



# Safe at 17

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

Albert Einstein

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## Ex-Member Survey 2012

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## 1. Executive Summary

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 <sup>st</sup> 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.

## Ex-Member Survey 2012

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.

## 2. Introduction

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 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)
- 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 is also 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.



## Ex-Member Survey 2012

This survey was undertaken to determine whether, through their learning experience with the Club, ex-members 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 are Safe at 17.

### 3. Background

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.

36 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.

## 4. Acknowledgements

Thanks are due to:

Andy De Clerck for managing the 'on-line' survey process

Helen Peabody-Rolf for analysis of the data

Officials of the Trust and Club for their continuing support

Ex-Members for completing the survey.

Deborah Walker of Loughborough University for guidance on the survey content

Professor Peter Kawalek of Manchester Business School for review and validation.

This report has been compiled on behalf of the Trust by Doctor John Beckford, PhD. MMS, FCybs, FRSA. John is a Trustee of The Under 17 Car Club Charitable Trust, an independent Management Scientist and Visiting Professor in the Department of Information Science at Loughborough University and in the Department of Science, Technology, Engineering and Public Policy, University College London.



## 5. Methodology

The Club has always informally monitored the on the road driving experience of members through continuing contact, feedback and comments received. In 2006, responding to a challenge from the Driving Standards Agency, it undertook its first formal survey of ex-members to determine the validity of these informal insights. That survey\* showed that Club members had significantly better safety records than their peers.

(\* <http://www.under17-carclub.co.uk/nonmembers/survey2006.pdf>)

It was decided in 2011 that with the passing of 5 years it was time to undertake that work afresh to establish whether the 2006 position had been sustained. This timing also coincided with a change in status of the Club from an unincorporated body to become The Under 17 Car Club Charitable Trust. The Trust now delivers the programmes through both The Under 17 Car Club Limited (which continues the activities of the original Club) and Under 17 Drivers Pathfinder Limited (Pathfinder) which has developed and is testing a 5 day intensive version of the Club's methodology with rising 17s.

Although the Pathfinder programme has now run five times (twice in conjunction with the Warwickshire County Council Road Safety Unit and three times with the Gloucestershire Police Authority), it was decided that it would not yet be appropriate to formally evaluate the ex-students' on the road experience as insufficient time has elapsed since the programmes and many of them would not yet have a full year of post-DSA test experience. Numbers of students are also small whilst the methodology and approach are being refined.

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. This report is primarily concerned with experience on the road and those aspects of the Club's development programme which directly affect that experience. Questions concerned with broader, non-driving aspects of the Club are the subject of a separate survey and will cover both current and past members.

In the 2012 survey we have specifically 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 Commons Select Transport Committee.

## Ex-Member Survey 2012

The retained survey questions (Appendix One) were initially replicated directly from the 2006 survey, refined where necessary and reviewed with Deborah Walker, Lecturer in Occupational Health & Safety Management in the School of Business and Economics, Loughborough University. The survey was put 'on line' and a test survey completed by Club Officials and Marshals to ensure functionality and clarity. This test led to a number of minor changes in the presentation of the survey but not its questions or content. IP address tracking was used to ensure unique responses. Additional questions concerned only with road traffic collisions leading to an insurance claim were asked through a second survey covering only those respondents who had reported them.

All 312 members who have left the Club since 2006 were contacted by email and invited to take part in the survey. Of these 312 there were 61 responses, a response rate of 19.6% which is comparable with the 2006 response rate of 20.5% (93 from 454).

Of those completing the survey, 21 (34.4%) were female and 40 (65.6%) male. These figures are consistent with the historic gender division of membership although more recent years have seen a shift towards a more balanced representation.

It is recognised 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 consistent response rate across the two surveys five years apart of around 20% together with a high degree of consistency in the findings themselves is sufficient to give us confidence in the results. The combined results across both surveys and covering a 12 year time period (1999-2011) with a consistent pattern over that time adds further confidence to the findings.

The 2012 survey includes some members who were eligible for but not included in the 2006 results as they did not respond at the time. No member to the best of our knowledge has been included twice. We have endeavoured to present the findings of this survey in a manner consistent with its predecessor in order to make comparisons simpler.

## 6. Survey Findings 2012

This section of the report will consider each of the questions, its result and a comparison with the 2006 survey.

### 6.1 Key Findings

Given that the objective of the Trust's work is to reduce the rate of KSI accidents amongst novice drivers, it is very encouraging to see a low collision rate for Club graduates of 1 in 20 (1 in 12 in 2006) compared with 1 in 5 in the first driving year for the general population.

The DSA Practical Test first attempt pass rate for higher grade members at 84% (92% 2006) and 80% (80% 2006) for all members continues to be substantially higher than that reported of around 47%\* for the general population. This suggests the Club's 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. A member driving at Grade 1 standard will typically have been with the Club for 3 years, attended 80-90 events and driven for around 3-4 hours at each event. That is at least 240 hours driving at a variety of venues and in many different vehicles.

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

### Key Findings

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**Table 1**

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

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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>)

Finally on this section, the participation rate in further, post-DSA Test, driver training of 8% (10% 2006) compares very favourably with the general population rate of less than 0.5% and suggests that Members do take a positive and development oriented approach to their driving. 'Pass Plus' participation figures again show a much higher participation rate of 43% (34% in 2006) compared with 15% of the general population, a further indication of a commitment to learning and safe driving.

### 6.2. About the Members

The Trust and its operations are open to all with eligibility being determined only by age and physique 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

	2006		2012		Combined	
Female	26	28.9%	21	34.4%	47	31.1%
Male	64	71.1%	40	65.6%	104	68.9%
<b>Total</b>	<b>90</b>		<b>61</b>		<b>151</b>	
Grade	Respondents	% of total		% of total	Respondents	% of total
X	8	8.9%	8	13.1%	16	10.6%
1	16	17.8%	11	18.0%	27	17.9%
2	30	33.3%	18	29.5%	48	31.8%
3	29	32.2%	22	36.1%	51	33.8%
4	4	4.4%	2	3.3%	6	4.0%
5	2	2.2%	0		2	1.3%
unstated	1	1.1%	0		1	0.7%
<b>Total</b>	<b>90</b>		<b>61</b>		<b>151</b>	
Grade 2+	<b>54</b>	<b>60.0%</b>	<b>37</b>	<b>60.7%</b>	<b>91</b>	<b>60.3%</b>
Marshal	22	24.4%	8	13.1%	30	19.9%

**Table 2**

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These two characteristics seem to come together at around age 11/12. Table 2 shows the gender and grade mix of participants in the two surveys with female representation having increased overall and as a proportion of Senior Grades (X, 1, 2). Marshals are Club graduates who, having obtained Grade 1 with the Club and passed their DSA test, return to the Club to support and help manage events.

Members are ungraded on joining the Club making progress towards Grade 2 which is broadly equivalent to the DSA driving test standard. At Grade 1 and Grade X, broadly equivalent to the IAM or RoSPA advanced driving standards, members are permitted to drive unaccompanied and, as a demonstration of belief in the driving standard attained, are permitted by Club Instructors to drive any vehicle present at a Club event – especially those belonging to the Instructors.

The proportion of Members reaching Grade 2 (broadly equivalent to the DSA test standard) and above at 61% would be expected to be reflected in the first time DSA test pass rate. In fact that rate is higher at 79% (80% 2006). This suggests, at least, a consistently high standard of expectation by the Club, its Members and Instructors.

Driving standards at the Club are evaluated annually by an external assessor through the 'Final Drive' competition. This is typically an observer or examiner with the IAM or RoSPA. During the year a variety of Club guests from the Police, RoSPA and the IAM help to ensure that standards are maintained.

### 6.3. Venue Attendance

The Club operates at a variety of venues (Table 3) in central and southern England.

#### Venues

2012 Venues	Attended
Castle Combe	98.4%
TRL	88.5%
Long Marston	68.9%
Bicester	59.0%
North Weald	54.1%
Exeter	23.0%

**Table 3**

The Club actively seeks to find sites which will offer new or different driving challenges to the members. In addition to those listed in Table

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3, the Club also now delivers the Pathfinder Project at Cheltenham Racecourse, uses the road circuit at Bovington Camp and is commencing use of Throckmorton Airfield in Gloucestershire in 2013. These provides substantial and challenging road circuits as well as the opportunity to practice off-road driving skills in appropriate vehicles.

Progression through the Club grading system demands that the Member attend a variety of venues and obtains extensive experience. Attendance at Castle Combe is a compulsory requirement for higher grade instruction at Advanced Car Control explaining the 98.4% attendance report. Each venue offers a distinctly different driving and hazard environment enabling Members to become accustomed to varying road circumstances.

### 6.4 Membership Experience

In addition to driving the car provided by their parent/Associate, the Club seeks to extend the knowledge and experience of its members so that they develop a deeper, broader understanding of the challenges that will confront them on the public road. To address this and the different driving characteristics of a wide range of vehicles, a range of additional activities are provided.

#### Broad Curriculum

<b>Compulsory for Grade 2+</b>	
First Aid Training	82.0%
Skid Pan Training	82.0%
Skill Tests	68.9%
Advanced Car Control	57.4%
Motorway Driving	52.5%
Night Driving	47.5%
Speed Awareness	45.9%
<b>Optional Events</b>	
Truck Day	63.9%
Caterham Day	37.7%
Rally Day	37.7%
4x4 Day	34.4%
Brake and Avoid	34.4%
Caterham Day Drift	24.6%

**Table 4**

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Members aspiring to Grade One or Grade X when they can drive unaccompanied must undertake classroom Speed Awareness and First Aid training as well as in car training on Skid Control, Motorway Driving, Advanced Car Control, Brake & Avoid and Skill Tests.

In addition members have the opportunity to participate in Truck Driving, Rally Day, and Drift/Skid training with Caterham Cars. All of these supplementary activities are expected to be enjoyable while being underpinned by serious learning about the behaviour and limitations of the vehicles. Truck Driving in particular is an eye opener, not just for the members but for their parents.

Table 4 lists these activities and participation rates which are consistently high for eligible members. Members at Grade 2 and above must participate in the Compulsory activities but these are prohibited or optional for lower grades.

### 6.5 From Club Member 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 70% of participants did take such lessons. It is often the case with Grade 2 and above members that their learning period with an ADI is shortened because they have already mastered the technical and attitudinal aspects of driving, and need primarily to become accustomed to the challenging environment of the public road.

#### Time under ADI Instruction

ADI Tuition	2006		2012		Combined	
1-5 Hours/Lessons	7	43.8%	17	39.5%	24	40.7%
6-10 Hours/Lessons	6	37.5%	14	32.6%	20	33.9%
11-15 Hours/Lessons	2	12.5%	6	14.0%	8	13.6%
16-20 Hours/Lessons		0.0%	4	9.3%	4	6.8%
21-25 Hours/Lessons	1	6.3%	1	2.3%	2	3.4%
26-30 Hours/Lessons		0.0%		0.0%	0	0.0%
31-40 Hours/Lessons		0.0%	1	2.3%	1	1.7%
Overall Total	16		43		59	

**Table 5**

As Table 5 shows, there is again considerable consistency between the findings of the 2012 survey and that undertaken in 2006. Progression



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through the grades for Club Members also depends on successful completion of driving theory tests drawn from the DSA handbook. In Table 6, survey results show that 57 of 61 passed their DSA theory test at the first attempt whilst 58 of 61 passed the hazard perception test at the first attempt.

### DSA Driving Theory, Hazard Perception and Practical Tests

	First Attempt	Second Attempt	Third Attempt	First Time %age	National
Driving Theory	57	4		93.4%	71%
Hazard Perception	58	3		95%	50% (est)
Practical Test	48	12	1	79%	47%

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

**Table 6**

Table 6 also shows that 48 of 61 (79%) passed the DSA practical test at the first attempt. These figures compare very 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%. 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 particularly encouraging.

The Club 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 members. Success in the DSA test is a consequence of the Club activity not a cause.

The evidence (Table 7) indicates that, regardless of grade, members have a higher success rate in the DSA test if, as recommended by the Club, they also take lessons with an ADI before making the attempt. We believe that pre-test experience on the road is as vital an ingredient as continued post-test learning through the IAM or RoSPA Advanced Driving processes.



### ADI Lessons taken versus First Time Practical Test Pass

ADI lessons	Pass First Time	Fail First Time	Total	%age
Yes	36	7	43	83.7%
No	12	6	18	66.7%
Total	48	13	61	
%age	78.7%	23.0%		

**Table 7**

### 6.6 Post Test Experience & Road Traffic Collisions

Consistent with the 2006 survey, our concern is not the first year on the road but the whole of the high-risk period from 17-24. Our results are therefore expressed as the road traffic collision rate per driving year (number of driving years/ number of road traffic collisions leading to an insurance claim). 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 will have a road traffic collision leading to a claim against insurance during their first year on the road. Ex-Members of the Club report a road traffic collision rate leading to an insurance claim of 1 in 27 driving years (2012 survey) compared with 1 in 12 driving years (2006 survey), a combined result of 1 in 18 driving years.

The 2012 survey participants had a total on the road driving experience of 239 years with a total of 8 Road Traffic Collisions (RTCs) leading to an insurance claim giving 1 in 27 years, whilst the 2006 survey participants had 315 driving years and a total of 23 road traffic collisions giving 1 in 14 years. The combined result is 1 RTC in 18 driving years with drivers having up to 8 years experience on the road.

It is also very important to note that, of the RTCs reported, only 2 involved injury. Of the Club Member RTCs reported to insurers, only 21% were deemed to be the fault of the participant while 79% were deemed the fault of the other party or treated as 'knock for knock'.

These results compare very favourably with the nationally reported figures and provide reassurance that participation in the Club, the methodology and process deliver significant and sustained benefits to novice drivers.

## 6.7 Further Driver Education

The 2006 survey showed that 10% of participants went on to undertake further driver education with IAM or RoSPA after passing the DSA test with 34% taking Pass Plus.

The 2012 results show that 8% have participated in IAM or RoSPA whilst 43% have taken Pass Plus. In addition, one has passed the DSA trailer test.

These numbers again compare very favourably with the national norms of less than 0.5% taking IAM/RoSPA advanced driving training and 15% doing Pass Plus.

The conclusion from this is that Club Members continue to take their responsibilities seriously once they go on the road.

## 6.8 Participant Reflections

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

*Truck day very useful to understand how much space to give lorries on roundabouts and for blindspots etc.*

*I thoroughly enjoyed my time at car club and the experience gained was so much richer than that of other first time drivers who just have lessons with an ADI. Not many first time drivers get the chance to learn advanced car control, skid control, first aid and the many other opportunities offered to car club members including driving vans, sports cars and police cars. With all of my 4 years experience driving prior to my 17th, I managed to pass my driving test first time within 6 weeks of my birthday with just 2 minors (for being over-cautious!). Despite my accident (a very unlucky event, I think insurance have yet to close the case and settle the blame - sorry for messing up your statistics!), I feel the car club has made me a much more capable and safer driver. I hope the opportunity to learn to driver in this manner remains and becomes more popular for future drivers. It is worrying to think of the tiny amount of experience that most young drivers*

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*have compared to mine; the need for a car club-like scheme to give young drivers better, more varied experience before being let loose on the road is incredibly valuable.*

*took theory test day after birthday, and passed practical within 6 weeks of my 17th.*

*I can not overstate the difference the under 17 car club has made. Improved training skills and confidence. This is not just for the member but also refreshing skills for the associated member. 19 years old and own, insure and regularly drive a BMW MINI Cooper and a Classic mini. Member of Mini owners club.*

*an invaluable experience that will stay with me for life. great qudos driving from the age of 13, total respect for driving and the safety required, and a great time*

*I am currently living in Australia and don't own a car over here, I have answered the survey with the details of the car I drove for 5 years after passing my test before leaving the country. Also I would no doubt still be involved with the club from time to time if I was still in the UK.*

*U17CC was vital to my driving experience. Provides a safe working platform to start when you hit the main roads. Managed to pass my driving test first time with 4 minors (in a strange location) within 4 days of my 17th birthday. Would recommend the club to anyone as its made me a better driver in the long term, but you only get out what you put in!*

*Passed driving test 2 weeks after 17th birthday, full marks on IAM test with comments 'On a par with a police class 1 drive', having being taught nothing new on IAM observed drives. All down to the U17CC.*

*I drove regularly on the road for about a year and a half after passing my test and then didn't own a car again for about nine years. I did drive when I was back at home but only occasionally as I lived in cities where there was no need to drive every day. I think my experiences at the car club ensured that I felt confident enough of my driving abilities to be confident driving a different car and only occasionally and my friends who hadn't had the car club experience who were apprehensive of driving when it happen so scarcely.*

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*I now live in Khartoum, Sudan and have to drive every day in a city where the driving standards are well below the UK. My experience with the car club means that I'm reasonably confident in the often crazy traffic of Khartoum where no-one seems to think they need to look to the side or in their mirrors, where you can pull out where ever you want without any consideration for who's right of way it is and any slight hesitation results in lots of use of the car horn. Whilst we didn't do any desert driving in the club, the 4x4 driving, the skid pan sessions and my general confidence in a car have helped when driving in the desert in Sudan. I only wish I could now do a skill test in Khartoum as driving on the other side of the road has challenged how I view the size of the car and this would help me to understand exactly how big it is.*

*I feel that my ability to drive safely was definitely influenced by the prior training i had through the under 17 car club*

*The club really helped prepare me for the driving I do everyday and the advanced driving helped me in the driving of an ambulance in my career as a Paramedic!*

*The car club taught me to be patient with other road users and helped me to make decisions that have allowed me to avoid being involved in other motorists accidents.*

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 was argued by some parties in response to the 2006 report that the findings were unrepresentative because those who choose to participate in the activities of a Club with an interest in driving and road safety would be expected to have a greater awareness than the general population of these and a more positive attitude towards them. It is, of course, the case that the Membership and their parents are 'self-selecting'. However, the Club is open to all those eligible who apply and eligibility is only a function of age. No other selection criteria are applied. Informal review of Club membership over recent years suggests that there has been a shift in attitudes with a greater emphasis and motivation for participating rooted in parental concerns over the safety of their children.

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

1. The Club 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. Driving is a privilege for Club Members, not a right.
4. Progression through the grading system is as much a function of driving attitude as it is of technical skill.
5. 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.

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, if followed at a national level, would have a significant impact on novice driver KSIs. Rather than challenging these

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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 One: 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 BP Challenge Cup Chairman's Plaque David Purley Bowl Derek Daly Challenge Cup Duckhams Challenge Cup (now the Whizzo Cup?)	Allow multiple answers

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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



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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

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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+	

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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	

## Ex-Member Survey 2012



### Appendix Two: Validation

