass Plus Participation	15%	37%	12%
IAM/RoSPA Rate	0.5%	9%	N/A

Our combined survey results extend over a 14 year period (1999-2013) and cover a greater time period and larger direct survey of novice drivers engaging in such extensive pre-licence age development than any published work we have discovered.

We believe that the consistency in findings is rooted in the consistency of the learning methodology. The participants are discrete and distinct groups and, as with any organisation, there have been a number of changes of volunteer Instructors over the period between the surveys. The 2006 survey was validated by Liverpool John Moores University, the 2012 Car Club survey and 2013 Pathfinder survey have been validated by Manchester Business School.

Key Findings

Methodology and Validation			
Statistical Viability	Sent to	Responses	Response Rate
2006 Survey	454	93	20.5%
2012 Survey	312	61	19.6%
Combined	766	154	20.1%
Pathfinder	24	17	71%



Participant Survey 2013



We will continue to survey the experience of Pathfinder Students and publish the results and future research will also review the development of 'Driving Theory' and 'Hazard Awareness' competence. We are exploring how we can test and evaluate in a formal manner the 'attitudinal' development of our members and graduates, particularly in relation to risk awareness and management, and will report on that when possible.

In the meanwhile these survey findings are being used to engage with Government, public bodies with responsibility for road safety, insurers and those involved in driver training and development.

2. The Pathfinder Project

Developed from the 38 years' experience and work of The Under 17 Car Club (www.under17-carclub.co.uk), Pathfinder is a practical and theoretical introduction to driving and road safety for pre-licence drivers (typically aged 15 -16) delivered by volunteers through an intensive 5 day programme.

This project is designed to reduce the number of road traffic accidents and collisions (particularly KSIs), and convictions amongst the most vulnerable driver group i.e. novice drivers aged 17-24.

Research by Inspector Nick Elton of Wiltshire Police Service has shown that the highest risk group of young drivers are aged 17, 18 and 21, male and from relatively well-off backgrounds. This profile is common in many parts of the UK. Gloucestershire, where Pathfinder is well-established, can be considered very similar to Wiltshire in both economic and social factors and combines these with the additional hazard for novice drivers of an even more extensive network of unlit, rural roads. We would expect to see a very similar risk profile in Gloucestershire to that reported in Wiltshire.

Our experience shows that the most effective means of addressing the challenges faced by novice drivers is through effective pre-licence driver development. That means engaging young people before they are 17 and working with them AND their parent, guardian or other appropriate adult in a partnership environment where they can develop appropriate understanding of road risk, a positive attitude to road safety and the essential technical driving skills to be "Safe at 17".

Since 1976 around 4,000 pre-licence drivers and their parents/ associates have developed positive attitudes to road safety and high levels of driving skill with The Under 17 Car Club and the Pathfinder project which commenced in Warwickshire in 2008. The curriculum and methodology is based on Roadcraft (the Police Driving Manual) and focuses on developing competence equivalent to IAM or RoSPA Gold standard. Progress is determined by attitudinal development and demonstrable understanding of risk supported by equivalent technical competence. Driving standards are regularly externally assessed.

The Pathfinder project does NOT aim to prepare students for the DSA test or offer a substitute for the driving test. We cannot replicate real road driving in the secure, private environment in which we work.

Pathfinder introduces the essential driving skills and knowledge needed to enjoy a safe and long driving career, and delivers a valuable understanding



Participant Survey 2013



of how to drive safely, thoughtfully and within the law. The student will typically drive their family car and be taught by a parent or guardian who will be supported and guided by a dedicated team of Pathfinder instructors. Driving takes place in a private, safe, controlled but realistic environment, well away from the public highway.

The programme includes an introduction to advanced driver theory and basic vehicle maintenance, and an understanding of the risks, dangers and responsibilities that come with driving.

Following on from its initial success in Warwickshire in 2008, Pathfinder continues year on year to deliver a successful and enjoyable experience for young drivers. All who have attended, including the adults, take away with them valuable information allowing them to improve their safety and awareness through thoughtful driver training along with an enhanced ability to enjoy their driving on today's congested roads.

Courses in 2014 are being run at Throckmorton Airfield during the Easter school holiday and Cheltenham Race Course during the Gloucestershire schools' October half term.



3. The Pathfinder Survey 2013

This survey was undertaken to determine whether, through their experience on the Pathfinder project, ex-students are safer than their peer group. That is:

- are they at lower risk of a road traffic collision, especially that of being killed or seriously injured;
- how do they compare with ex-Members of The Under 17 Car Club who typically have a much longer pre-licence driving experience;
- how do they compare with their peer group in terms of accidents, convictions and DSA Test experience.

The results will be used to:

- develop an evidence base for the work of the Trust;
- inform how the Trust should develop its activities;
- inform the Office of the Police and Crime Commissioner for Gloucestershire of the outcomes in terms of their priorities;
- inform the ACPO Lead for Roads Policing of the outcomes and influence thinking in the policing community;
- influence approaches to novice driver development throughout the UK and beyond.

Ultimately, we aim to ensure that our students are Safe at 17.

4. Methodology

The Under 17 Car Club has always informally monitored the on-the-road driving experience of members through continuing contact, feedback and comments received. In 2006 and 2012 it undertook formal surveys of ex-members to determine the validity of these informal insights. These surveys showed that Club members had significantly better safety records than their peers. Summarised results are included in Appendix Two to this report whilst the full versions are available for download at: www.u17ccctrust.org

The 2006 survey was very extensive, including questions about the participants' experiences with the Club as well as their experience on the road. It was decided for the 2012 survey to separate these aspects into two surveys one focused on internal matters, the other primarily concerned with experience on the road and those aspects of the Club's development programme which directly affect that experience.

In the 2012 survey we collected information about the first year accident rate having previously focused in the '17-24' period. This change was adopted to bring our results in line with other investigations such as that reported by the House of Commons Select Transport Committee. That approach has been carried through to the Survey of Pathfinder Students.

The 2013 Pathfinder Student Survey Questions (Appendix Three) were derived from the 2006 and 2012 Car Club Surveys and were reviewed and refined with academic partners at Loughborough University and Manchester Business School. The survey was placed on-line and tested by Club Officials and Marshals for functionality and clarity leading to a number of minor changes. IP address tracking was used to ensure unique responses.

One particular feature of this survey is that the sample is, of necessity, very small. At the time of the Survey only 24 students (10 male, 14 female) who had completed the Pathfinder Programme in Gloucestershire had also been eligible for a driving licence for a full 12 months. All 24 were contacted and 17 participated in the survey, 2 declined to participate as they had not started driving. This is a response rate of 80% and a completion rate of 71% which considerably exceeds the 19.6% and 20.5% completion rates for the Car Club surveys. There is inevitable loss of contact with some individuals and families when they change email address or ex-members go to university.

Of those responding to the survey, 8 (50%) were female and 8 (50%) male with one individual skipping that question. These figures are consistent with



Participant Survey 2013



the historic gender division of students with a slight overall majority of female participants.

There is inevitably a debate with such small numbers with regard to:

The statistical significance of the findings;

Whether the 'self-selecting' nature of the attendees and consequently the survey population affects the outcomes;

The non-responding students may be not-responding because they have been involved in an RTC;

Whether the results would be replicable across a wider population.

It has been argued by some "experts" that 'these kids have interested parents so they would be safer anyway', a comment with no scientific or statistical basis whatsoever! Reassurance comes from two factors:

The survey is 'blind' – whilst we know who has been invited to participate and we use IP addresses to ensure only a single response from any particular location, we do not know to which individuals the IP addresses and therefore the answers belong. We hope that this blinding increases honesty of responses;

The results of this survey, our third, are consistent with the results of the two previous surveys which encompassed 766 participants and 154 respondents. These numbers suggest that the overall pattern is reliable enough that the opportunity should be extended to a wider population.

As the work of Nick Elton in Wiltshire has shown, it is very often the children of parents who can afford to pay for their driving lessons, their car and their insurance that end up disproportionately involved in RTCs. If in our work we are addressing that group and reducing their risk then that is a good thing.

That said, thanks to the grant from the Office of the Police and Crime Commissioner plus a donation from the now closed charity, BUSK, the Trust is able to provide bursaries to students who could not otherwise afford to take part.

We recognise that relative to the total number of drivers in the 17-24 age group in the UK our numbers are small. Nonetheless, 100% of those eligible to participate have had the opportunity and a substantial response rate



Participant Survey 2013



across three surveys seven years apart together with a high degree of consistency in the findings themselves give us confidence that the results are a useful indicator of potential outcomes. We would suggest that, if the scheme were extended to the whole eligible population, the benefits in risk reduction would be likely to greatly exceed the costs. The combined results across both surveys and covering a 12 year time period (1999-2013) with a consistent pattern over that time adds further confidence to the findings.

This survey was undertaken to determine whether, through their learning experience on Pathfinder, ex-students are safer than their peer group. That is, are they at lower risk of a road traffic collision especially that of being killed or seriously injured, and how do they compare with their peer group in terms of accidents, convictions and DSA Test experience. The results are being used to inform how the Trust should develop its activities and influence approaches to novice driver development throughout the UK and beyond.

Ultimately, we aim to ensure that our members and students are Safe at 17.

5. Acknowledgements

In relation to the survey thanks are due to:

Andy De Clerck for managing the 'on-line' survey process
Geode Networks for providing the system and support
Trustees and Officials of the Trust for their continuing support
Pathfinder Students for completing the survey
Professor Peter Kawalek, Manchester Business School, University of Manchester

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6. Survey Findings 2013

This section of the report will consider the critical questions concerned with safety and road risk, the survey results and a comparison with the Car Club surveys and, where appropriate, National Statistics.

6.1 Key Findings

Given that the objective of the Pathfinder Project is to reduce the rate of KSI accidents amongst novice drivers, it is very encouraging to see a low collision rate for our Students of 1 in 17 (1 in 16 for Car Club Members overall) compared with 1 in 5 in the first driving year for the general population. Although 5 students skipped this question, subsequent answers appear to confirm the 1 in 17 rate. It is also worthy of note that in relation to the one RTC recorded there was no insurance claim so that the RTC would not be included in official statistics, no-one was injured and, very importantly, it was a third party that was at fault, not the Pathfinder Student.

Of the 17 respondents, 8 passed the DSA Practical Test at the first attempt (53%) while a further 4 (27%) passed at the second attempt, 3 had not taken the test and 2 skipped the question. These are lower than the pass rate recorded for Car Club Members but still significantly higher than that reported of around 47%* for the general population. Although we are deliberately not teaching students to 'pass the test' but a life skill, this suggests the Pathfinder methodology ensures that the requirements of the DSA curriculum are observed whilst members are perhaps better prepared through longer exposure and greater (private road) experience than their peer group.

(* <http://www.dft.gov.uk/statistics/series/driving-tests-and-instructors/>)

Key Findings

	General Public	Car Club Combined	Pathfinder Survey
1 st Year Accident Rate	1 in 5	1 in 16	1 in 17
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DSA Test Pass Rate (All)	47%	79%	53%
Points on Licence	14.3%	4%	0%
Pass Plus Participation	15%	37%	12%
IAM/RoSPA Rate	0.5%	9%	N/A

Table 1

Of participants in the survey none has been convicted of a traffic offence compared with nearly 24%** of all drivers nationally.

(**<http://www.prnewswire.co.uk/news-releases/motorists-with-driving-convictions-life-on-british-roads-179962241.html>)

Finally in this section, 2 students (17%) have participated in Pass Plus, driver training, this is a lower than expected rate and may be a function of the short period of eligibility for a licence. The reasons for this will be explored in a future survey.

6.2. About the Members

The Trust and its operations are open to all with eligibility being determined only by age and physical size. It is essential that a driver is able to operate the controls and make necessary observations. Similarly members must be sufficiently mature to not be overwhelmed by the challenges inevitably present.

Survey Participant Profile

	Car Club Combined		Pathfinder	
Female	47	31.1%	8	50%
Male	104	68.9%	8	50%
Total	151		16 +1	
Grade	Respondents	% of total		
X	16	10.6%	N/A	-
1	27	17.9%	N/A	-
2	48	31.8%	N/A	-
3	51	33.8%	7	42%
4	6	4.0%	5	29%
5	2	1.3%	5	29%
unstated	1	0.7%	0	0%
Total	151		17	

Table 2

Table 2 shows the gender and grade mix of Pathfinder Students participating in the Survey and their progress on the programme. Pathfinder is open to all who apply regardless of financial, educational or physical challenges. We have welcomed on the programme students who have been unable to contribute financially, with eyesight and other physical disabilities and with Aspergers Syndrome and Autistic Spectrum challenges. Every one of these students has both enjoyed the programme and benefitted from it.

Students on the Pathfinder Programme follow a grading and assessment structure which mirrors that of The Under 17 Car Club. There is a very broad equivalence in terms of knowledge, attitudes, standards and competencies between the 'Car Club' Grades 5, 4 and 3 and the Pathfinder Levels 3, 2, 1. The major difference, and it is we believe of great significance, is the level of experience. Pathfinder is limited to about 30 hours in total, of which the student can expect to spend about 20 hours at the wheel. A Car Club Member attaining Grade 3 would have invested a minimum of 60 hours driving under a much wider variety of conditions.

Driving standards at the Club are evaluated annually by an external assessor, typically an observer or examiner with the IAM or RoSPA. Pathfinder adopts the Car Club Instruction Process and its current Chief Instructor is a National Observer with the IAM. We have also been fortunate since the commencement of Pathfinder in Gloucestershire in receiving support from a serving Police Class One Driver. Taken together these help assure the quality of the process.

6.3 From Pathfinder to DSA Test

The Club recognises that the public roads are a very different driving environment to those which it creates for its members. It therefore encourages them, however highly graded, to develop their skills and knowledge with an ADI before attempting their DSA test. The survey shows that 14 students (93%) did take such lessons, 1 did not, 2 students skipped the question.

As Table 5 shows, and we would expect, Pathfinder Students, on average, require a greater number of lessons with an ADI than Car Club Members. This reflects the limited time on the programme compared with the Car Club experience. Overall though 70% of Pathfinder Students required less than 20 hours with an ADI before passing the DSA Test. We believe that this is a better than average performance particularly when combined with the better than national average pass rate. This suggests that Pathfinder contributes to both safety and value for money.

Time under ADI Instruction

ADI Tuition	Combined		Pathfinder	
N/A	0	N/A	2	13%
1-5 Hours/Lessons	24	40.7%	0	N/A
6-10 Hours/Lessons	20	33.9%	1	7%
11-15 Hours/Lessons	8	13.6%	2	13%
16-20 Hours/Lessons	4	6.8%	7	47%
21-25 Hours/Lessons	2	3.4%	0	N/A
26-30 Hours/Lessons	0	0.0%	2	13%
31-40 Hours/Lessons	1	1.7%	0	N/A
41-50 Hours/Lessons	N/A	N/A	1	7%
Overall Total	59		15	

Table 5

Progression through Pathfinder also depends on successful completion of driving theory tests drawn from the DSA handbook. Each student will have completed at least 4 Theory Tests during the programme. In Table 6, survey results show that 11 of 17 (73%) passed their DSA theory test at the first attempt whilst 9 of 17 (60%) passed the hazard perception test at the first attempt.

DSA Driving Theory, Hazard Perception and Practical Tests

	Car Club First Attempt	First Time %age	National	Pathfinder First Attempt	First Time %age
Driving Theory	57	93.4%	71%	11	73%
Hazard Perception	58	95%	50% (est)	9	60%
Practical Test	48	79%	47%	8	53%

N.B. Hazard Perception first time Pass Rate provided by industry. Not verifiable.

Table 6

Table 6 also shows that 8 of 17 (53%) passed the DSA practical test at the first attempt. These figures compare favourably with a national pass rate for the practical test of 47%, the driving theory test of 71% and the hazard perception test of 50% (est). Given that hazard perception accompanied by inadequate observation are deemed primary causes of many novice driver road traffic collisions, the survey evidence on hazard perception is encouraging.

Pathfinder does not have the DSA test pass rate as one of its objectives. Rather it sees that passing the DSA test is a function of the skills and attitudes it tries to inculcate in its students. Success in the DSA test is a consequence of the Club activity not a cause.

6.4 Post Test Experience & Road Traffic Collisions

Consistent with the Car Club surveys, our concern is not just the first year on the road but the whole of the high-risk period from 17-24.

However, in this survey we have focused on that critical first year because that is the relevant time period for our students and it is the period of most apparent consideration.

The national road traffic collision rate for novice drivers for which there is an insurance claim is 1 in 5, i.e. 1 in 5 novice drivers (20%) will have a road traffic collision leading to a claim against insurance during their first year on the road. Pathfinder Students report, in this small survey, zero insurance reportable collisions – in practice one was the victim of a third party collision. This can be equated to a road traffic collision rate leading to an insurance claim of less than 1 in 17 driving years compared well with a combined surveys result of 1 in 18 driving years for Ex-Members of the Under 17 Car Club. Strict comparisons are difficult to depend on given the small sample size and should be read as indicative not authoritative.

It is also very important to note that, of the RTC reported, there was no injury to persons or animals and no insurance involvement. These results compare very favourably with the nationally reported figures and provide reassurance that participation in Pathfinder, the methodology and process deliver significant and sustained benefits to novice drivers.

6.5 Further Driver Education

The survey shows that 2 of the 17 (16%) students have proceeded to take the Pass Plus programme. We will be encouraging them to engage with advanced driving through the relationship between Pathfinder and the Gloucestershire IAM Group. The combined Car Club Surveys show a participation rate of about 9% overall in advanced driving compared with a national average participation rate of <0.5%.

Our conclusion from this is that Club Members continue to take their responsibilities seriously once they go on the road and even after they have passed the DSA test.

6.6 Participant Reflections

The final section of the survey asked participants to reflect on their experience of the course itself.

13 (61%) respondents stated that the course had been very useful (61%) in making them a better driver, while 77% considered it very useful in making them a safer driver. 46% thought it very useful in making their driving more enjoyable. The remainder all thought it useful.

All participants rated the programme good for enjoyment with 46% rating it excellent and a further 31% rating it very good. None rated it poor.

92% rated the course excellent or very good value for money with 8% rating it good.

It is notable that whilst cost is a major consideration for less than half of participants, it is an issue for around 30%. It is vital therefore that Pathfinder maintains the ability to provide bursaries and keep the overall costs down.

That 100% of participants would recommend Pathfinder to their friends is perhaps testament to the hard work and contribution of all the Pathfinder volunteers and the parents of the Students.

The participants in the survey were provided with the opportunity to make comments on their experience with the Pathfinder course and its impact on them. These comments are included below:

"Many thanks for the excellent course last week. Congratulations on running not only a very worthwhile course but also a professional and expert delivery from the whole team.

We will most definitely be enrolling our next grandchild who will be 17 in July 2014. If you could keep us informed of future course dates we would be most grateful.

Our thanks to you all once again."

Gina & Clive Lightfoot, June 2012

"Many thanks to you and your team for a really interesting week. My son went from no driving experience at all to relaxed competence behind the wheel and I'm now considerably more confident about him taking driving lessons on the road having already overcome the small issue of actually controlling the vehicle beforehand! The emphasis on safety has gained traction too – in particular the outing with Sgt Kingswood illustrated the driving skill benchmark and made Ryan very aware of the amount he has to learn. Overall a relaxed and fun week.



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Please pass on both my own and Ryan's thanks to the rest of your crew for their coaching skills, patience and consistent cheerfulness.

Good to meet you and many thanks for your personal drive and enthusiasm during last week's course."

Terry Swanton, October 2012

"A small essay on the U17 pathfinders course myself and Abby attended. So if you have 5 mins then read on, otherwise press delete!!!

Firstly pass on my thanks to all the volunteers which made this happen. I cannot believe the transformation from day 1 to day 5. Not only the control of the car, but developing the trust in your child. Even by day two I was extremely relaxed in the car. By the end of the course car control was becoming automatic rather than thought about and as such the progression to using mirrors was just one more skill to learn.

But that was only one part of it. Just as importantly the briefings on Road Safety, speed, causes of crashes and how to make a reckless teenager stop a car might very well save a participant's life.

I learnt a lot as well. That can only make me a better driver. Most importantly thanks for putting on a course which enabled me to spend a whole week with my daughter, communicating face to face rather than through a closed bedroom door."

Nigel Mynett, October 2012

"Annie and I would like to thank you for an extremely well run and educational week. We have both thoroughly enjoyed ourselves (despite the early start this morning!) and have come away with a fantastic sense of achievement as well as having made new friends along the way.

The course content was, in my opinion, just right. It was a good mix of practical learning with informative briefing sessions and enough serious topics to make the students sit up and pay attention without putting them off. Thanks again for all you have done for us and our very best for the future."

Guy & Annie Cook, October 2012

"A simple thank you is so inadequate for the wonderful experience we all had last week at Cheltenham racecourse. Luke left with his expectations considerably exceeded both in terms of what he achieved personally and of the course itself. The openness and frankness of the presentations (especially the statistics relating to young male drivers) were extremely well delivered. This sort of information, delivered as it



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was, carries so much more coming from someone who is NOT the child's parent. They were all listening!!

Given your stunningly inclusive attitude to youngsters with disability (you can only imagine the depth of my feelings watching my daughter driving my car yesterday) coupled with the positivity of the volunteers I believe your group to be outstanding. I doubt you have any idea just how difficult it is to find a group with the attitude yours has."

Steph Ridal, October 2012

"We keep our children safe as they learn to walk, tell them what is sharp, hot or poisonous, teach them to swim and about stranger danger. Thanks to Pathfinder I have now helped teach my son to be a safe driver. I can't thank you enough for the peace of mind!"

Kerry Swan, October 2013

"I just wanted to say thank you for everyone's efforts last week, Lewis and Amy thoroughly enjoyed themselves and learnt so much in such a short space of time. The organisation of the event and hard work by everybody involved was unbelievable. Everyone involved from the instructors, IAM representatives, police officers and all the marshals were so friendly and patient, please pass on my sincere thanks to everyone."

Mark Sugden October 2013

"I would like to thank both you and the volunteers very much for taking the time to teach myself and others how to drive, how to reduce the risk we pose and what risks we might encounter. I was surprised with my own capabilities after just five days of learning and I am proud to say it was thanks to the Under 17 Car Club."

Jo Salazar, October 2013

"I just wanted to first say thank you for last week as I really learnt a lot and thoroughly enjoyed the week.

Also, as I think more kids my age should benefit from this course, I was thinking of asking my previous school if I could go in and talk to the Year 10s & 11s about it.

I was wondering if you would be happy for me to do this and, if, either you would like to attend with me or could give me some promotional material/ leaflets."

Luke Jones, October 2013



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"Firstly - thank you for your hard work delivering the course last week. My husband and I attended with our son Alastair and we all agreed that it was a worthwhile and enjoyable course and that we learnt a lot (all of us!)."

Having links with the police was great and having the opportunity to drive different vehicles was a really useful part of the week too. I am spreading the word with everyone I know."

Joanna Brunt, October 2013

"I thought the Pathfinder course was absolutely first class and wish such things had been available when I learnt to drive in the 1970's."

Carolyn Attwood, October 2013

"Thank you for an excellent week, which was entertaining and informative. I was grateful for the tuition you were able to provide and impressed by the standard of all the instructors.

Thank you very much for allowing us to use a borrowed car.

We will be attending car club as often as possible and will be keen to learn about all available opportunities, skid pan, Caterham or anything else, please put our names down."

Peter and Will Doust, October 2013

In summary, 93% stated that the Club had helped them be a better driver with the same percentage stating that it had made them safer, and 98% said it had made driving more enjoyable.

7. Conclusions

It will no doubt be argued by some that the findings of this survey are unrepresentative because those who choose to participate in the Pathfinder have an interest in driving and road safety, and would be expected to have a greater awareness than the general population of these matters and a more positive attitude towards them. It is, of course, the case that the Pathfinder Students and their parents are 'self-selecting'. However, Pathfinder is open to all those eligible who apply and eligibility is only a function of age. No other selection criteria are applied. Our discussions with parents indicates that many are not driving enthusiasts or 'petrolheads' but simply willing to invest some time and money in their children.

We cannot govern who applies to take part in the programme; what we can do is welcome anyone who applies, regardless of wealth, colour, creed, gender or disability and enable them to take part in what has been described to us by one parent as a 'life-changing' week.

It is important in understanding the findings of this survey to recognise substantial differences between Pathfinder, the Club methodology and the traditional approach of the statutory authorities:

1. The Club and Pathfinder process requires the active involvement of the Members' parents (or Associates) over an extended period.
2. Membership extends over many hundreds of hours and miles.
3. The Pathfinder experience is shorter than Car Club but very intensive.
4. Driving is a privilege for Club Members and Pathfinder Students, not a right.
5. Progression through the grading system is as much a function of driving attitude as it is of technical skill.
6. The Club curriculum is much broader than the norm including:
 - a. First Aid Training
 - b. Skill Development (manoeuvres)
 - c. Skid Pan Training
 - d. Speed Awareness Training
 - e. Advanced Car Control (Cornering and Vehicle Dynamics)
 - f. Motorway Training
 - g. Vehicle Safety and Routine Maintenance Training
 - h. Driving Theory Training
 - i. Hazard Perception Training
 - j. Night Driving
 - k. HGV Driving.

- I. Pathfinder includes elements a, b, d, g, h, i of the Car Club process but adds to that the following:
 - i. Brake & Avoid
 - ii. Discussion on Consequences of RTC
 - iii. Assertiveness Training
 - iv. Police Drive.

Future surveys will include assessment of attitudinal change in relation to risk and safety awareness.

Perhaps the argument should be that the example shown by the parents of Car Club Members and Pathfinder Students, if followed at a national level, would have a significant impact on novice driver KSIs. Rather than challenging these results for being based on small numbers, encouragement should be given to larger numbers to engage and determine if the impact can be sustained across a larger population.

“Insanity.
Doing the same thing over and over again
and expecting different results.”

Albert Einstein

Appendix 1: Background: The Under 17 Car Club

The Under 17 Car Club was founded by children's author Sandy Barrie and racing driver Barrie 'Whizzo' Williams in 1976 when they realised there was no organisation which offered a safe, organised environment in which children with an interest in driving, cars and motorsport could learn to drive and practice their skills.

Some 38 years later and continuing to thrive, The Under 17 Car Club Limited offers the only nationally available, not-for-profit young drivers programme. Since 1976 around 4,000 pre-licence drivers, typically starting at age 12, and their associates have developed positive attitudes to road safety and high levels of driving skill with the Club and there are past members who are now associates for their own children. Our curriculum and methodology is based on Roadcraft and developing competence equivalent to IAM or RoSPA Advanced Driving Gold standard. Progress is determined by attitudinal development and demonstrable understanding of risk; standards are regularly externally assessed.

The Club operates at a variety of venues in Central and Southern England offering around 35 core events each year and welcomes young people and their parents from all walks of life. All the activities of the Club are developed and delivered by volunteers. Many are the parents of current driving members or those whose children, now grown up, have benefitted from the Club. Many former members return to the Club as volunteer Marshals and Instructors.

There can be no doubt that novice drivers constitute the highest risk group on UK roads. Drivers in the 17-24 age group comprise around 1 in 8 of licensed drivers but are involved in 1 in 3 road traffic collisions. A novice driver is understood to have a 1 in 5 probability of a collision in their first 12 months on the road. The House of Commons Select Transport Committee recently recorded that collision probability at nearly 1 in 4 for male novice drivers.

<http://www.publications.parliament.uk/pa/cm201213/cmselect/cmtran/506/50607.htm#n580>
<http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010>

The Under 17 Car Club Charitable Trust (the Trust) operates two schemes designed to address this problem:

- The Under 17 Car Club Limited (the Club)



Participant Survey 2013



- Under 17 Drivers Pathfinder Limited (Pathfinder).

The Club accepts members (and their parents) from age 11 and provides an extended development and tuition methodology until age 17+. Progression through the grading structure depends on development of appropriate technical skills, risk understanding and management, and risk-averse attitudes. Pathfinder offers a 5 day intensive experience to rising 17s using the opportunity to drive pre-17 to deliver powerful and engaging road safety messages to the students and their parents.

The methodology of both Club and Pathfinder is based on 'Roadcraft' (the Police driving manual) adapted to suit the learning needs of the audience and the private road circuits on which under 17s must drive.

All activities are provided on a voluntary basis and are regularly supported by Members of the IAM, RoSPA, the Police Services in Dorset, Wiltshire and Gloucestershire, while the Pathfinder work has also been supported by the Defence College of Logistics and Personnel Administration. Corporate support of the work is provided by Royal Mail Logistics, Caterham Cars, Devon Driving Centre, Castle Combe Circuit Limited, Whitecliff Off-Road Driving Centre, Shakespeare County Raceway and The Family Bookshop.

Appendix 2:

Executive Summary, 2012 Survey by The Under 17 Car Club

The Under 17 Car Club Charitable Trust continues to deliver substantial benefits to Under 17 Car Club members when compared with their peer group. Graduates of the Club are more than 5 times safer than their peers with a first year accident rate of 1 in 20 (2012 survey) compared with 1 in 5 nationally*. This improves upon the 1 in 12 result revealed by the 2006 survey.

(* <http://www.dft.gov.uk/statistics/series/driving-tests-and-instructors/>)

Of participants in the 2012 survey only one, a female member, has been convicted of a traffic offence compared with nearly 24%** of all drivers nationally an equivalent rate of 1.6%.

This is a conviction rate across the combined surveys (2006 and 2012) of less than 9 convictions per thousand driving years compared with 144 convictions per thousand driving years for the peer group and 51.6 for all male drivers.

(** <http://www.prnewswire.co.uk/news-releases/motorists-with-driving-convictions-rife-on-british-roads-179962241.html>)

While the national overall pass rate for the DSA test is 47% Car Club graduates have a 79% first time pass rate with the Club's top young drivers achieving a rate of 84%.

These findings, which are consistent with the findings of our 2006 Survey, are encouraging and support the view of the Trust that appropriately structured and delivered pre-licence driver development, which focuses on developing appropriate attitude as well as technical skill, delivers significant safety benefits to this vulnerable group.

	Published 2006 survey		2012 survey	Combined surveys
	General Public	Members	Members	Members
1 st Year Accident Rate	1 in 5	1 in 12	1 in 20	1 in 16
DSA Test Pass Rate (X/1)	47%	92%	84%	89%
DSA Test Pass Rate (All)	47%	80%	79%	79%
Points on Licence	14.3%	5.4%	1.6%	4%
Pass Plus Participation	15%	34%	43%	37%
IAM/RoSPA Rate	0.5%	10%	8%	9%

Our combined survey results extend over a 12 year period (1999-2011) and cover a greater time period and larger direct survey of novice drivers

engaging in such extensive pre-licence age development than any published work we have discovered.

All ex-members we were able to contact were invited to participate in the surveys. The two surveys show very consistent results from the two discrete groups. We believe that the consistency in findings is rooted in the consistency of the learning methodology. The participants are discrete and distinct groups and, as with any organisation, there have been a number of changes of volunteer Instructors over the period between the surveys. The 2006 survey was validated by Liverpool John Moores University, the 2012 survey has been validated by Manchester Business School.

Key Findings

Methodology and Validation			
Statistical Viability	Sent to	Responses	Response Rate
2006 Survey	454	93	20.5%
2012 Survey	312	61	19.6%
Combined	766	154	20.1%

We will continue to survey the experience of Club graduates and publish the results and future research will also review the development of 'Driving Theory' and 'Hazard Awareness' competence. We are exploring how we can test and evaluate in a formal manner the 'attitudinal' development of our members and graduates, particularly in relation to risk awareness and management, and will report on that when possible.

In the meanwhile these survey findings are being used to engage with Government, public bodies with responsibility for road safety, insurers and those involved in driver training and development.

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Participant Survey 2013



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Our combined survey results extend over a 12 year period (1999-2011) and cover a greater time period and larger direct survey of novice drivers engaging in such extensive pre-licence age development than any published work we have discovered.

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Appendix 3: 2012 Survey Questions

Section	Question	Input Type	Selections	Rationale
0	Driver Number	Text input	11 characters	For Unique ID purposes only
1.1	Gender	Select (radio buttons)	'M' or 'F'	
1.2	Joining Date	Input Date	dd mm yyyy	
1.3	Leaving Date	Input Date	dd mm yyyy	
1.4	Number of years as a member	Calculate from above or input number	Input Number (max 6)	
1.5	Age on leaving	Drop down list	12, 13, 14, 15, 16, 17, 18	
1.6	Maximum Grade Achieved	Drop down list	U, 1, 2, 3, 4, 5, X	
1.7	Approximate Number of Events attended pa	Numeric input	Input number (max 35)	
1.8	Are you still involved with the Club	Drop down list	Marshal, Instructor, Adult Helper, No	Allow multiple answers
1.9	What awards did you receive?	Select (radio buttons)	Ark International Shield Best Club Contribution Award Chairman's Plaque David Purley Bowl Derek Daly Challenge Cup BP Challenge Cup Duckhams Challenge Cup (now the Whizzo Cup)	Allow multiple answers

Section	Question	Input Type	Selections	Rationale
			Female Driver of the Year Grade X Shield Male Driver of the Year Mike Reynard Cup President's Special Award Skill Test Cup Special Skill Test Award Spirit of the Club Award	
1.10	Which venues did you attend	Select (radio buttons)	Alconbury Bedford Bicester Bourne Cardington Castle Combe Dunsfold Exeter Finmere Long Marston North Weald Prodrive Stoneleigh TRL Wroughton Wymeswold	Allow multiple answers
1.11	What advanced skills events did you participate in?	Select (radio buttons)	4X4 Day Advanced Car Control Caterham Day DSA Driving Test Seminar First Aid Training Karting Rally Day Single Seater Day Skid Pan Training Skill Tests Truck Day	Allow multiple answers

Section	Question	Input Type	Selections	Rationale
2.1	Once you received your Provisional licence did you have lessons with an ADI?	Select (radio buttons)	Yes/No/NA	
2.2	If YES how many hours/lessons?	Numeric input	Min 0 to Max 99?	
2.3	Did you practice on the road with a parent or other adult?	Select (radio buttons)	Yes/No	
2.4	If YES how many hours?	Numeric input	Min 0 to Max 99?	
2.5	How many attempts did you need at the Theory Test?	Select (radio buttons)	1,2,3,4,5,6 (max)NA	
2.6	How many attempts did you need at the Hazard Awareness Test?	Select (radio buttons)	1,2,3,4,5,6 (max)NA	
2.7	How many attempts did you need at the Practical Test?	Select (radio buttons)	1,2,3,4,5,6 (max)NA	
2.8	Since passing your test have you taken any other qualifications?	Select (radio buttons)	NA Pass Plus IAM RoSPA Gold RoSPA Silver RoSPA Bronze Trailer Test Public Service Vehicle Light Commercial Heavy Commercial	Allow multiple answers



Participant Survey 2013



Section	Question	Input Type	Selections	Rationale
			Articulated Vehicle	
2.9	Do you drive for:	Select (radio buttons)	Pleasure/Personal Work NA	Allow multiple answers
2.10	What is your approximate annual mileage?	Numeric Input	Min 1000 to Max 50000? NA	
3.1	Have you been involved in any collisions? (An unintended interaction with a vehicle, person, animal or object)	Select (radio buttons)	Yes/No	If NO then jump to Q4, If YES then Q3.2 onwards
3.2	If Yes how many?	Drop down list	1,2,3,4,5,5+	Can we get it to repeat 3.3.1-3.3.6 based on the number of accidents?
3.3.1	For each collision:	Number of Vehicles involved	1,2,3,4,5,5+	
3.3.2	For each collision:	Make and Model of vehicles involved	Allow up to five vehicles per accident	
3.3.3	What was the cost of the damage? Including repairs to vehicles or objects and any personal injury costs.		>£1k, £1k-£2k, £2k-£3k, £3k-£4k, £4k-£5k, £5k+	
3.3.4	Was anybody injured?	Select (radio buttons)	Yes/No plus 0,1,2,3,4,5,5+	

Section	Question	Input Type	Selections	Rationale
3.3.5	Was anybody killed?	Select (radio buttons)	Yes/No plus 0,1,2,3,4,5,5+	
3.3.6	Was there an insurance claim?	Select (radio buttons)	Yes/No	
3.3.7	Whose fault was the collision?	Select (radio buttons)	Mine,50/50, a third party	
4.1	Have you been convicted of any motoring offences?	Select (radio buttons)	Yes/No	If yes then 4.2-4.5 onwards, if no then jump to end
4.2	How many times?	Select (radio buttons)	1,2,3,4,5,5+	Can we repeat 4.2-4.5 if more than one offence
4.3	Offence	Drop down list	Offence code	See counterpart licence
4.4	Points	Drop down list	3,6,9,12?	
4.5	Fines	Numeric input	£xxx	
5.0	Comments: Please make any comments or observations which you believe are important or relevant to this survey.	Text Box	1000 character box for any other comments	



Participant Survey 2013



Appendix 4: Validation



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Dear Professor Beckford,

The Under 17 Car Club Charitable Trust, Participant Survey 2013

Thank you for the opportunity to review the survey. The transition to being a driver and full road-user is a notable challenge for all of us, perhaps the most significant single challenge of the late-teenage years. To help our young people to make this transition safely is clearly a laudable aim. I think the social experience of learning amongst peers and adults is intuitively good, and that it may have positive ramifications even beyond the immediate task of becoming a safe road user.

I have read the survey report in depth. My view is that you have assembled a consistent set of measures and that you have applied fair scrutiny to them. I have noted your claim that the 'Car Club Combined Survey' has fourteen years of data, and I accept that it is unlikely to have any parallel elsewhere. I also see how the Pathfinder Survey sits alongside the greater set of data. The two sets of evidence are well presented and suggest that there are very notable gains to be had when comparing with the general population. The message of these two sets of data must be that this kind of intervention has a positive impact, generating better outcomes amongst young drivers. They are safer. Then the issue becomes to look at the differences between full 'Car Club Members' and the 'Pathfinder' and to see what the initial evidence is about the differences between the two. A key section is 6.3 'From Pathfinder to DSA Test' where the evidence is that the Pathfinder is consistent with the benefits of Car Club Membership, but that more hours (Car Club) has greater benefit than fewer (Pathfinder). Beneath these figures is the key reassurance that both populations out-perform

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the general population. Overall, then, when looking at the Car Club data alongside that of the Pathfinder, one can draw a positive conclusion that the programmes have demonstrable, positive impact. Alongside this is a provisional finding that more hours of involvement is better than fewer, but that this is not yet a definite finding. We must allow for more data about the Pathfinder as well as the evolution of its methodology, further experience amongst instructors and so forth.

In summary, the quantitative data indicates that the scheme is having a positive impact. This is substantiated by the qualitative feedback that the report contains. Then, the reader should feel entitled to add his or her own intuition into the data. Is it good that young people have more experience? Is it good that they sit formal tests? Is it good that they work with peers and adults and share opinions and insights? My view is that the evidence is well-constructed, as thorough as can be expected, and is supportive of the whole initiative. I think you are working hard on the goal of being 'Safe at 17' and that this initiative is of great merit.

Please keep me informed of progress,

Yours sincerely,



Professor Peter Kawalek.