



Údarás Um Shábháilteacht Ar Bhóithre  
Road Safety Authority

# The Road Safety Authority

## Driver Attitudes & Behaviour Survey 2019

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RESEARCH  
& INSIGHT



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## Research Background & Objectives

# Research Objectives

- The National Survey of Driver Attitudes & Behaviour is a long standing cornerstone of the Road Safety Authority research programme. It provides the RSA with an annual asset of relevant information to guide their strategic decisions and the findings have also been used for a range of national and international papers and conference presentations.
- The research comprises an ad hoc survey which employs a quota controlled sample design to deliver a nationally representative sample of 1,000 motorists aged above the national car licensing age (17 years+). All interviewing is conducted face to face in the home.
- All survey interviewing was conducted in March and April 2019.
- The key objectives of the research are to:
  - ❖ Establish the incidence of errant driving behaviour among Irish motorists (e.g. speeding)
  - ❖ Measure the extent of current driving habits that are proven to increase the risk of accidents (e.g. mobile phone usage).



# Research Objectives

- ❖ Determine the attitudes of Irish motorists to a series of road safety measures (e.g. Seatbelts).
- ❖ Analyse the extent to which these attitudes and behaviours are consistent both across demographic criteria and over time.
- New topic areas included in the 2019 Driver Attitudes & Behaviour survey were:
  - ❖ **Driving & Medication**
  - ❖ **Learner driver restrictions**
  - ❖ **Using roads by means other than a car**

# Research Background & Objectives

Base: All Motorists N – 1,035



		%
Gender	Male	51
	Female	49
Age	-24 years	8
	25-34 years	23
	35-44 years	23
	45-54 years	18
	55-64 years	14
	65+ years	13
Social Class	ABC1	43
	C2DE	48
	F	9

		%
Region	Dublin	27
	Leinster	28
	Munster	26
	Conn/Ulster	20
Area	Urban	57
	Rural	43

# Research Background & Objectives

Base: All Motorists N – 1,035



		%
Vehicle Type	Motorcycle	2
	Car	97
	Van	6
	P.S.V. (minibus)	0*
	P.S.V. (bus)	0*
	Truck	0*
	Learner licence	7
Licence Type	Full licence – Irish issued	90
	Full licence – other country issued	3

		%
Length of Time Driving	Under 2 years	5
	2-5 years	10
	6-10 years	16
	11-20 years	24
	21-30 years	18
	31+ years	26
Drive for work**	Yes	24
	No	76

\*=less than 0.5%

\*\* 36% of all employed motorists

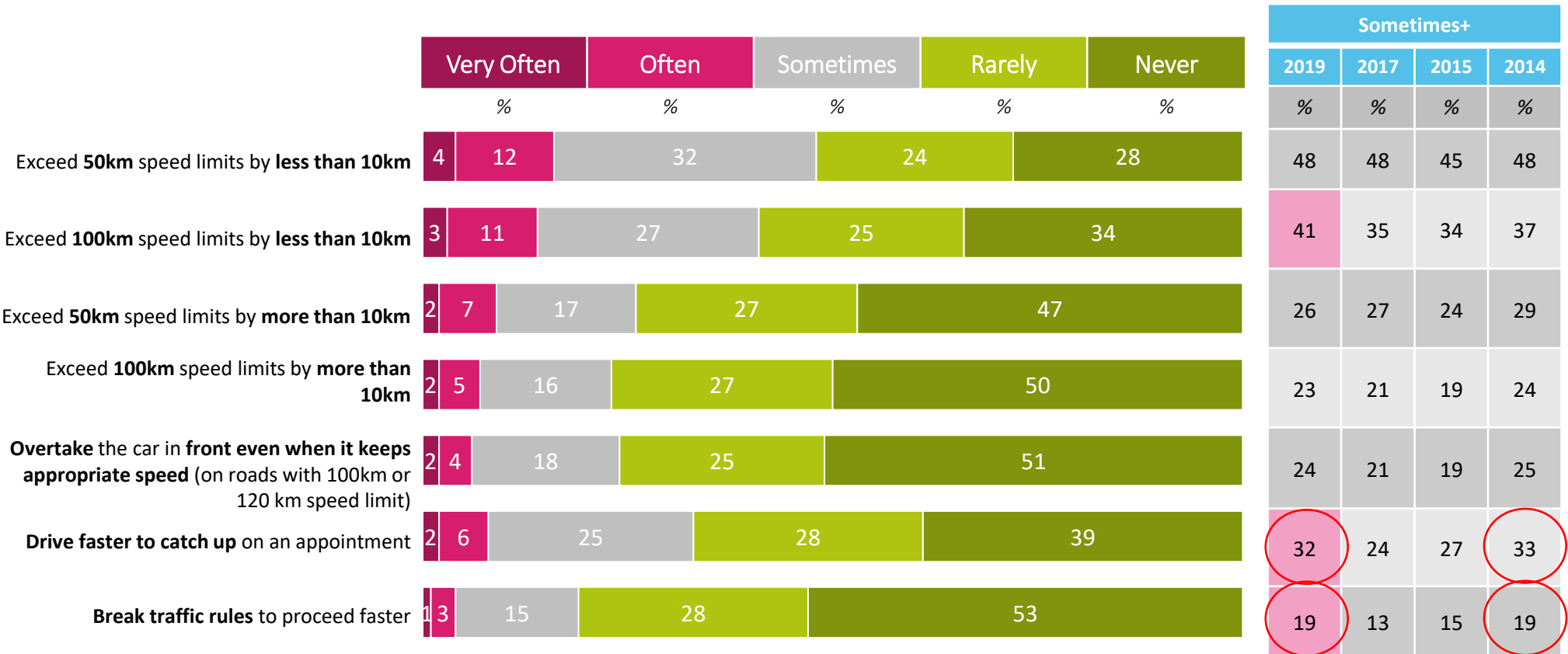


**Speeding**



# Speeding & Rule Violation: Behaviour

Base: All Motorists N- 1,035



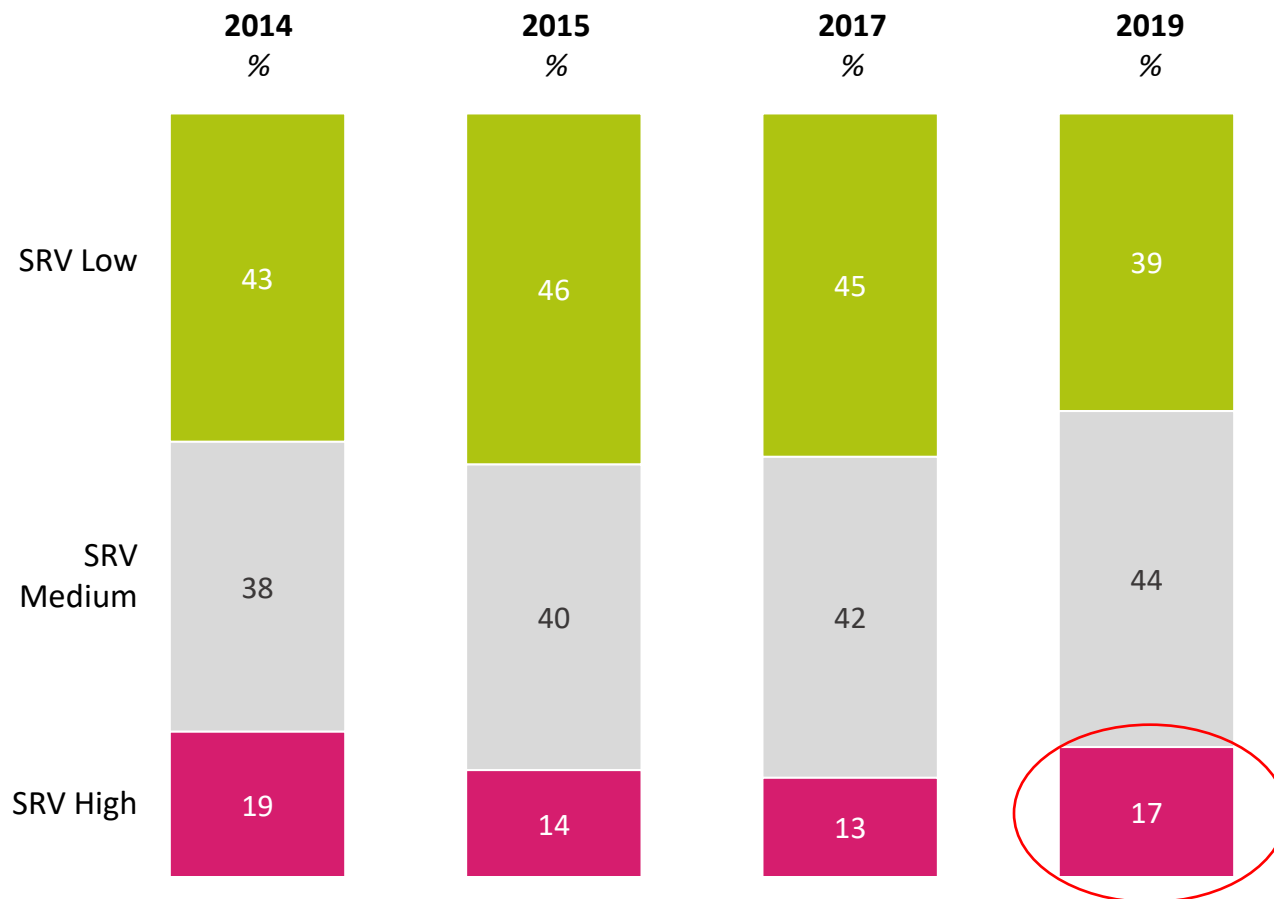
Breaking traffic rules & 'catch up' speeding have both returned to 2014 levels.



Q.5a How often do you...

# Speeding & Rule Violation: Composite Score (Low/Medium/High)

Base: All Motorists N-1,035



The SRV High group has risen to 17% of motorists in 2019: a function of increases in relation to low level speeding at 100km limits; and driving faster to 'catch up'.

? Q.5a Speed Composite Score

# Speeding & Rule Violation: Composite Score

Base: All Motorists N-1,035

	Total	Gender		Age					Social Class			Region				Area	
		Male	Female	-24	25-34	35-49	50-64	65+	ABC1	C2DE	F	Dublin	Leinster	Munster	Conn/Ulster	Urban	Rural
<i>Base:</i>	1019	512	507	71	195	333	250	170	439	528	52	309	261	290	159	683	336
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
SRV Low	39	31	48	37	32	34	42	59	42	37	34	44	38	41	31	42	35
SRV Medium	44	47	41	49	46	46	44	34	40	49	39	45	45	46	40	43	46
SRV High	17	22	11	14	22	20	13	7	18	14	27	12	17	14	29	15	19

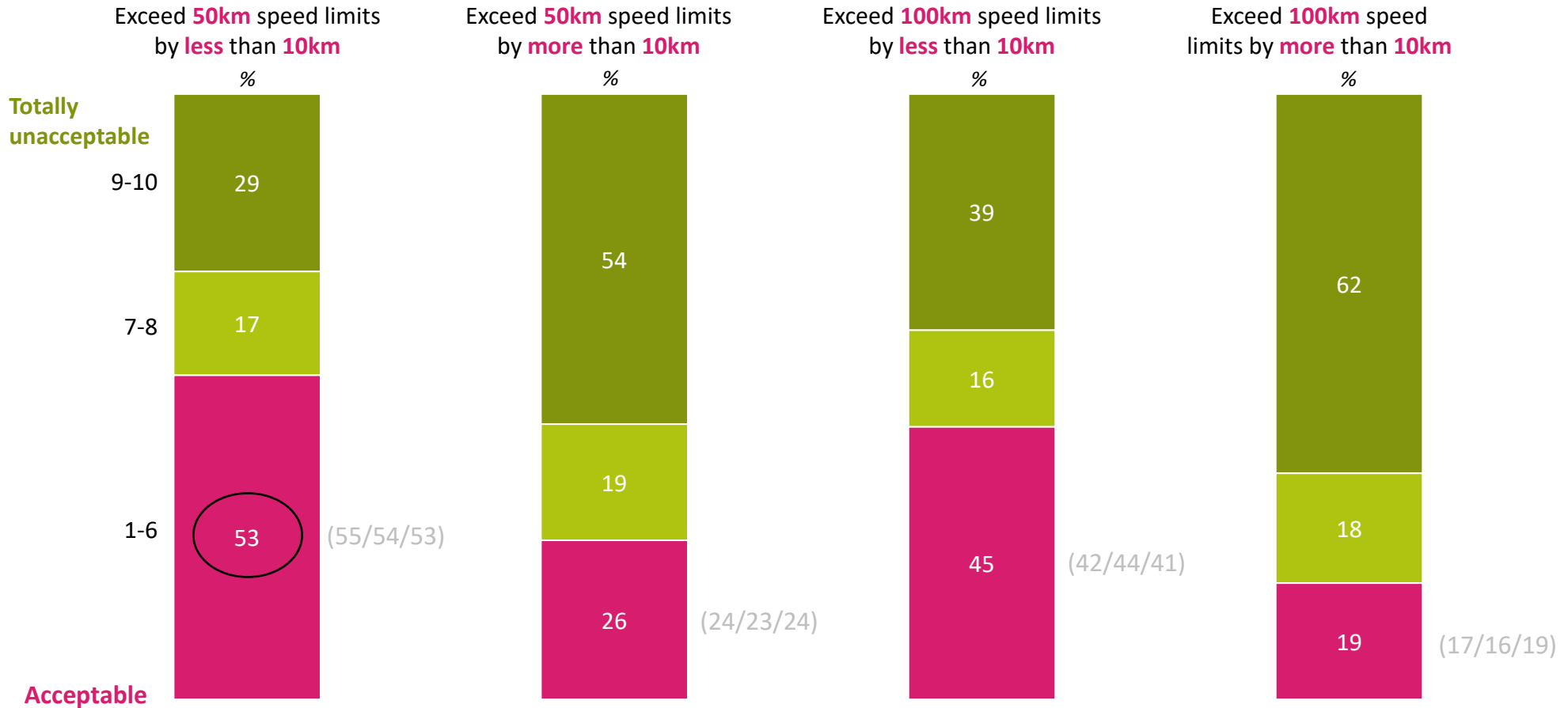
**The SRV High Group continues to spike among the younger age groups and males; but is evident to some degree across every demographic group.**

Q. How often do you.....on a scale of 1 to 5, where 1 is 'VERY often' and 5 is 'never'?

# What Level of Speeding is Acceptable?



Base: All Motorists N-1,035



The levels of perceived acceptability of speeding remains largely consistent over time. 53% of motorists consider low level urban speeding broadly acceptable. Perceived acceptability of speeding transfers from one speed limit to another: those who consider it broadly acceptable to exceed 100km limit by more than 10km also consider it acceptable to exceed 50km limit by 10km.

Q.5b I would like you to tell me how acceptable or unacceptable you think it is for drivers to ...

(2017/15/14 Research)

# What Level of Speeding is Acceptable?

Base: All Motorists N-1,035

Scores 1-6 Acceptable	Total	Statements			
		Exceed 50km speed limits by less than 10km	Exceed 50km speed limits by more than 10km	Exceed 100km speed limits by less than 10km	Exceed 100km speed limits by more than 10km
Exceed <b>50km</b> speed limits by <b>less</b> than <b>10km</b>	53	100	93	89	90
Exceed <b>50km</b> speed limits by <b>more</b> than <b>10km</b>	26	45	100	46	80
Exceed <b>100km</b> speed limits by <b>less</b> than <b>10km</b>	45	75	79	100	92
Exceed <b>100km</b> speed limits by <b>more</b> than <b>10km</b>	19	33	60	40	100

The perceived acceptability of speeding transfers from one speed limit to another: - 80% of those who consider it broadly acceptable to exceed 100km limit by more than 10km also consider it broadly acceptable to exceed 50km limit by more than 10km. Likewise 89% who consider low level speeding acceptable at 100km also consider it so at 50km.



Q. I am now going to read out some various types of driving behaviour and for each one, I would like you to tell me how acceptable or unacceptable you think it is for drivers to do these things. A score of one means you think the behaviour is totally acceptable and a score of ten means you think it is totally unacceptable.

# What Level of Speeding is Acceptable?

Base: All Motorists N-1,035



The lower the mean score the more acceptable speeding is perceived to be.

Mean Scores (1 Acceptable ————— 10 Unacceptable)	Total	Speeding & Rule Violation		
		SRV Low	SRV Medium	SRV High
Exceed <b>50km</b> speed limits by <b>less than 10km</b>	6.1	7.9	5.5	3.9
Exceed <b>50km</b> speed limits by <b>more than 10km</b>	7.9	9.1	7.6	6.0
Exceed <b>100km</b> speed limits by <b>less than 10km</b>	6.7	8.5	6.0	4.2
Exceed <b>100km</b> speed limits by <b>more than 10km</b>	8.4	9.4	8.2	6.5

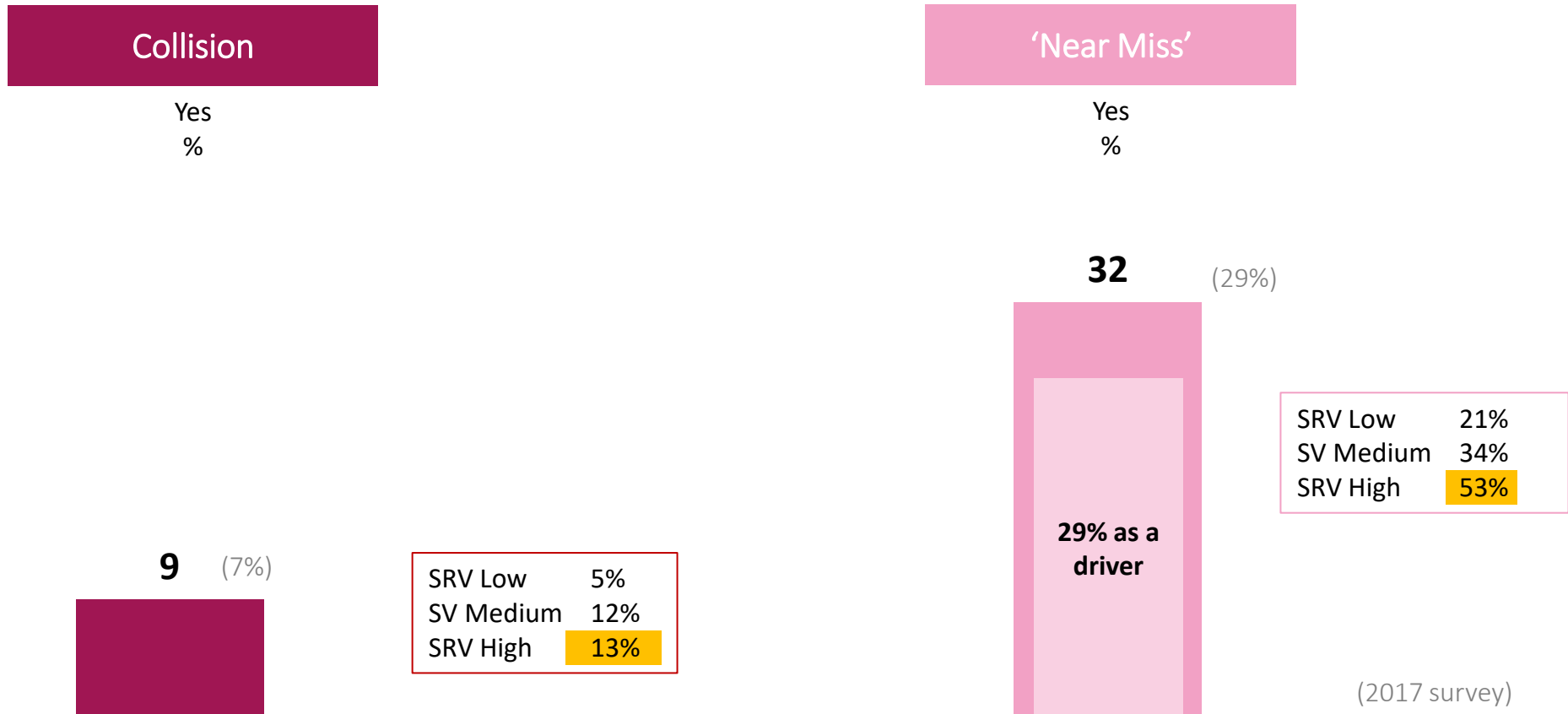
**A consistent distinguishing factor of SRV High motorists is that they are more likely to consider all types of speeding acceptable.**



*Q. I am now going to read out some various types of driving behaviour and for each one, I would like you to tell me how acceptable or unacceptable you think it is for drivers to do these things. A score of one means you think the behaviour is totally acceptable and a score of ten means you think it is totally unacceptable.*

# Collisions & Near Accidents (Past 5 Years)

Base: All Motorists N-1,035



**When combined (collision + 'near miss') 35% of motorists have had a collision or near miss in the last 5 years.**



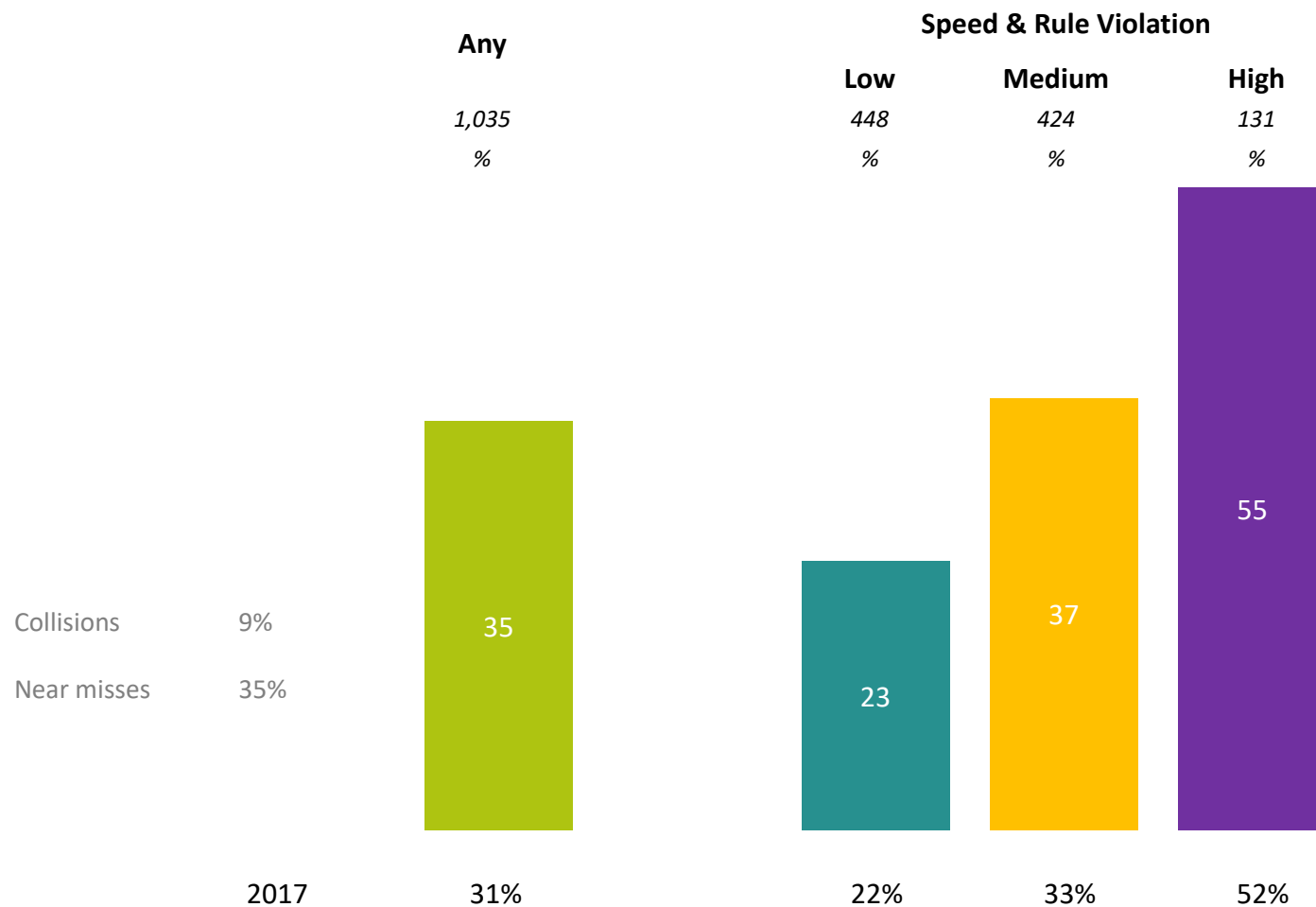
Q. In the last five years have you been involved in a collision while driving a motor vehicle in which there was damage to your vehicle or another vehicle?

Q. In the last five years have you ever been involved in a 'near miss' i.e. you narrowly escaped a collision with another road user while in a car, on bicycle, or as a motorcyclist or pedestrian?

# Collisions & Near Accidents (Past 5 Years)



Base: All Motorists N-1,035



**35% of motorists have had a collision or near miss in the last 5 years — rising to 55% of the SRV High group.**



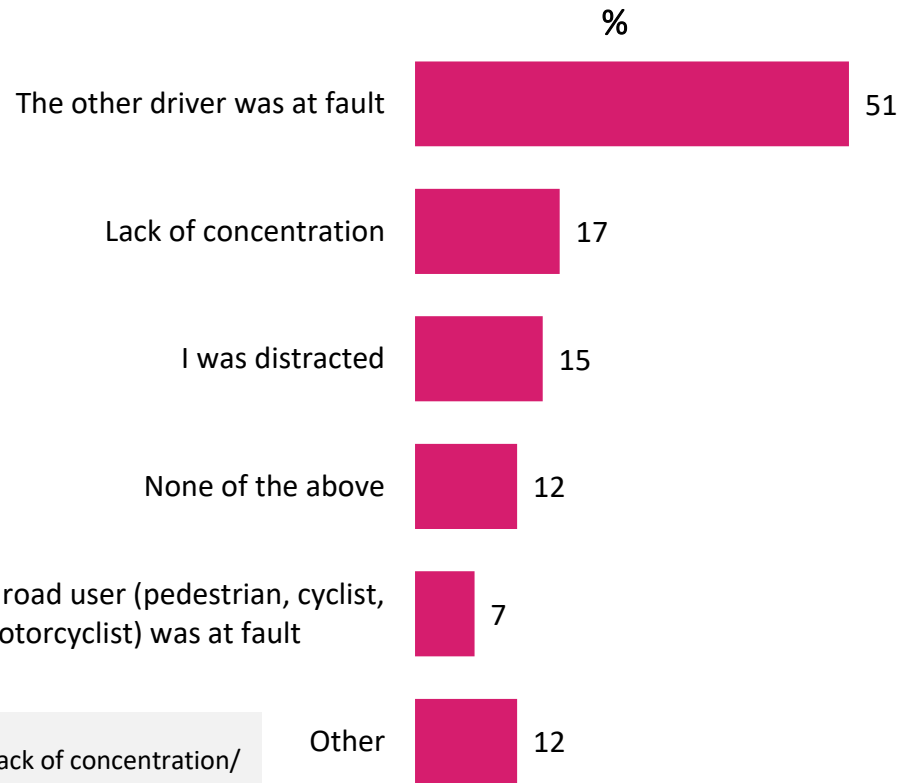
Q. In the last five years have you been involved in a collision while driving a motor vehicle in which there was damage to your vehicle or another vehicle?

Q. In the last five years have you ever been involved in a 'near miss' i.e. you narrowly escaped a collision with another road user while in a car, on bicycle, or as a motorcyclist or pedestrian?



# Reason for Collision

Base: Involved in a collision past 5 years N - 97



Any lack of concentration/  
was distracted = 25%

	2017	2015	2014
	%	%	%
The other driver was at fault	55	51	58
Lack of concentration	20	19	22
I was distracted	5	18	15
None of the above	8	17	11
Another road user (pedestrian, cyclist, motorcyclist) was at fault	11	N/A	N/A
Other	9	9	6

Age	
-34 years	35+ years
27	70
%	%
44	54
18	16
13	15
15	11
-	11
16	8

**25% of motorists reference 'lack of concentration/distraction' as reasons for their collision.**

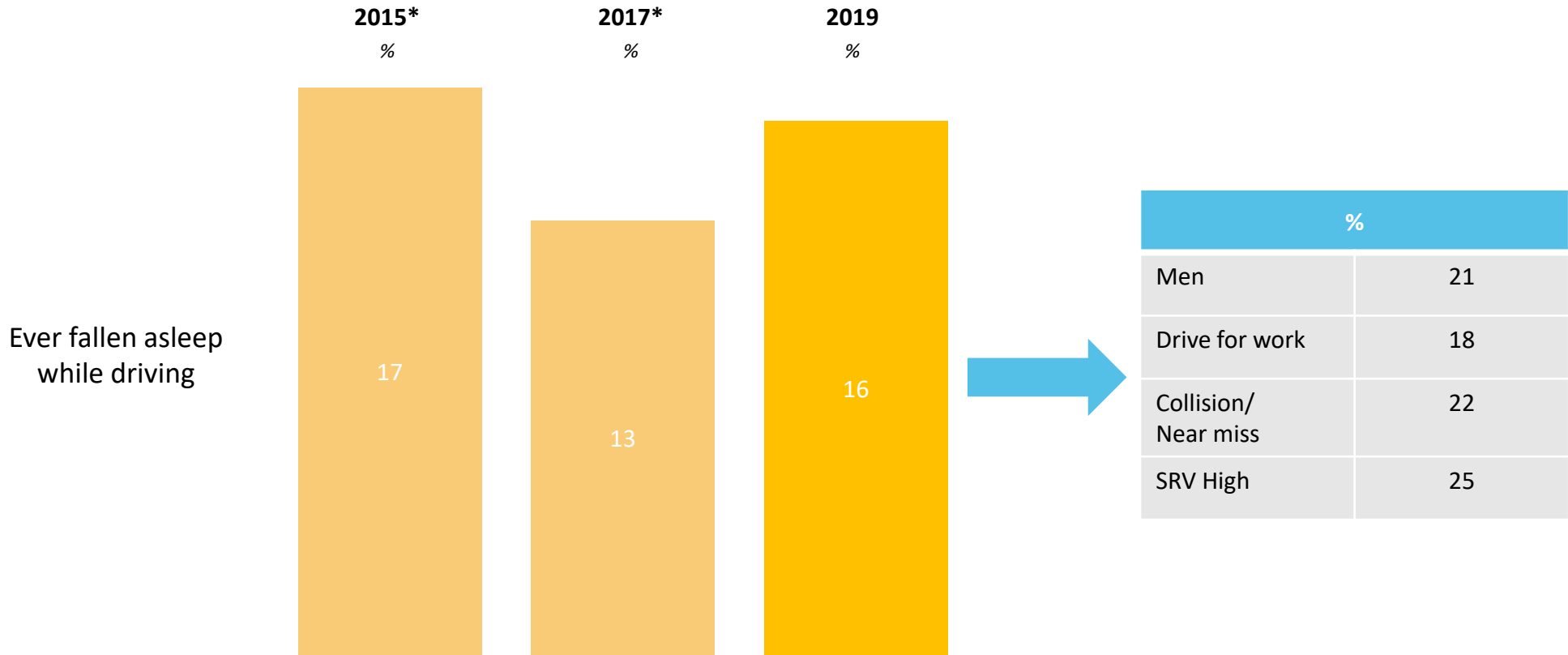


Q. Were any of these collisions the result of you doing any of these things?

All others 1% or less

# Driving fatigue

Base: All Motorists N-1,035



\* Included in B&A National Barometer survey N – 700+ motorists

**In 2019, 16% of motorists indicate they have ‘ever’ have fallen asleep or nodded off/ even if only for a brief moments when driving. – peaks among 25% of SRV high groups.**

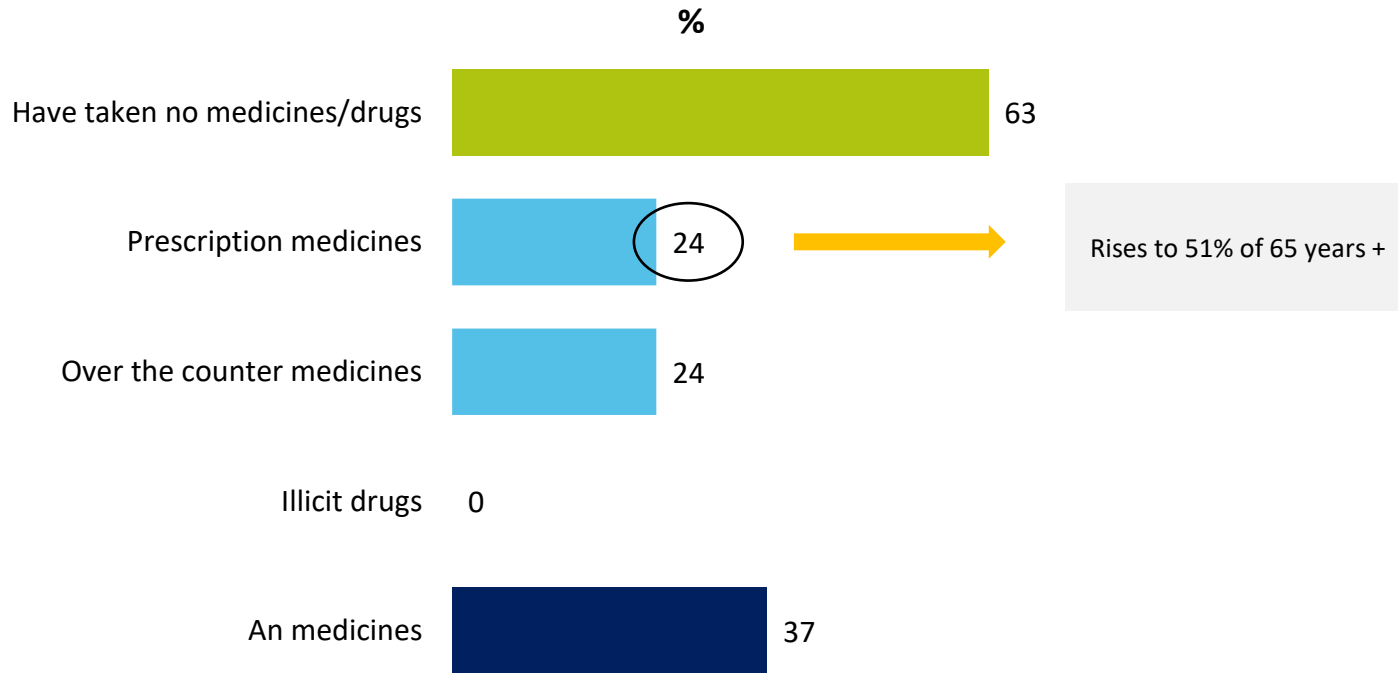


Q. In the last five years have you been involved in a collision while driving a motor vehicle in which there was damage to your vehicle or another vehicle?

Q. In the last five years have you ever been involved in a ‘near miss’ i.e. you narrowly escaped a collision with another road user while in a car, on bicycle, or as a motorcyclist or pedestrian?

# Driving and Medication

Base: All Motorists N-1,035



**37% of motorists have taken 'any' medication before driving in the past 12 months.**

Q.9a In the last 12 months have you taken any of the following and then driven a motor vehicle?

# Driving and Medication

Base: All Motorists N-1,035

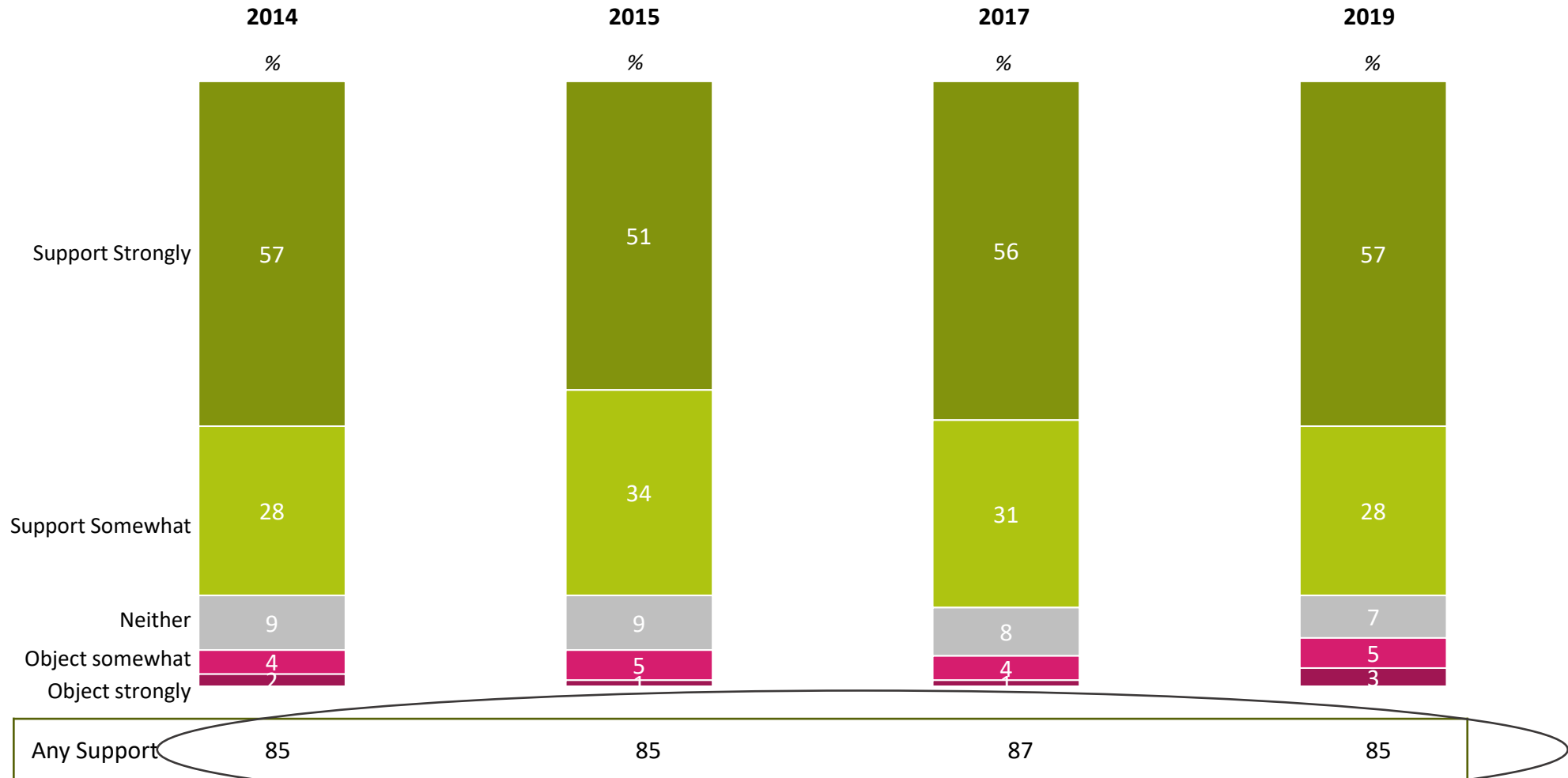
	Total	Collision/Near Miss		Fallen asleep while driving	
		Yes	No	Yes	No
<i>Base</i>	1035	339	696	163	865
	%	%	%	%	%
Prescription medicines	24	27	22	30	22
Over the counter medicines	24	30	20	33	22
Illicit drugs	0	1	0	1	0
Have taken no medicines/drugs	63	55	66	48	65
Any medication	37	45	34	52	35

**Incidences of ‘collisions’ and driver fatigue are higher among those who have taken medication before driving in the past 12 months.**

Q.9a In the last 12 months have you taken any of the following and then driven a motor vehicle?

# Support for safety cameras

Base: All Motorists N-1,035



**National support for Safety Cameras has remained steady over time at c. 85% of motorists.**

Q.7a To what extent do you support or object to the use of safety cameras on the roads?

## Safety Cameras: National Barometer survey

- Research on safety cameras was also conducted for the RSA on B&A's National Barometer survey January 2019
- The incidence of motorists who consider it 'likely' they would encounter a speed camera on a long distance journey is at 80% of motorists in 2019.
- In 2019, the number of safety camera Manipulators/Defiers is a combined 23% - a reduced incidence from previous years.
- The incidence of the 'deterred' group peaks among motorists under 34 years.
- The strength of support for safety cameras has remained very strong over time
- While overall support for safety cameras is stable and positive, individual negative attitudes to safety cameras have increased.
  - Positive or negative attitudes exhibit a broad consistency across the safety camera behaviour groups.





## Seat Belts

# Frequency of Seatbelt Usage

Base: All Motorists N – 1,035

	Seat Belt Wearing when...		
	Driver	Front passenger	Rear passenger
	%	%	%
Always	98	97	87
Often	1	2	4
Sometimes	0	1	3
Rarely	0	-	1
Never	0	0	1
Not applicable	0	0	2

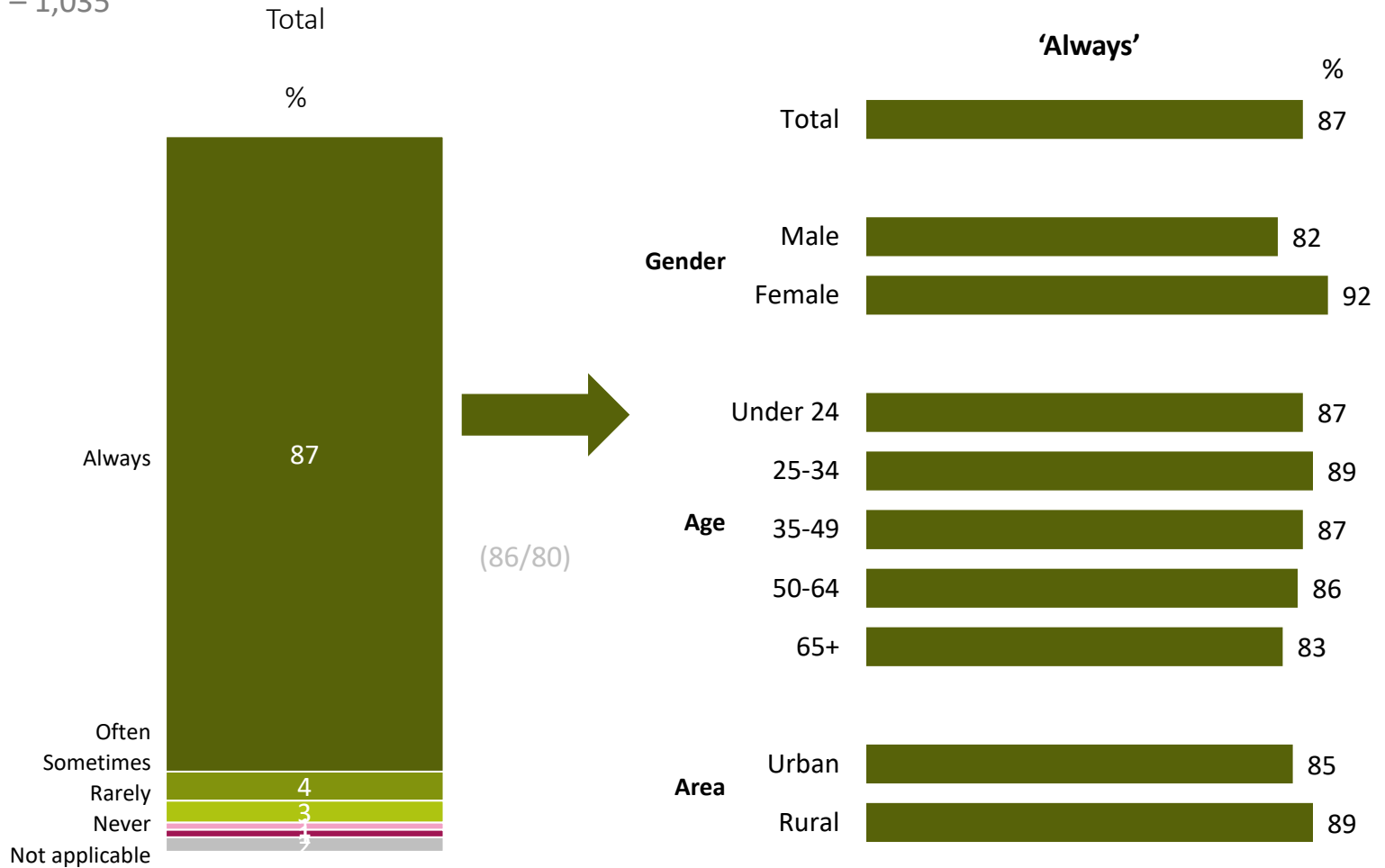


Q. How often do you use seat belts when you are a....



# Frequency of Seatbelt Usage...Rear Passenger

Base: All Motorists N – 1,035



**87% of motorists always wear a seat belt as a Rear Passenger; lowest among males and 65 years +**

(2017/2015 survey)

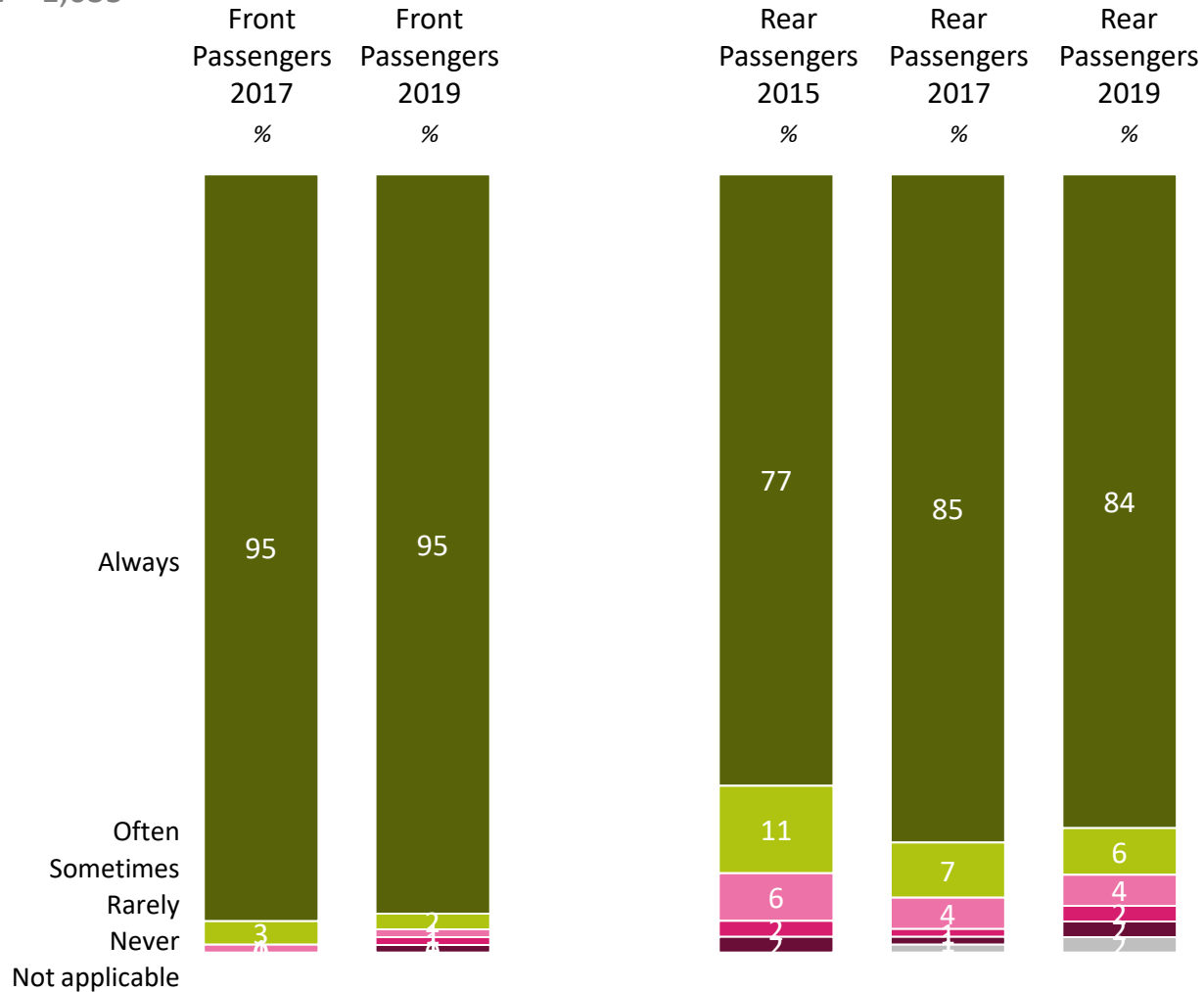


Q. How often do you use seat belts when you are a ...REAR PASSENGER

# Frequency of Insisting that Seat Belts are Worn by Front and Rear Passengers



Base: All Motorists N – 1,035

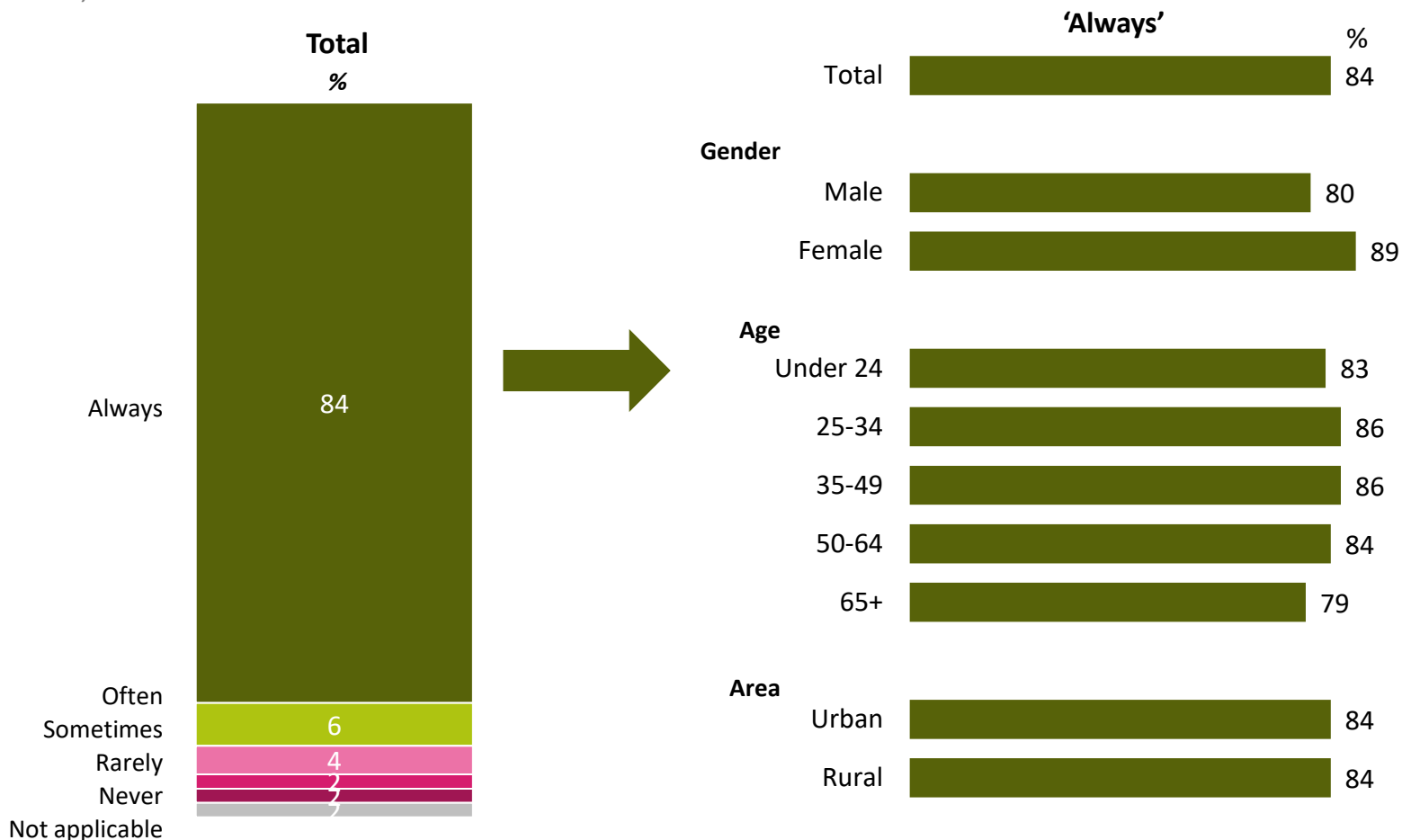


**While 95% of motorists always insist that seat belts are worn by front seat passengers, this declines to 84% who always insist with rear seat passengers.**

- Q. How often do you insist that seat belts are worn by those sitting in the front seat of your car?
- Q. How often do you insist that seat belts are worn by those sitting in the back seat of your car?

# Frequency of Insisting that Seat Belts are Worn by Those Sitting in Back Seat of Car

Base: All Motorists N – 1,035

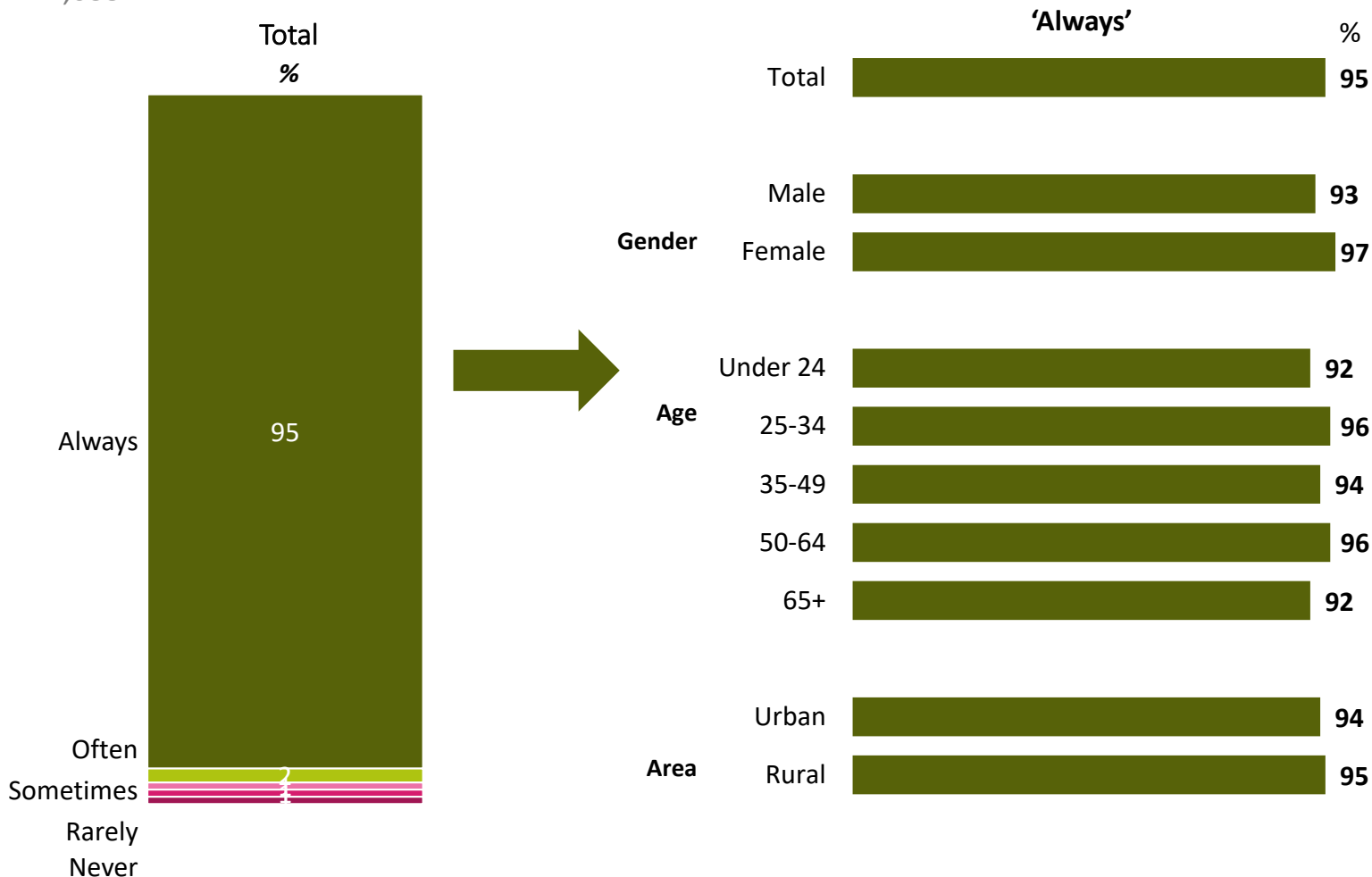


**84% of motorists always insist that seat belts are worn by those sitting in back seats.**

Q. How often do you insist that seat belts are worn by those sitting in the back seat of your car?

# Frequency of Insisting that Seat Belts are Worn by Those Sitting in Front Seat of Car

Base: All Motorists N – 1,035

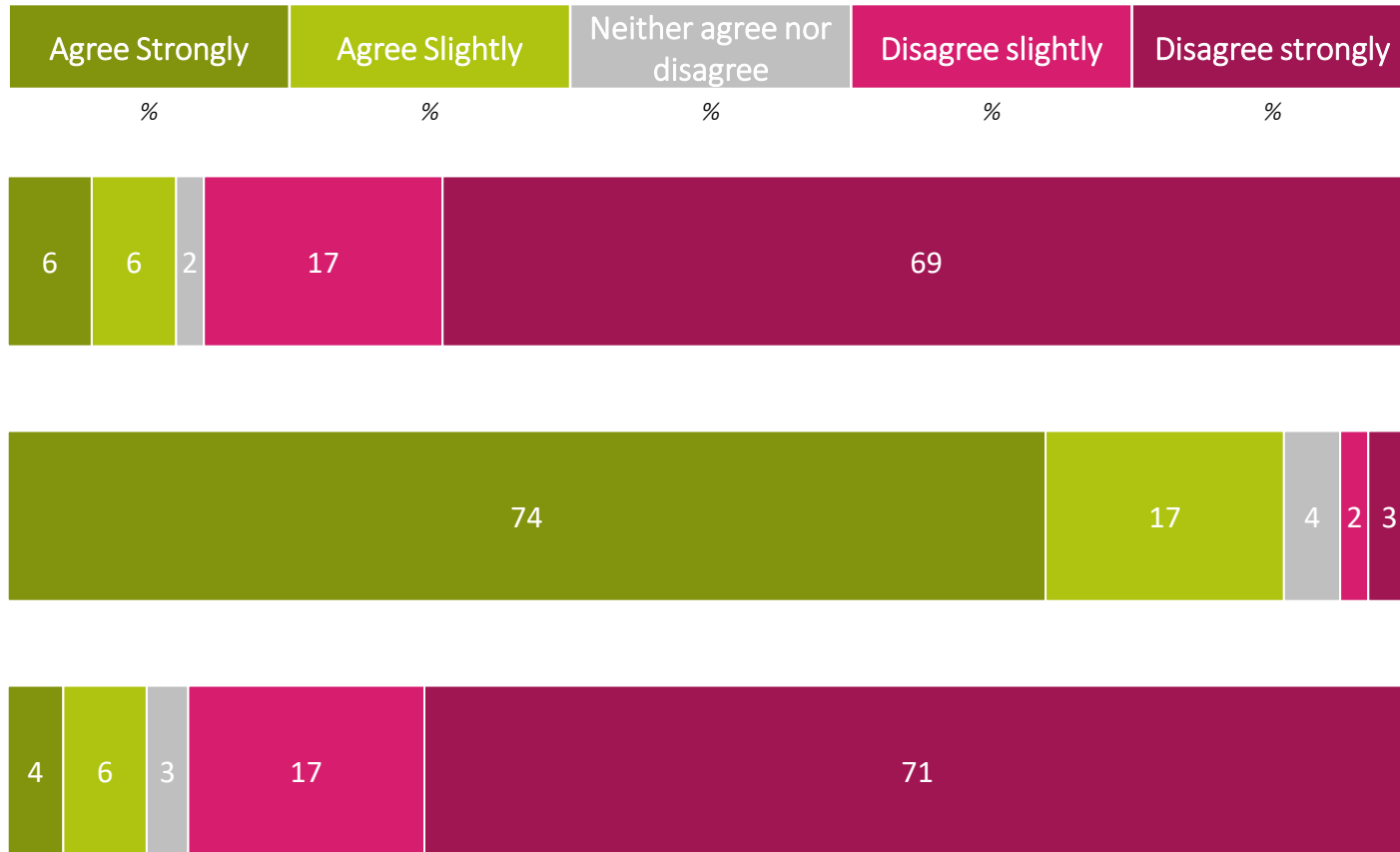


**95% of motorists always insist that seat belts are worn by front seat passengers.**

Q. How often do you insist that seat belts are worn by those sitting in the front seat of your car?

# Attitudes to seat belts

Base: All Motorists N-1,035



Summary Agree	
2017	2019
%	%
9	12
89	91
7	9

**Only 12% of motorists agree that 'for short trips, it is not really necessary to wear a seat belt'.**

Q. To what extent do you agree or disagree with the following statements?

# Attitudes to seat belts

Base: All Motorists N-1,035

Summary agree	Total	Gender		Age					Region				Area	
		Male	Female	-24	25-34	35-49	50-64	65+	Dublin	Leinster	Munster	Conn/Ulster	Urban	Rural
	1035	520	515	72	199	340	252	172	309	261	290	175	683	352
	%	%	%	%	%	%	%	%	%	%	%	%	%	%
For short trips, it is not really necessary to wear a seat belt	12	14	9	19	12	11	11	10	16	9	12	10	14	9
Most of my acquaintances/friends think you should always wear a seat belt	91	90	92	90	92	91	89	91	89	89	93	93	91	91
I sometimes drive without a seat belt without thinking about it	9	12	7	11	9	10	8	9	9	9	8	13	10	9

**Attitudes to seatbelts show a largely consistent national pattern; however negative attitudes towards the need for seatbelts on short trips do peak among motorists under 24 years.**

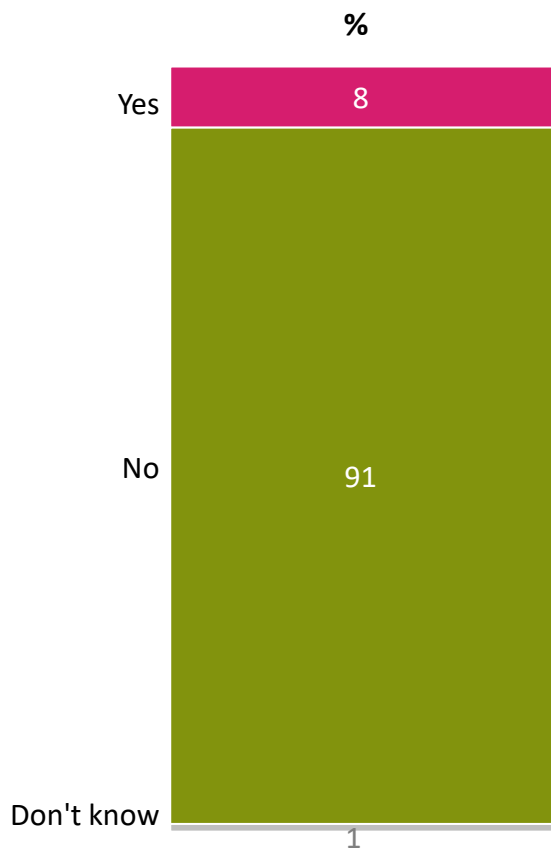
Q.8d To what extent do you agree ...For short trips, it is not really necessary to wear a seat belt



**Alcohol**

# Driven a Motor Vehicle After Consuming Any Alcohol (Past 12 Months)

Base: All Motorists N – 1,035



(8/11/10)



Last Occasion – how much drank				
	2019 %	2017 %	2015 %	2014 %
Less than 1 drink	15	12	18	12
1 drink	40	47	37	49
2 drinks	27	32	33	25
3+ drinks	15	8	11	12
<b>Average</b>	<b>1.6</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>

(2017/15/14 Research)

**8% of motorists consumed alcohol before driving in past 12 months.  
42% of this group had 2 or more drinks before doing so.**

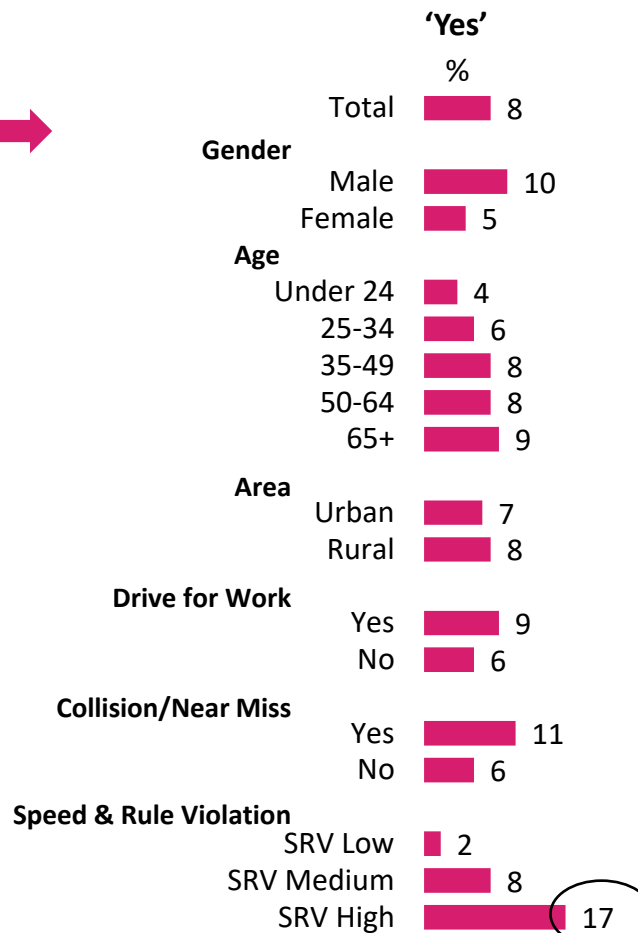
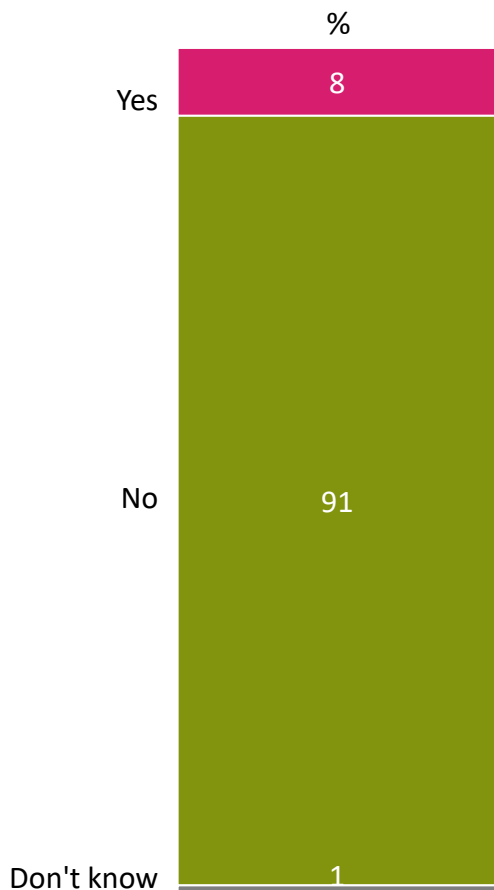
Q. In the last 12 months have you driven a motor vehicle after consuming any alcoholic drink?

Q. On the last occasion how much alcohol did you drink?



# Driven a Motor Vehicle After Consuming Any Alcohol (Past 12 Months)

Base: All Motorists N – 1,003



	2017 Yes	2017* Yes	2015 Yes	2014 Yes
Total	10	10	8	11
Male	16	14	11	15
Female	4	6	5	7
Under 24	8	16*	7	4
25-34	9	11	8	10
35-49	11	10	8	12
50-64	12	12	9	12
65+	9	8	9	13
Urban	10	10	8	12
Rural	11	11	9	9
Drive for Work Yes	10	N/A	11	18
Drive for Work No	11	N/A	8	11
Collision/Near Miss Yes	17	N/A	14	17
Collision/Near Miss No	7	N/A	6	8
SRV Low	4	N/A	5	4
SRV Medium	10	N/A	9	13
SRV High	31	N/A	17	22

**Incidence of alcohol consumption biased towards males and broadly even by age. Incidence much higher among SRV High group.**

Q. In the last 12 months have you driven a motor vehicle after consuming any alcoholic drink?

\* January 2017 National Barometer Omnibus Survey: note low base for some age groups

# How Much Alcohol Can You Consume and Be Safe to Drive?



Base: All Motorists N – 1,035



**68% of Irish motorists claim to have a 'no alcohol limit' before driving; but this declines to 15% of those who consumed alcohol before driving in the past year.**

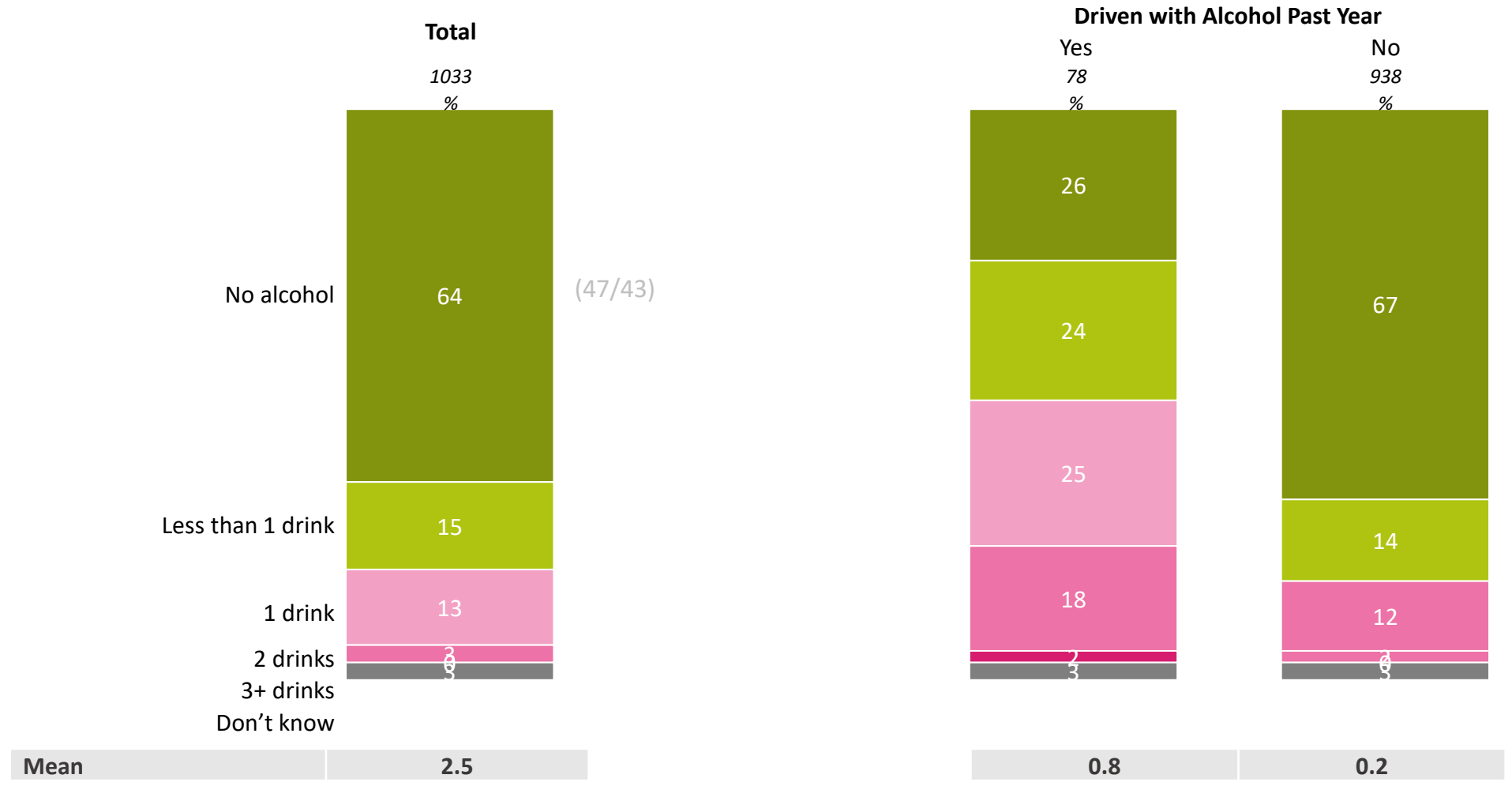
Q.10c Thinking about yourself, how much alcohol do you feel you can consume and be safe to drive?

(2017/2015 survey)

# How Much Alcohol Can You Consume and Remain Under the Legal Limit



Base: All Motorists N – 1,035



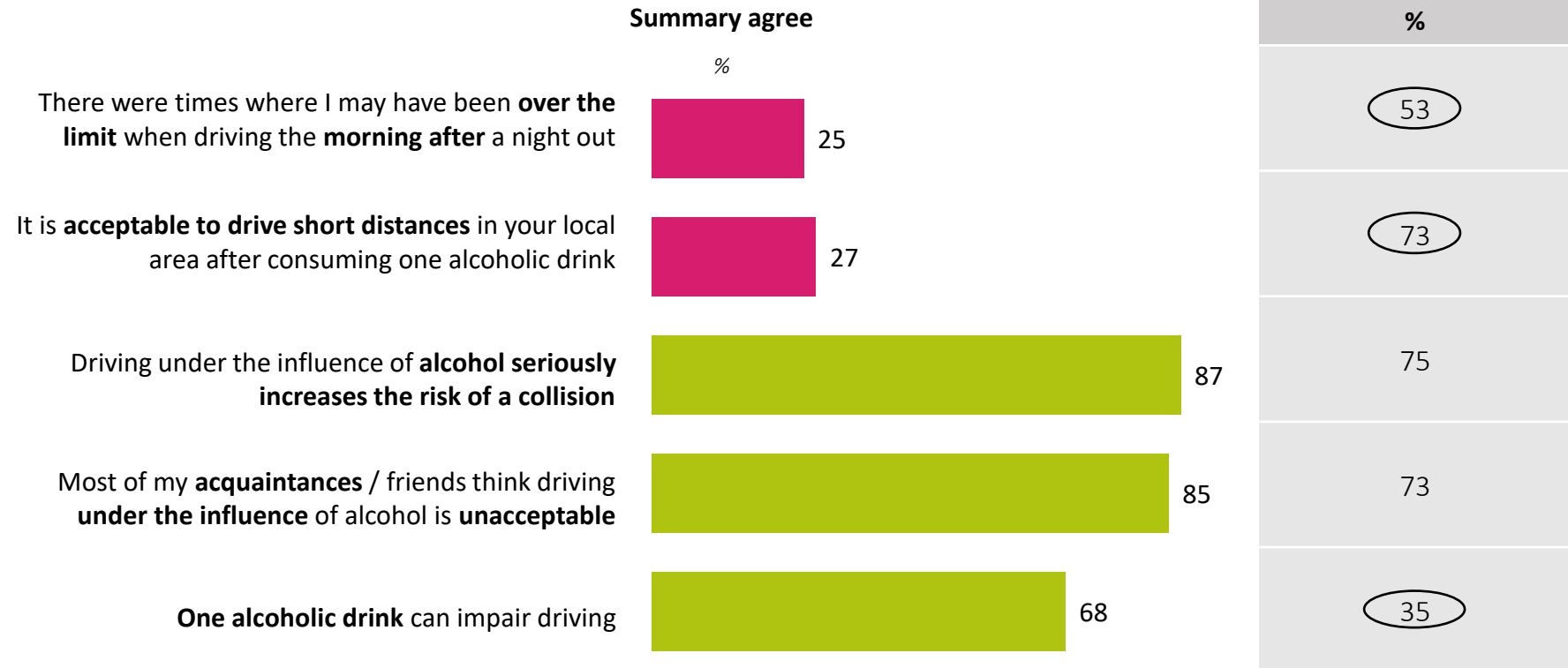
**64% of all motorists now believe 'no alcohol' can be consumed to remain under legal limit – a sharp rise from 2017 (47%).**

Q.10d In your opinion, how much alcohol can you drink before driving and still remain under the legal limit?

(2017/ 2015 survey)

# Alcohol and Driving Attitudes

Base: All motorists N – 1,035



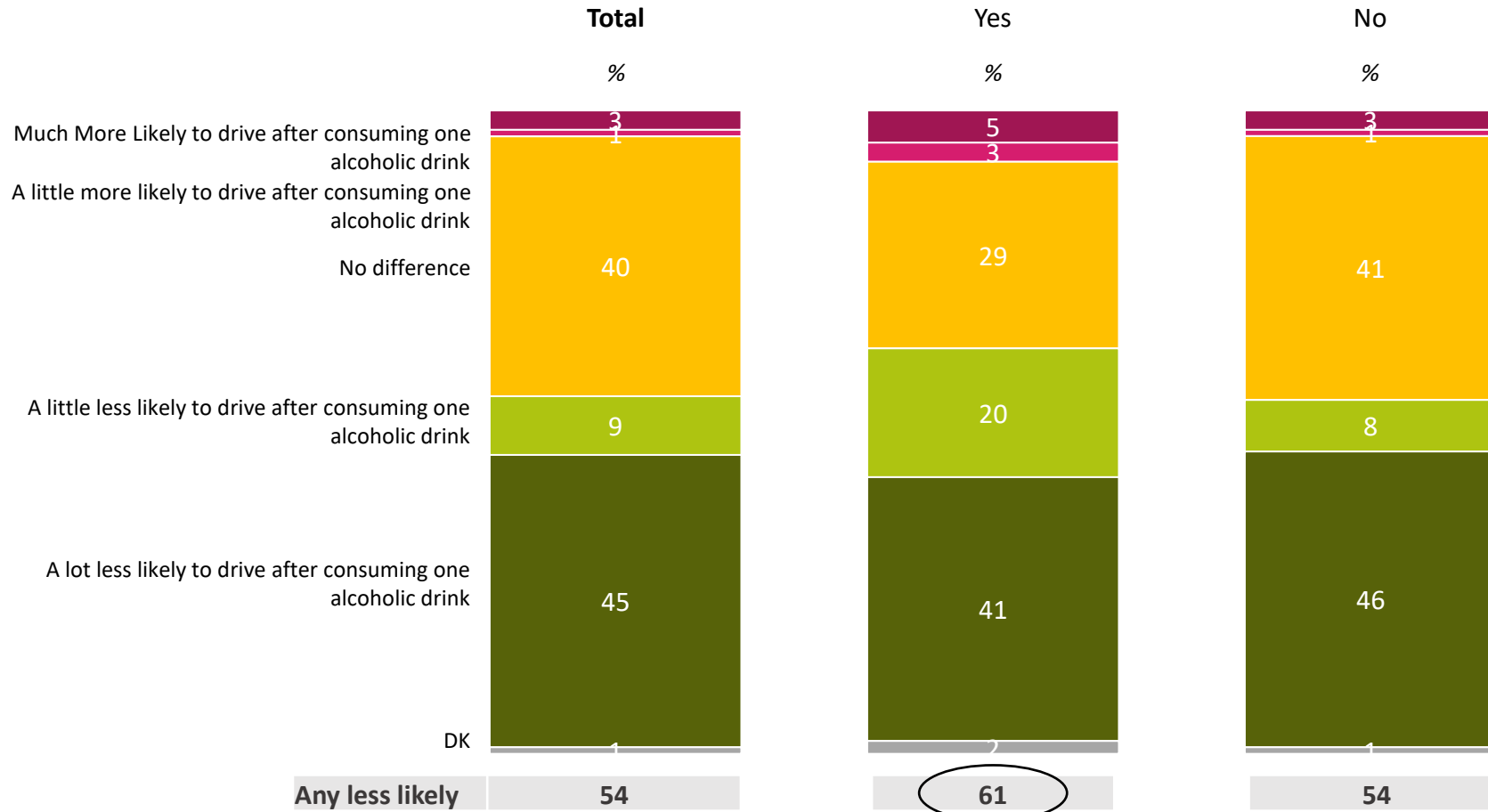
**53% of the alcohol group agree there were times when they have been over the limit the morning after; 73% of the same group agree it is acceptable to drive short distances in 'in your local area' after consuming 'one alcoholic drink'.**

Q. To what extent do you agree ...

# Impact on new legislation on alcohol level

Base: All Motorists N – 1,035

## Driven with alcohol in past



**61% of motorists who drove after consuming alcohol 'past year' are less likely to drive after 'consuming one alcoholic drink' following the new legislation on alcohol levels.**

Q.10f In October 2018, new legislation was brought in so that those driving with alcohol levels between 50mg and 80mg receive a €200 fine and 3 month driving disqualification. Following the introduction of this legislation are you more or less likely to

(2017/ 2015 survey)

# Impact of new legislation on alcohol levels

Base: All motorists N – 1,035

	Total	Gender		Age					Age 2		Social Class			Region				Area	
		Male	Female	-24	25-34	35-49	50-64	65+	-34yrs	35+yrs	ABC1	C2DE	F	Dublin	Lein-ster	Mun-ster	Conn/Ulster	Urban	Rural
Base	1033	520	513	70	199	340	252	172	269	764	442	536	55	309	261	288	175	681	352
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Much More Likely to drive after consuming one alcoholic drink	3	2	4	4	3	2	3	2	4	2	3	3	-	5	2	1	2	3	2
A little more likely to drive after consuming one alcoholic drink	1	1	2	-	2	2	-	3	2	1	1	2	2	1	1	2	1	1	2
No difference	40	41	40	27	31	41	49	51	30	45	39	44	31	48	25	52	37	44	36
A little less likely to drive after consuming one alcoholic drink	9	10	8	10	6	12	10	7	7	10	10	9	7	9	11	9	8	10	9
A lot less likely to drive after consuming one alcoholic drink	45	44	46	59	54	42	39	37	55	40	46	41	60	35	61	34	51	41	50
Don't Know	1	2	1	-	3	1	0	1	2	1	1	1	-	2	0	1	1	1	1
ANY Less likely	54	54	54	69	60	54	48	44	62	50	56	50	68	43	71	43	59	50	59

**The positive impact of the new legislation peaks among younger motorists (-34 years).**



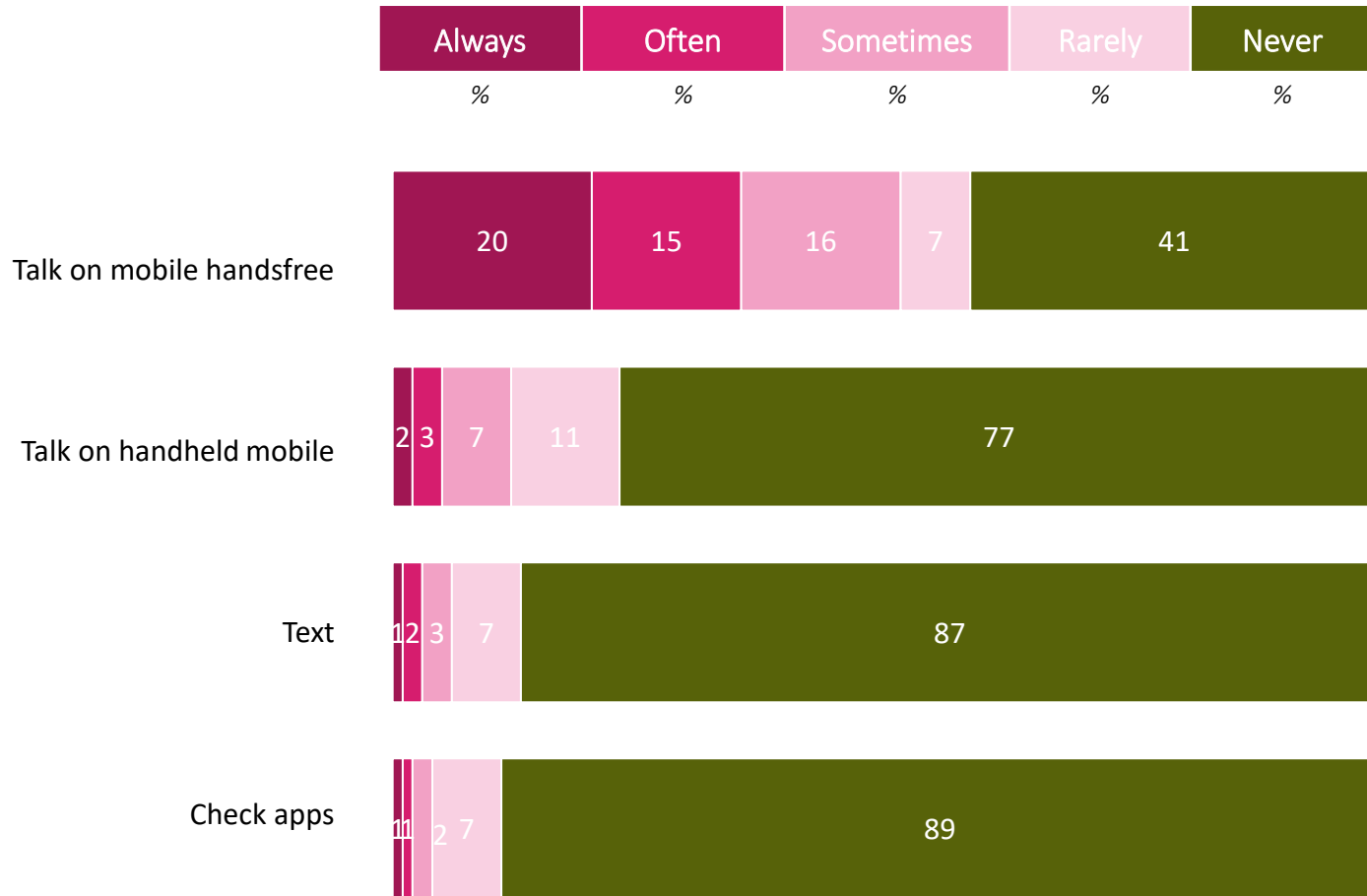
Q.10f In October 2018, new legislation was brought in so that those driving with alcohol levels between 50mg and 80mg receive a €200 fine and 3 month driving disqualification. Following the introduction of this legislation are you more or less likely to



**Mobile behaviour**

# Mobile Phone Behaviour in Car

Base: All motorists N – 1,035



Sometimes+			
2019	2017	2015	2014
%	%	%	%
52	42	41	36
12	10	10	13
6	4	6	6
4	3	3	3

**A combined 55% of motorists do at least one of the above behaviours 'sometimes' or more often. This is a 10% rise since 2017 and is a function of the sharp rise in handsfree usage.**

Q. How often would you drive and talk on a mobile phone that is "hands free"?

Q. How often do you drive and talk on a mobile phone that is "handheld"? that is, you need to hold it as you speak

Q. How often do you drive and text or use messaging on a mobile phone?

Q. How often do you drive and check apps on your mobile phone including email and social media?

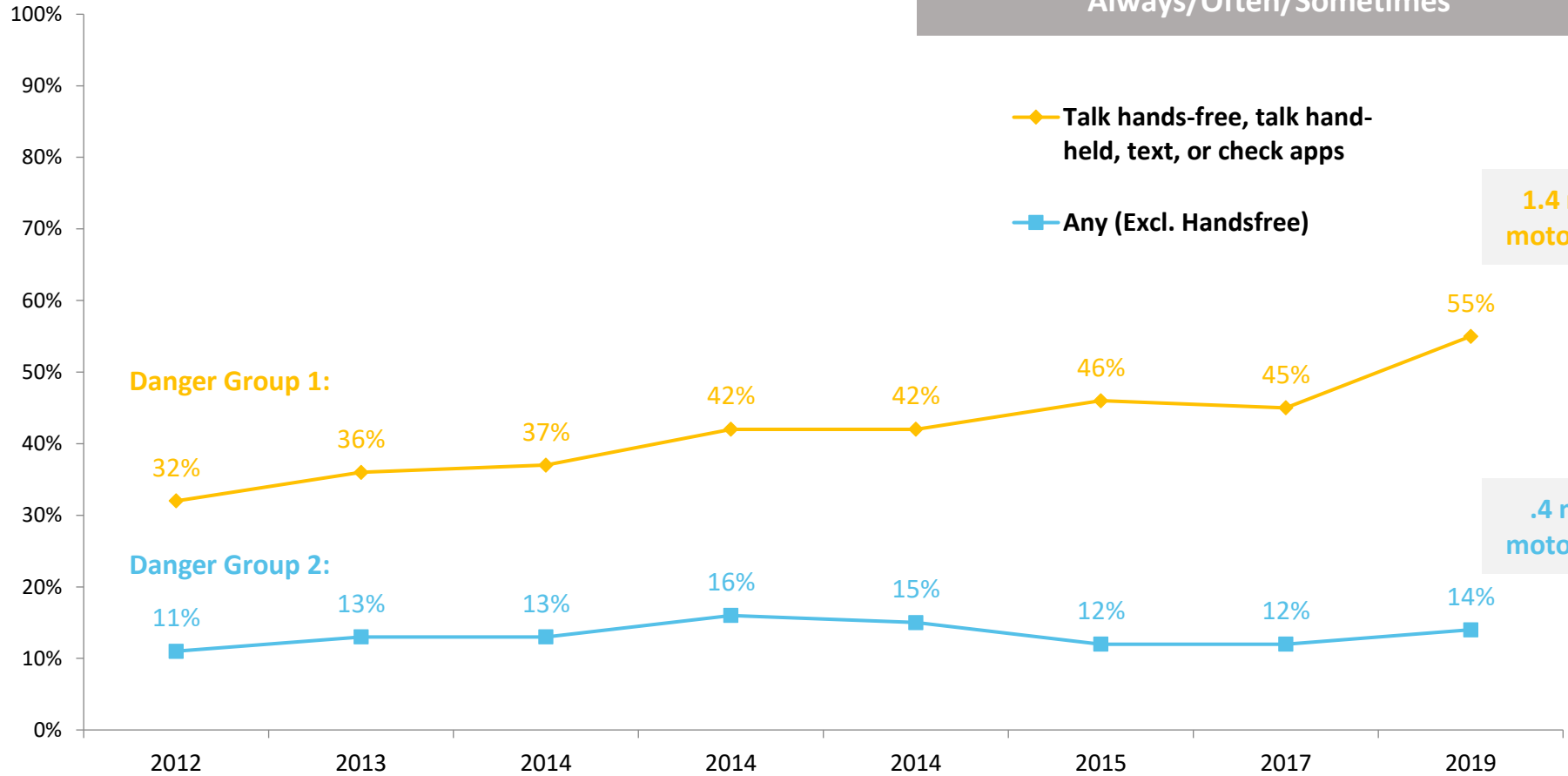




# Mobile Phone Behaviour in Car

Base: All motorists

Always/Often/Sometimes



**Combined 55% of motorists do at least one of the above behaviours 'sometimes' or more often. This is a 10% rise since 2017 and is a function of the sharp rise in handsfree usage. 14% of motorists talk on handheld, text or check apps with some regularity.**



- Q. How often would you drive and talk on a mobile phone that is "hands free"?
- Q. How often do you drive and talk on a mobile phone that is "handheld"? that is, you need to hold it as you speak
- Q. How often do you drive and text or use messaging on a mobile phone?
- Q. How often do you drive and check apps on your mobile phone including email and social media?

# Mobile Phone Behaviour in Car

Base: All motorists N –1,003

SOMETIMES/ OFTEN/ ALWAYS	Total	Gender		Age					Social Class			Region				Area	
		Male	Female	-24	25-34	35-49	50-64	65+	ABC1	C2DE	F	Dub	Lein-ster	Mun-ster	Conn/Uls	Urban	Rural
<i>Base:</i>	1003	519	484	81	175	354	264	129	462	479	62	273	257	289	184	621	382
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Hands Free	52	54	49	60	65	61	38	22	56	46	54	51	58	46	52	51	53
Hand-held	12	15	9	20	18	12	8	5	9	14	17	12	13	10	12	12	12
Text	6	7	4	17	7	5	3	1	7	5	2	10	4	3	5	8	2
Check Apps	4	5	3	10	6	4	2	1	6	3	-	9	4	1	3	7	0
Danger Group 1	55	59	50	63	68	64	41	25	58	51	60	52	62	49	56	54	56
Danger Group 2	14	18	11	25	21	15	9	5	13	15	17	15	16	12	15	16	13

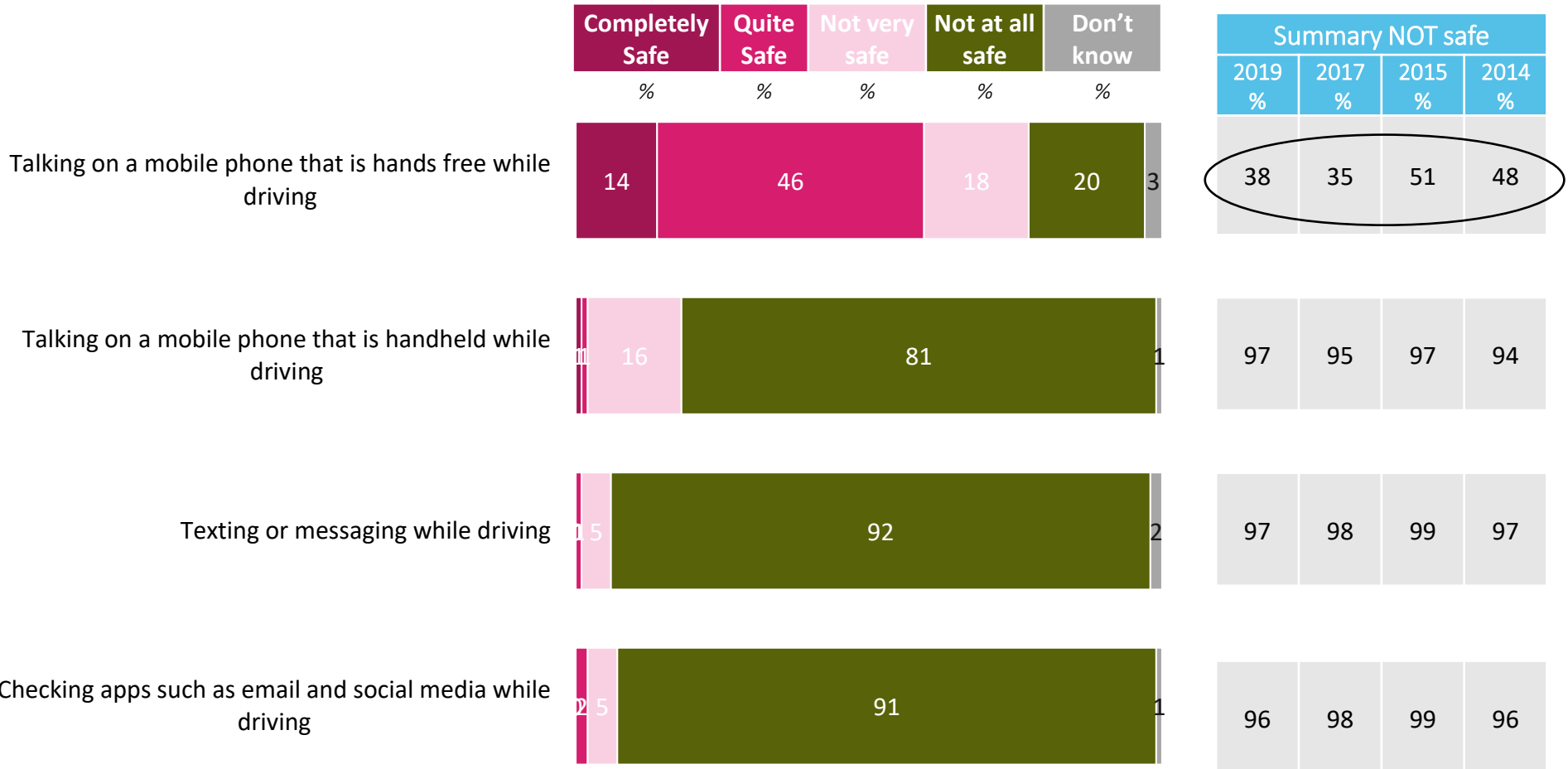
**While the demographic profile of Danger Group 2 shows the expected young age bias, beyond this the pattern is largely consistent.**



- Q. How often would you drive and talk on a mobile phone that is “hands free”?
- Q. How often do you drive and talk on a mobile phone that is “handheld”? that is, you need to hold it as you speak
- Q. How often do you drive and text or use messaging on a mobile phone?
- Q. How often do you drive and check apps on your mobile phone including email and social media?

# Safety of Mobile Phone in Car Behaviour

Base: All motorists N –1,035



**The trend of motorists increasingly considering hands free calls in cars to be safe continues into 2019 - only 38% of motorists now consider it 'not safe'.**

Q. How safe or not would you consider each of the following behaviours while driving?

# Safety of Mobile Phone in Car Behaviour

Base: All motorists N –1,035

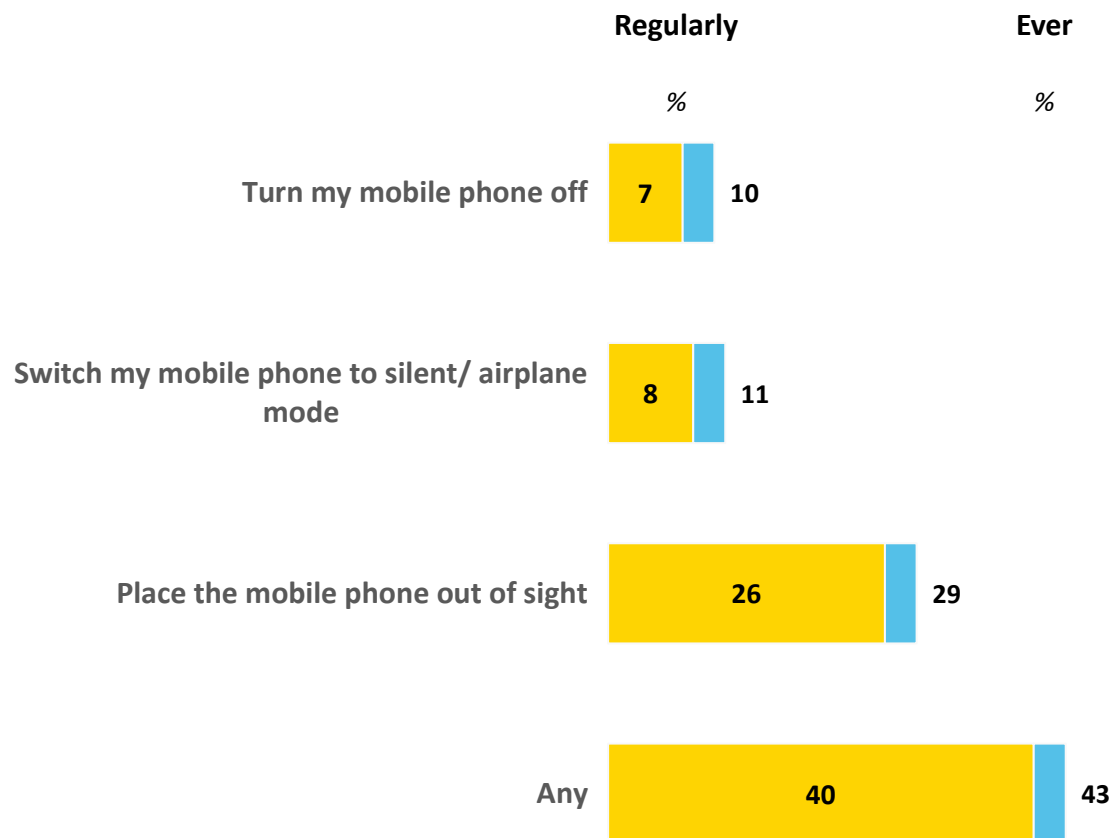
SUMMARY UNSAFE	Total	Mobile Danger Group	
		Danger Group 1: 'Any'	Danger Group 2: 'Any Excl. Handsfree'
<i>Base:</i>	1035	532	141
	%	%	%
Talking on a mobile phone that is <b>hands free</b>	38	19	26
Talking on a mobile phone that is <b>handheld</b>	97	95	89
<b>Texting or messaging</b>	97	96	91
Checking <b>apps</b> such as email and social media	96	96	89

The risk associated with hands free calls continue to be much lower among the Danger Groups.

Q. How safe or not would you consider each of the following behaviours while driving?

# Mobile Phone Safe Behaviour: actions before setting off to drive

Base: All motorists N – 1,035



**40% of motorists 'regularly' do at least one of the safe mobile phone behaviours.**

Q.11f Which, if any, of the following have you ever done with your mobile phone before setting off to drive?  
 Q.11g And which would you do with your mobile phone before setting off to drive regularly, say at least once a week?

# Mobile Phone Safe Behaviour: actions before setting off to drive

Base: All motorists N – 1,035

DO REGULARLY	Total	Mobile Danger Group	
		Danger Group 1	Danger Group 2
<i>Base:</i>	1035	532	141
	%	%	%
Turn my mobile phone off	7	4	7
Switch my mobile phone to silent/ airplane mode	8	9	8
Place the mobile phone out of sight	26	16	13
None of these	60	72	72
Any	40	28	28

**Safe mobile behaviour falls sharply among the mobile Danger Groups.**

Q.11g And which would you do with your mobile phone before setting off to drive regularly, say at least once a week?



Learner Drivers

# Attitudes to Learner Drivers Restrictions

Base: All motorists N – 1,035



**Support for each of the proposed learner driver initiatives is modest.**

Q.12 To what extent do you agree or disagree with the following additional restrictions? ...Restricting drivers with a learner permit to driving during daylight hours only (i.e. not at night)



# Attitudes to learner driver restrictions

Base: All motorists N – 1,035

	Total	Gender		Age					Social Class			Region				Area	
		Male	Female	-24	25-34	35-49	50-64	65+	ABC1	C2DE	F	Dublin	Leinster	Munster	Conn/Ulster	Urban	Rural
<i>Base</i>	1035	520	515	72	199	340	252	172	444	536	55	309	261	290	175	683	352
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Restricting drivers with a learner permit to driving during <b>daylight hours only</b> (i.e. not at night)	29	29	28	18	26	28	32	37	30	30	15	45	18	25	28	35	21
Restricting drivers with a learner permit to <b>carry no other passengers</b>	29	29	29	21	24	30	32	38	32	29	16	41	22	22	33	34	22
Restricting drivers with a learner permit to <b>only carry one other passenger aged 25 or older.</b>	30	29	32	21	27	30	34	37	32	31	18	43	23	25	31	36	22
Any agree	42	41	43	30	36	43	47	49	45	42	27	56	35	33	45	49	33

**For learner driver restrictions support clearly divides by age & area: older & urban residents much more supportive.**

# Attitudes to learner drivers: National Barometer survey



Research on learner Drivers was also conducted for the RSA in March 2019 in B&A's National barometer survey.

Key finding from that research included:

- 33% of full license motorists have/had some interaction with learner drivers.
- On a weekly basis, 39% of learners drive without being accompanied by a fully licensed and experienced driver and 54% have ever done so; 25% have ever driven without L plates.
- Only 45% of full license motorists consider it 'totally unacceptable' for learners to drive unaccompanied, as do 41% of learner drivers. This declines to 37% of adults with some level of interaction with learner drivers.
- Awareness of the new legal penalties relating to learner drivers is very strong.
- In addition to those who incorrectly answer, 40% of learners 'don't know' the number of penalty points received for driving unaccompanied; and 49% 'don't know' the points threshold for disqualification.
- 18% of learner drivers have been stopped in the past 12 months by the gardai to check their license status.



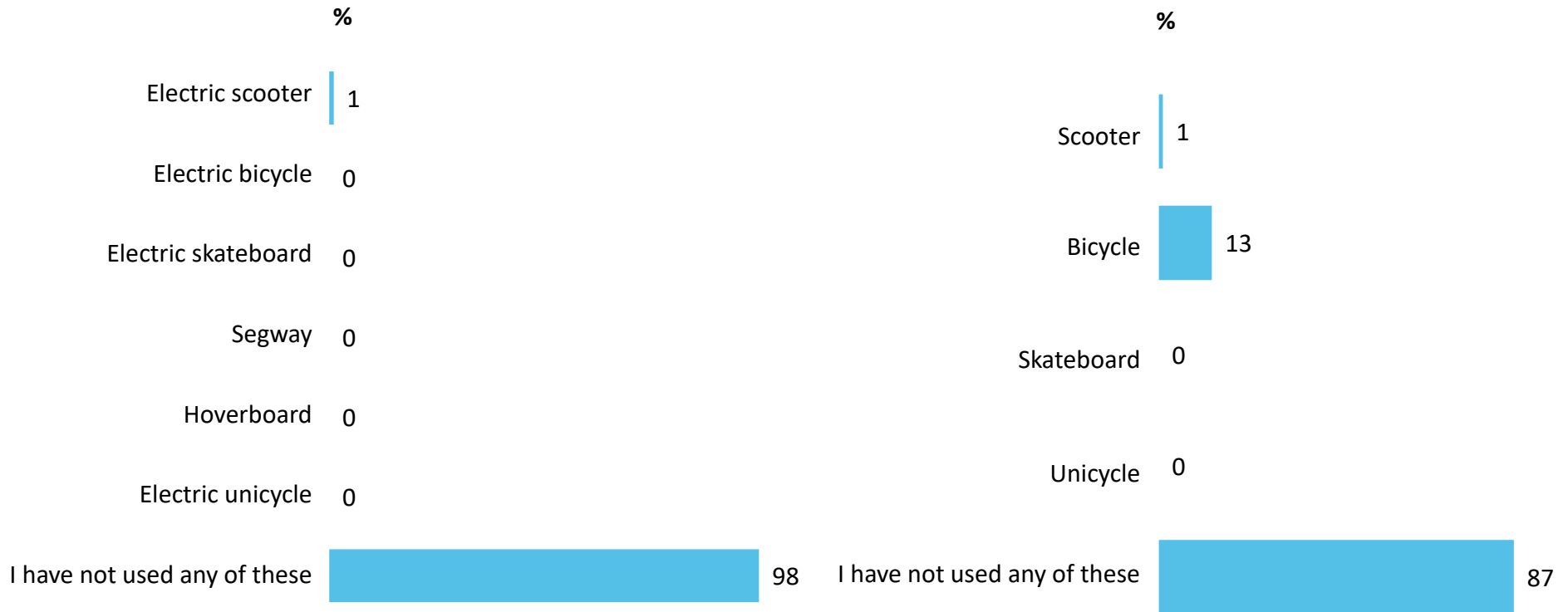


Road use other than by car

# Use of the roads by means other than a car

Base: All motorists N – 1,035

In the past 12 months, have you used any of the following on a public road, footpath or cycle lane in Ireland?





**Motorist segmentation**

- An ongoing objective of the Driver Attitudes & Behaviour Survey is to identify groups or **segments** of motorists who engage in one or more forms of errant behaviour (speeding and rule violation, mobile phone use, etc.) and investigate differences in demographics between these segments.
- To do this we look at motorists who have **similar response patterns** across a series of key questions relating to driver behaviour.
- We then segment these motorists based on these response patterns.
- We identify **three segments**, which are broadly defined by increasingly poor driver behaviour (Green, Amber and Red).
- We look at whether these segments differ significantly on **demographic** variables and explore the differences in their attitudes.

- **6 key questions** are used in the segmentation

## Speeding and Rule Violation

- How often do you exceed speed limits?

## Mobile Phone Danger Groups

- How often do you use your mobile phone in car?

## Safety Camera Support

- To what extent do you support or object to the use of safety cameras on the road?

## Collision as driver

- Collision involvement in the last 5 years

## Near miss as driver

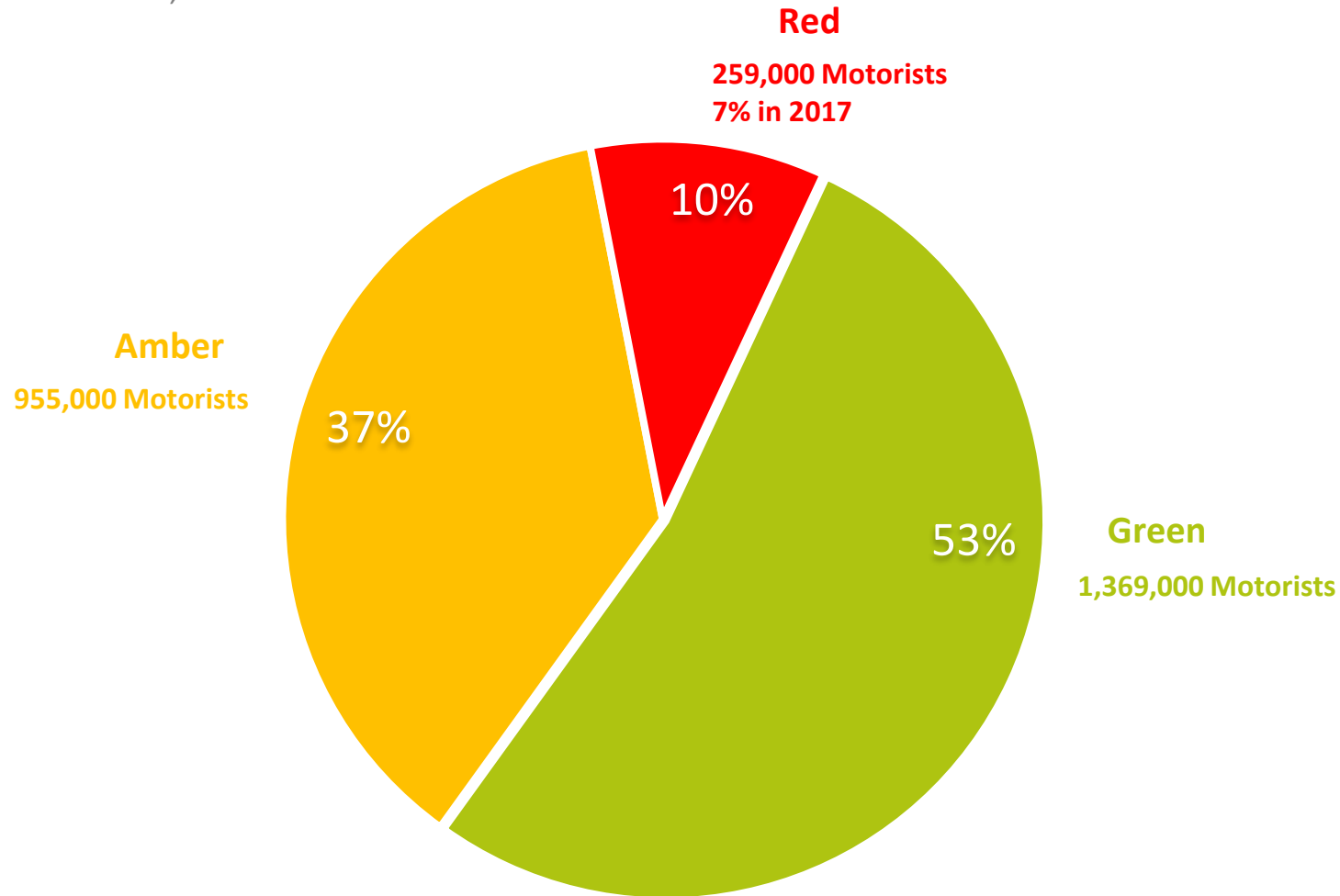
- Near miss in the last 5 years

## Alcohol

- Driven a motor vehicle in the last 12 months after consuming alcohol

# Segments Size and Scale 2019

Base: All motorists n - 1,035



We identify three segments, which are broadly defined by increasingly poor driver behaviour (Green, Amber and Red); the Red segment exhibiting the poorest driver behaviour. In 2019, 10% of motorists qualify for the Red Segment (estimate of 259,000 motorists).



# Segment Demographic Characteristics

	Total	Segments		
		Green	Amber	Red
<i>Base:</i>	1003	594	341	68
	%	%	%	%
<b>Gender</b>				
Male	51	45	57	63
Female	49	55	43	37
<b>Age</b>				
-24	8	8	7	16
25-34	23	20	25	35
35-49	33	30	38	37
50-64	22	25	22	10
65+	13	18	9	3
-34 years	31	28	31	51
+34 years	69	72	69	49
<b>Social Class</b>				
ABC1	43	44	41	47
C2DE	48	48	49	44
F	9	7	10	9
<b>Region</b>				
Dublin	27	29	22	31
Leinster	28	30	24	28
Munster	26	26	28	16
Connacht/Ulster	20	14	25	26
<b>Class</b>				
Urban	57	60	50	70
Rural	43	40	50	30

The key Danger Group (Red Segment) of motorists remains heavily skewed towards males and those under 34 years.

# Segment Behavioural Characteristics

Behaviours	Green (53%)	Amber (37%)	Red (10%)
Drive for Work	18	29	34
High Speeding & Rule Violation	-	33	55
Mobile Phone Danger Group 2 (excl. handsfree)	6	6	88
Any Collision/near miss	26	42	51
Alcohol before driving	4	11	16

The 2019 survey further confirms that the Red Segment over indexes on a range of poor driver behaviour – and are especially distinctive in relation to their in-car mobile phone use.

# Segment Attitudinal Characteristics

Attitudes	Green (53%)	Amber (37%)	Red (10%)
	%	%	%
Urban Speeding (Low) Acceptable	38	70	72
Urban Speeding (High) Acceptable	13	39	41
For short trips, it is not really necessary to wear a seatbelt	10	10	28
There were times where I may have been over the limit when driving the morning after a night out	18	28	49
One alcoholic drink can impair drivers	76	59	58

In attitudinal terms, the Red & Amber segments are often similar.



## Summary & Conclusions

# Summary and Conclusions

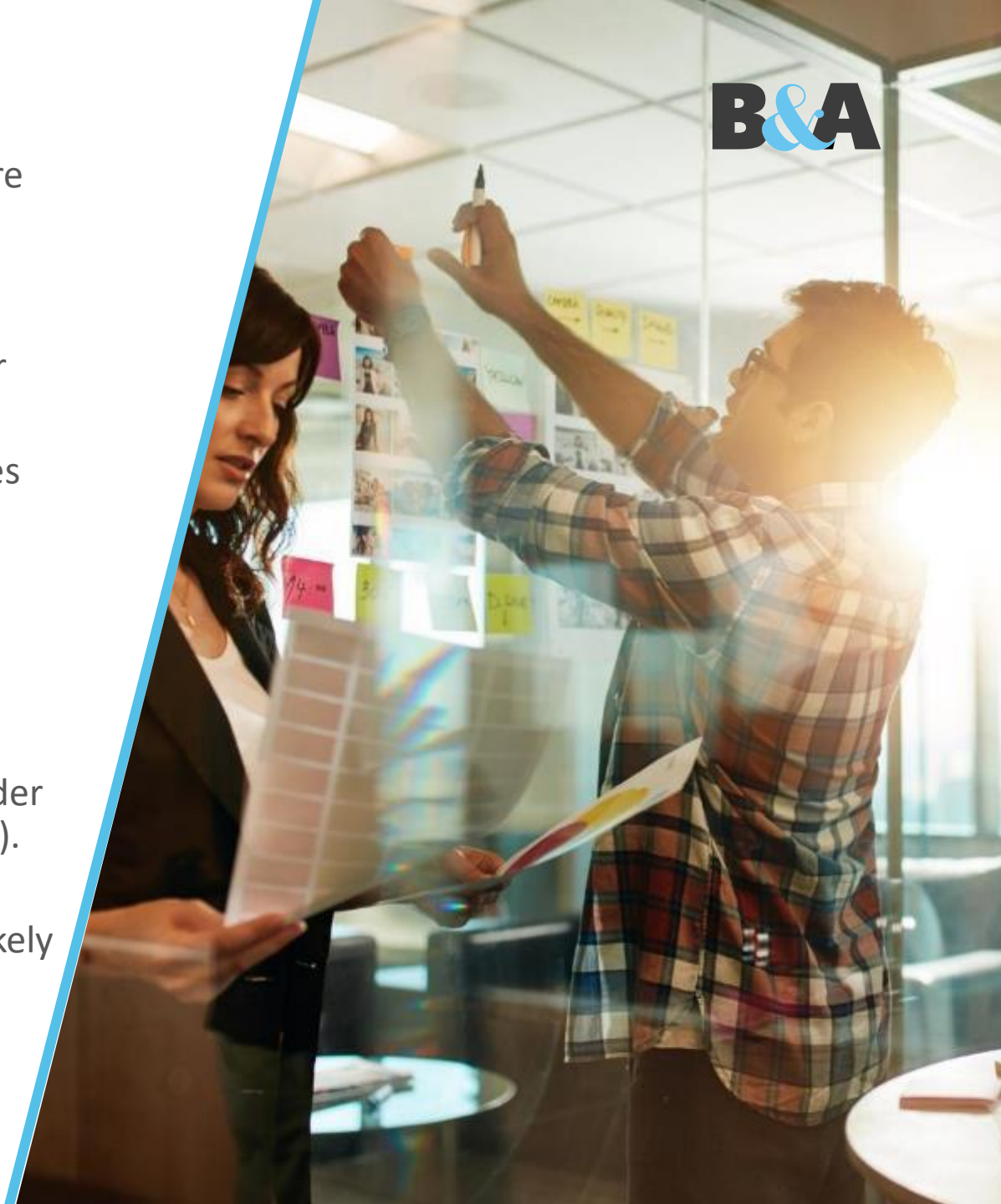


- The SRV High group has risen to 17% of motorists in 2019: a function of increases in relation to low level speeding at 100km limits; and driving faster to ‘catch up’.
  - ❖ The SRV High Group continues to spike among the younger age groups and males; but is evident to some degree across every demographic group.
  - ❖ A consistent distinguishing factor of SRV High motorists is that they are more likely to consider all types of speeding acceptable.
- National support for Safety Cameras has remained steady over time at c. 85% of motorists.
- Attitudes to seatbelts show a largely consistent and positive national pattern; however negative attitudes towards the need for seatbelts on short trips do peak among motorists under 24 years.



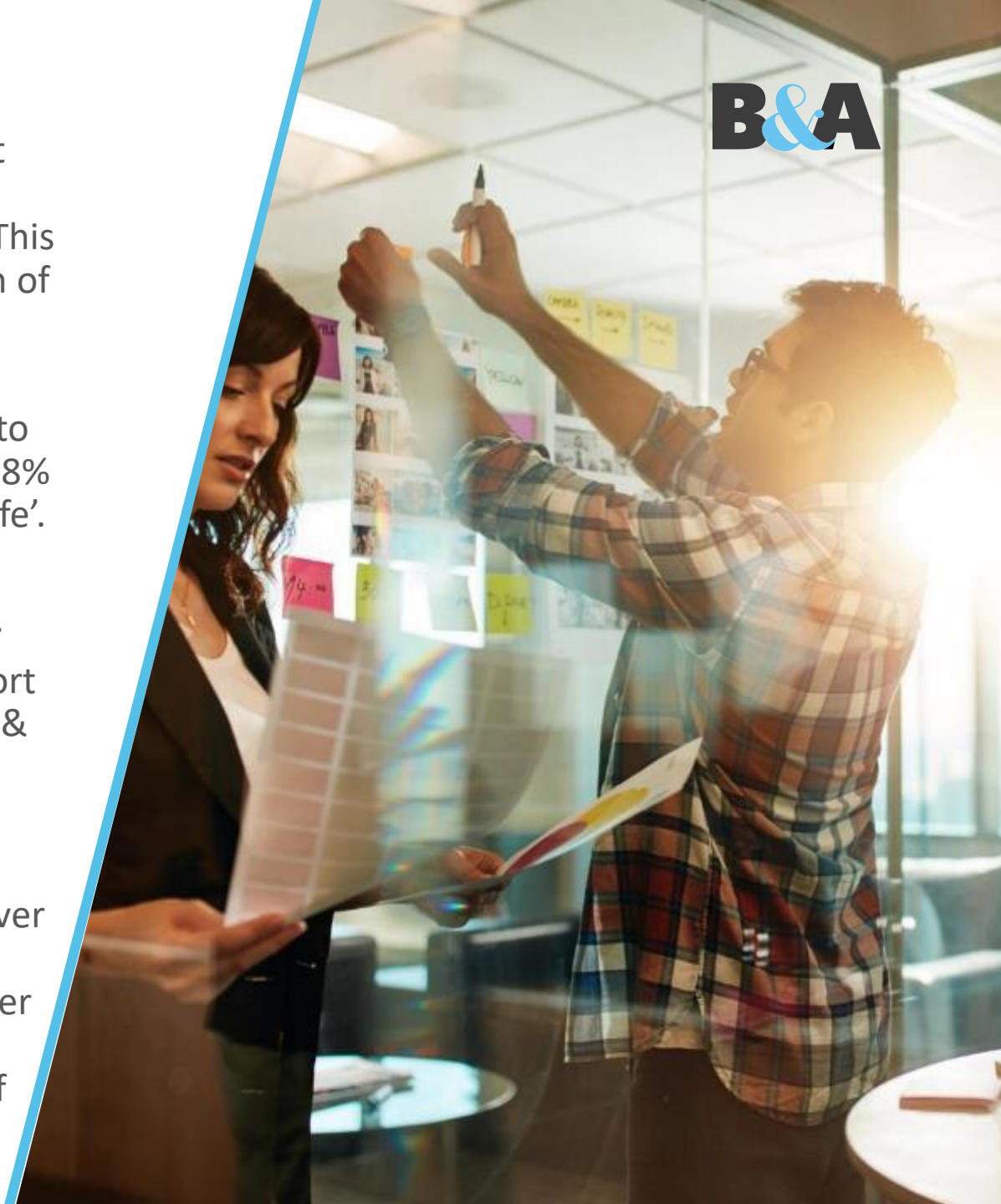
# Summary and Conclusions

- 8% of motorists consumed alcohol before driving in past 12 months.
  - ❖ Incidence of alcohol consumption biased towards males and broadly even by age. Incidence much higher among SRV High group.
- 53% of this group agree there were times when they have been over the limit the morning after; 73% of the same group agree it is acceptable to drive short distances in 'in your local area' after consuming 'one alcoholic drink'.
- 64% of all motorists now believe 'no alcohol' can be consumed to remain under legal limit – a sharp rise from 2017 (47%).
- 61% of motorists who drove after consuming alcohol 'past year' are less likely to drive after 'consuming one alcoholic drink' following the new legislation on alcohol levels.



# Summary and Conclusions

- A combined 55% of motorists do at least one of the tested in car mobile phone behaviours 'sometimes' or more often. This is a 10% rise since 2017 and is a function of the sharp rise in handsfree usage.
  - ❖ The trend of motorists increasingly considering hands free calls in cars to be safe continues into 2019 - only 38% of motorists now consider it 'not safe'.
- Support for each of the proposed restrictions on learner drivers is modest.
  - ❖ For learner driver restrictions support clearly divides by age & area: older & urban residents much more supportive.
- We identify three segments, which are broadly defined by increasingly poor driver behaviour (Green, Amber and Red); the Red segment exhibiting the poorest driver behaviour. In 2019. 10% of motorists qualify for the Red Segment (estimate of 259,000 motorists).



A P P E N D I X

Appendix



## Appendix: National Barometer surveys 2019

- Safety cameras
- Traffic Rules
- Daytime running lights
- Learner driver

Appendix

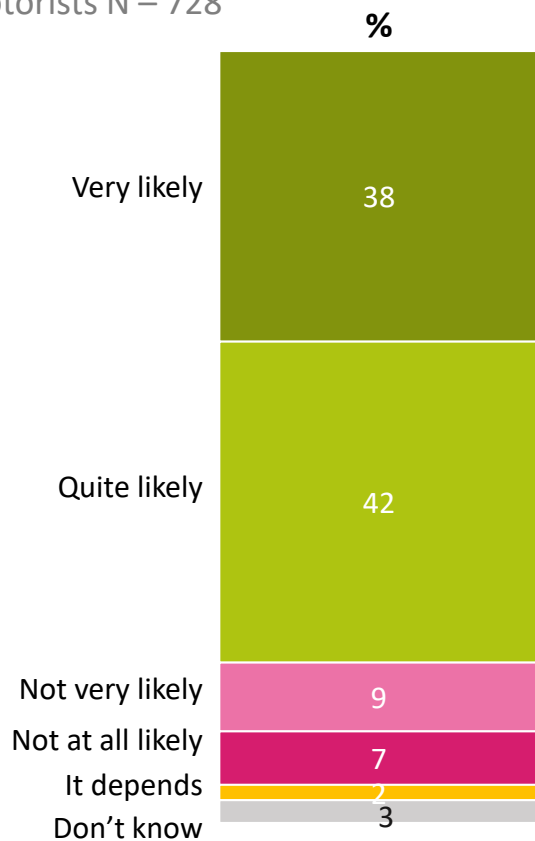


# Safety Cameras

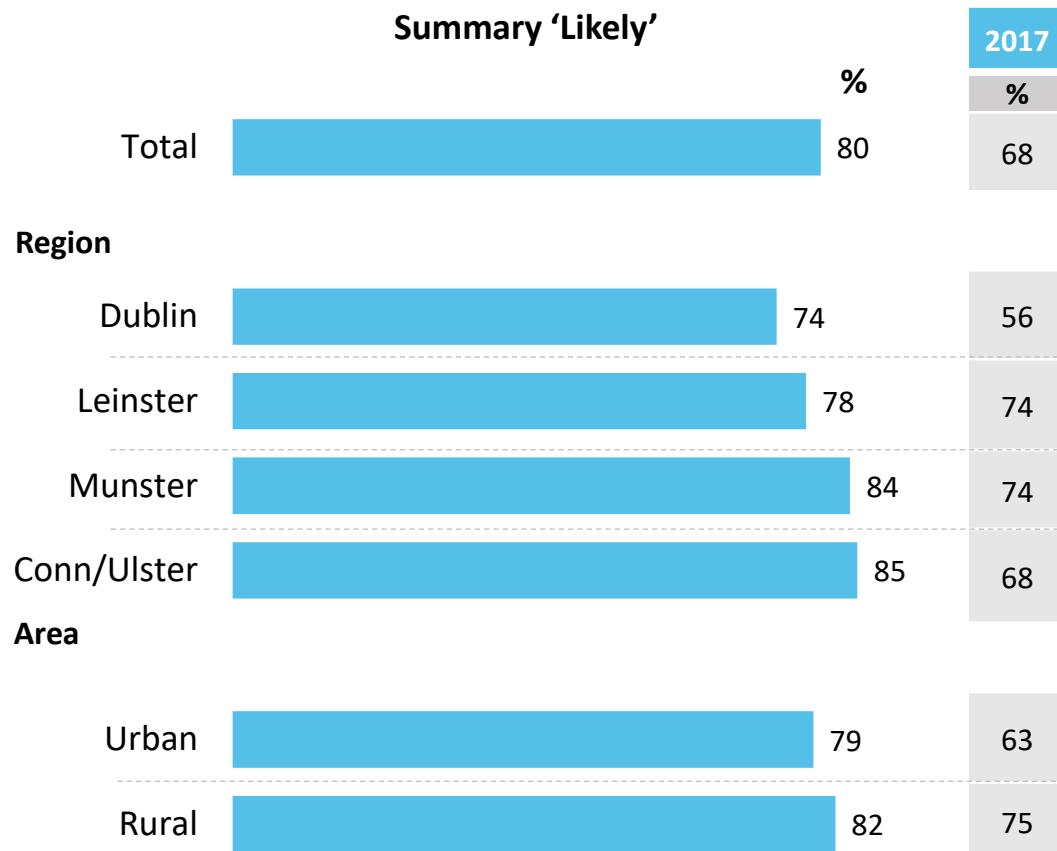
(National Barometer survey Jan 2019)

# Encounter Safety Cameras

Base: All Motorists N – 728



Summary 'Likely' 2019	80%
Summary 'Likely' 2017*	68%
Summary 'Likely' 2015**	75%
Summary 'Likely' 2014***	71%



**The incidence of motorists who consider it 'likely' they would encounter a speed camera on a long distance journey is at 80% of motorists in 2019.**

On a typical long distance journey, how likely or unlikely do you think it would be that you would encounter a speed check by a safety camera?

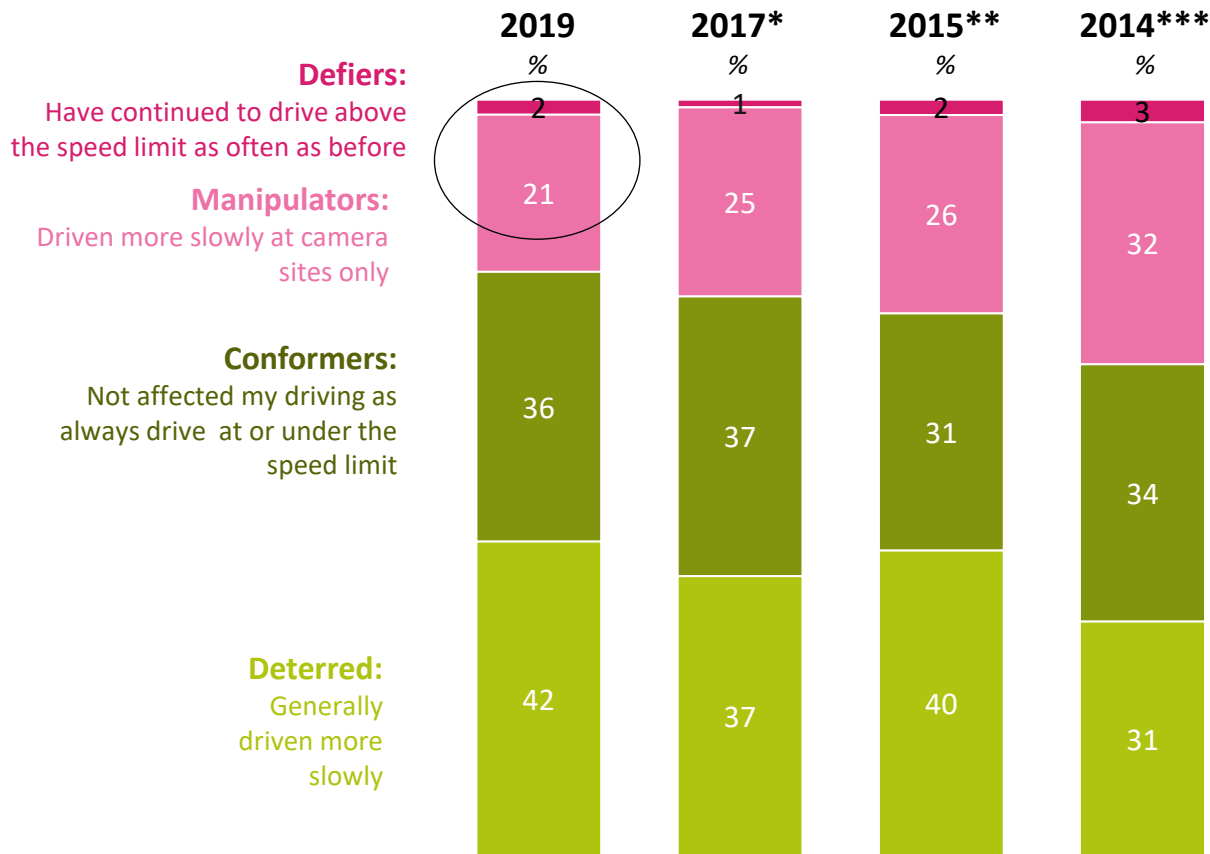
\* RSA DAB 2017

\*\* RSA DAB 2015

\*\*\* RSA DAB 2014

# Behavioural impact of safety cameras

Base: All Motorists N – 728



Deterred & Manipulators 2019		
Primary reason for slowing down:		
Avoiding enforcement	62%	(68%)*
Safety	35%	(30%)*

**In 2019, the number of safety camera Manipulators/Defiers is a combined 23% - a reduced incidence on previous years.**

How, if at all, has the introduction of speed cameras in Ireland affected your driving speed?

\* RSA DAB 2017

\*\* RSA DAB 2015

\*\*\* RSA DAB 2014

# Behavioural Impact of Safety Cameras

Base: All Motorists N – 728

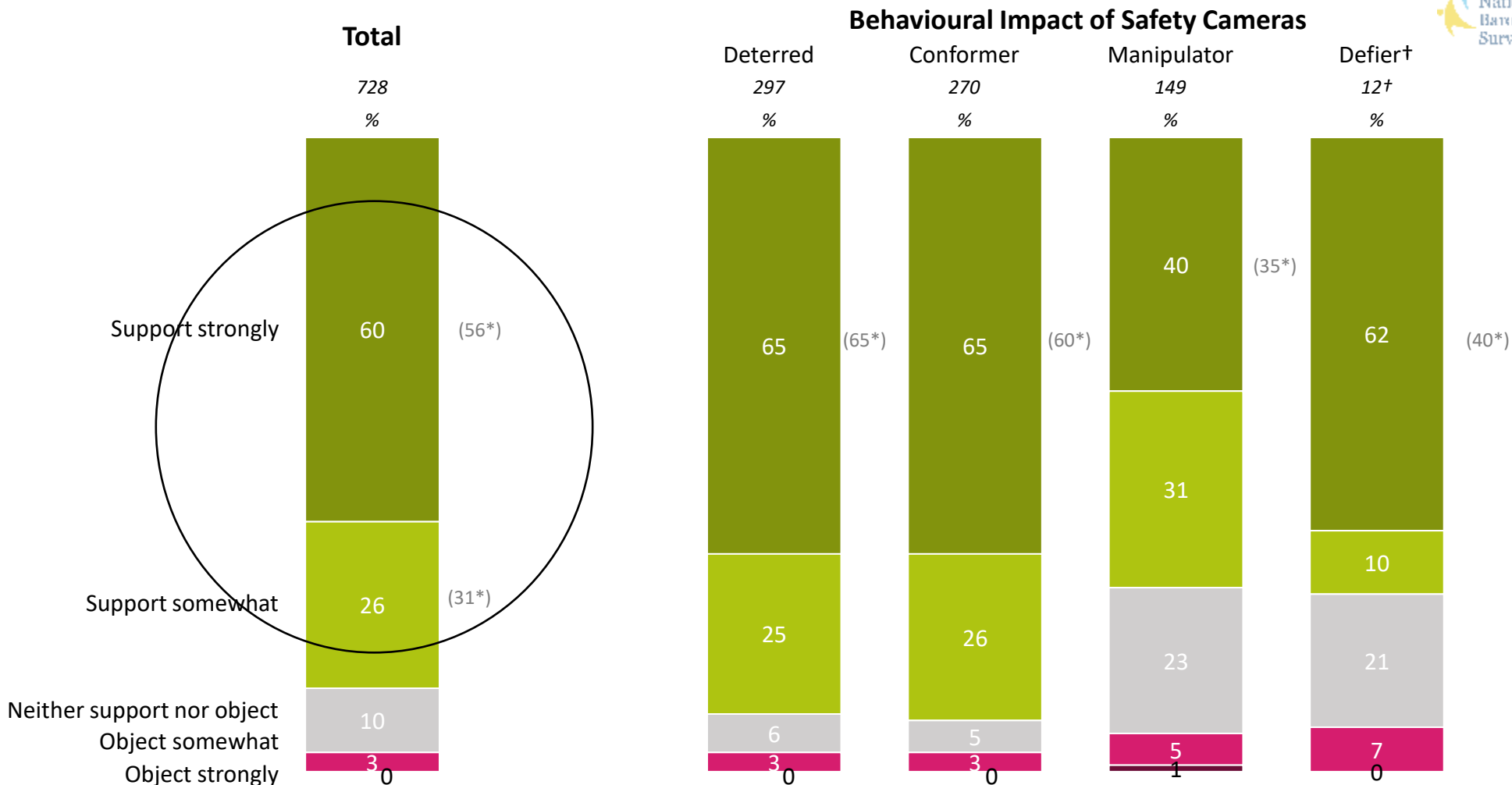
	Total	Gender		Age					Area	
		Male	Female	-24	25-34	35-49	50-64	65+	Urban	Rural
<i>Base:</i>	728	376	352	46	119	240	170	152	457	271
	%	%	%	%	%	%	%	%	%	%
<b>Defiers:</b> Have continued to drive above the speed limit as often as before	2	2	1	2	-	2	2	1	2	1
<b>Manipulators:</b> Driven more slowly at camera sites only	21	25	16	27	24	22	18	15	21	20
<b>Conformers:</b> Not affected my driving as always drive at or under the speed limit	36	33	38	23	30	36	35	48	33	40
<b>Deterred:</b> Generally driven more slowly	42	40	44	48	46	40	45	36	44	39

The incidence of the deterred group peaks among motorists under 34 years.

 How, if at all, has the introduction of speed cameras in Ireland affected your driving speed?

# Support for Safety Cameras

Base: All Motorists N – 728



**The strength of support for safety cameras has remained very strong over time, in 2019 86% of motorists support the use of safety cameras on the road.**

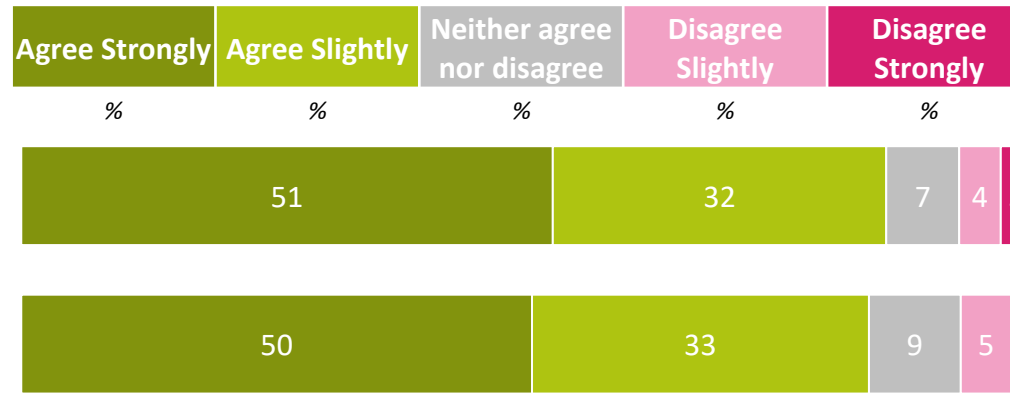
? To what extent do you support or object to the use of safety cameras on the roads?

\* RSA DAB 2017

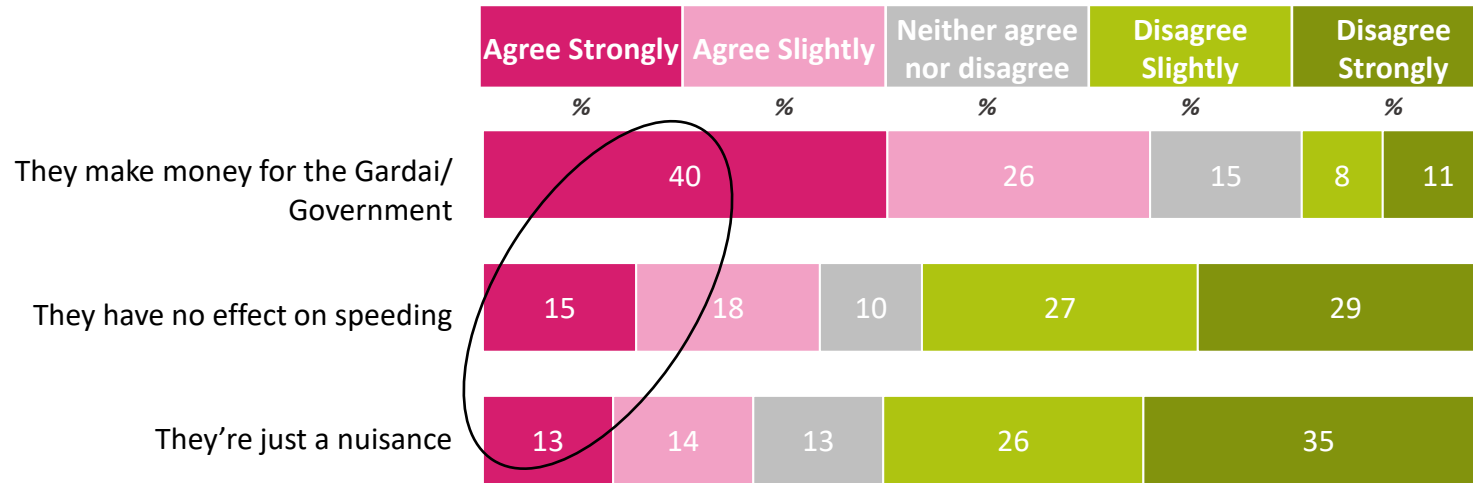
† Very low base reference only

# Attitudes to Safety Cameras

Base: All Motorists N – 728



Agree strongly		
2017* %	2015** %	2014*** %
51	50	45
53	52	46



30	35	37
12	9	10
10	9	7

**While overall support for safety cameras is stable and positive, individual negative attitudes to safety cameras have increased.**

? To what extent do you support or object to the use of safety cameras on the roads?

\* RSA DAB 2017  
 \*\* RSA DAB 2015  
 \*\*\* RSA DAB 2014

# Attitudes to Safety Cameras

Base: All Motorists N – 728

Agree Strongly	Total	Behavioural Impact of Safety Cameras			
		Deterred	Conformer	Manipulator	Defier†
<i>Base:</i>	728	297	270	149	12†
	%	%	%	%	%
They make the roads safer	51	57	50	42	49
They save lives	50	55	48	44	49
They make money for the Gardaí/ Government	40	46	34	39	40
They have no effect on speeding	15	17	12	20	15
They're just a nuisance	13	15	8	17	16

**Individual attitudes to safety cameras whether positive or negative exhibit a broad consistency across the safety camera behaviour groups; albeit the attitudinal differences between the deterred and manipulator groups are instructive.**

† Very low base reference only

? *How, if at all, has the introduction of speed cameras in Ireland affected your driving speed?*



## Safety Cameras: Summary & Conclusions

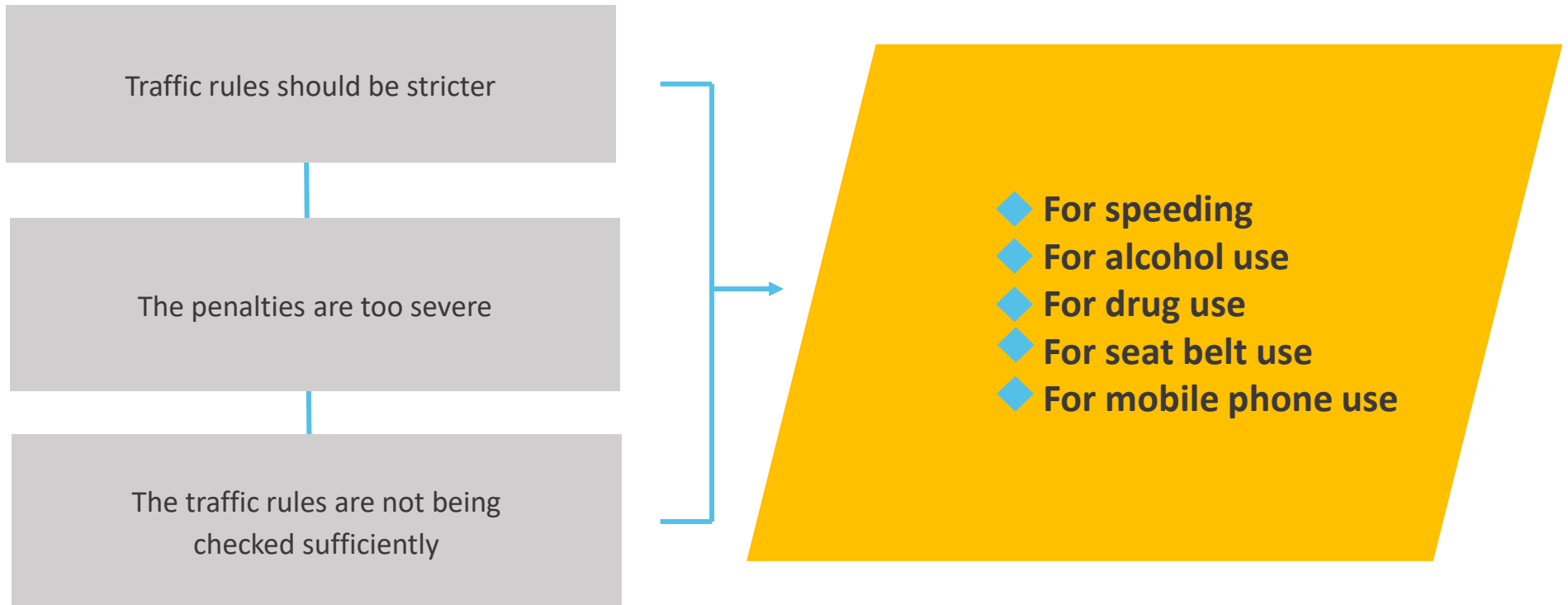
- The incidence of motorists who consider it 'likely' they would encounter a speed camera on a long distance journey is at 80% of motorists in 2019.
- In 2019, the number of safety camera Manipulators/Defiers is a combined 23% - a reduced incidence from previous years.
- The incidence of the deterred group peaks among motorists under 34 years.
- The strength of support for safety cameras has remained very strong over time
  - in 2019 86% of motorists support the use of safety cameras on the road.
- While overall support for safety cameras is stable and positive, individual negative attitudes to safety cameras have increased.
- Individual attitudes to safety cameras whether positive or negative exhibit a broad consistency across the safety camera behaviour groups; albeit the attitudinal differences between the deterred and manipulator groups are instructive.





**Traffic Rules**  
**(National Barometer survey Jan 2019)**

# Assessment of Current Traffic Rules and Penalties



# Assessment of Current Traffic Rules and Penalties

Base: All Motorists N – 728



	Yes	No	Don't know	2017* Yes	2015** Yes
				%	%
<b>The traffic rules should be stricter</b>					
For speeding	58	35	7	51	52
For alcohol use	68	28	5	69	75
For drug use	78	16	6	79	84
For seat belt use	65	29	6	65	69
For mobile phone use	75	20	5	73	NA
<b>The penalties are too severe</b>					
For speeding	18	73	10	18	20
For alcohol use	15	76	10	9	8
For drug use	10	79	11	6	4
For seat belt use	14	75	11	12	13
For mobile phone use	12	78	11	10	-

**Motorists are most likely to believe the traffic rules should be stricter for drug and mobile phone use.  
18% of motorists believe the penalties are too severe for speeding.**

\* RSA DAB 2017

\*\* RSA DAB 2015

# Assessment of Current Traffic Rules and Penalties

Base: All Motorists N – 728



	Yes	No	Don't know
<b>The traffic rules are not being checked sufficiently</b>			
For speeding	50	35	15
For alcohol use	52	34	14
For drug use	55	29	16
For seat belt use	51	32	17
For mobile phone use	55	30	14

2017*	2015**
Yes	Yes
%	%
49	50
54	55
58	57
53	54
57	NA

**At least 50% of motorists believe the series of traffic rules are not being checked sufficiently.**

\* RSA DAB 2017

\*\* RSA DAB 2015



What do you think about the current traffic rules and penalties for each of the following?

# Assessment of Current Traffic Rules and Penalties: Summary x Consumed alcohol before driving

Base: All Motorists N – 728

Have consumed alcohol before driving past 12 months			
	Total	Yes consumed alcohol	No
<i>Base:</i>	728	69	650
The traffic rules should be stricter... for alcohol use			
Yes	68	58	69
The penalties are too severe... for alcohol use			
Yes	15	34	13
The traffic rules are not being checked sufficiently... for alcohol use			
Yes	52	50	53

**Those who have consumed alcohol before driving in past 12 months are much more likely to believe penalties for alcohol use are too severe.**



What do you think about the current traffic rules and penalties for each of the following?

# Traffic rules should be stricter ('yes')

Base: All Motorists N – 728

Yes	Total	Gender		Age				Region		Area	
		Male	Female	-34	35-49	50-64	65+	Dublin	Ex Dublin	Urban	Rural
<i>Base:</i>	728	376	352	165	119	240	171	189	539	457	271
	%	%	%	%	%	%	%	%	%	%	%
For speeding	58	53	64	54	58	60	63	60	58	60	56
For alcohol use	68	63	72	65	70	65	71	70	67	70	64
For drug use	78	78	78	76	81	75	80	75	79	79	77
For seat belt use	65	59	72	63	67	64	65	66	65	65	65
For Mobile Phone use	75	74	77	73	77	74	76	75	75	74	76

**National attitudes in relation to traffic rules being more strict are largely consistent across the demographics, with support peaking among women.**



Yes, the traffic rules should be more strict...

# Traffic rules are not being checked sufficiently

Base: All Motorists N – 728

Yes	Total	Gender		Age				Region		Area	
		Male	Female	-34	35-49	50-64	65+	Dublin	Ex Dublin	Urban	Rural
<i>Base:</i>	728	376	352	165	119	240	171	189	539	457	271
	%	%	%	%	%	%	%	%	%	%	%
For speeding	50	48	53	48	49	55	52	49	51	54	44
For alcohol use	52	48	57	52	52	54	54	48	54	55	49
For drug use	55	50	60	55	53	57	55	48	57	55	55
For seat belt use	51	45	57	55	46	52	52	48	52	53	48
For Mobile Phone use	55	51	59	57	52	61	53	50	57	57	53

The key variation in national attitudes on the checking of traffic rules also relates to gender.

? Yes, the traffic rules are not being checked sufficiently...



# Penalties are too severe ('yes')

Base: All Motorists N – 728

Yes	Total	Gender		Age				Region		Area	
		Male	Female	-34	35-49	50-64	65+	Dublin	Ex Dublin	Urban	Rural
<i>Base:</i>	728	376	352	165	119	240	171	189	539	457	271
	%	%	%	%	%	%	%	%	%	%	%
For speeding	18	20	15	18	17	19	17	22	16	17	20
For alcohol use	15	20	10	18	14	16	12	18	14	14	16
For drug use	10	10	9	12	7	12	9	18	7	12	7
For seat belt use	14	16	12	17	11	17	12	18	13	13	16
For Mobile Phone use	12	13	11	15	9	12	12	15	11	12	11

**Attitudes towards the severity of traffic penalties exhibit a consistent national pattern with little variation across the demographic groups.**

 YES, penalties are too severe...

## Traffic Rules: Summary & Conclusions

- Motorists are most likely to believe traffic rules should be stricter for drug and mobile phone use. 18% of motorists believe the penalties are too severe for speeding.
- At least 50% of motorists believe various traffic rules are not being checked sufficiently.
- Those who have consumed alcohol before driving in past 12 months are much more likely to believe penalties for alcohol use are too severe.
- National attitudes in relation to traffic rules being stricter are largely consistent across the demographics, with support peaking among women.
- The key variation in national attitudes on the checking of traffic rules also relates to gender.
- Attitudes towards the severity of traffic penalties again exhibit a consistent national pattern with little variation across the demographic groups.



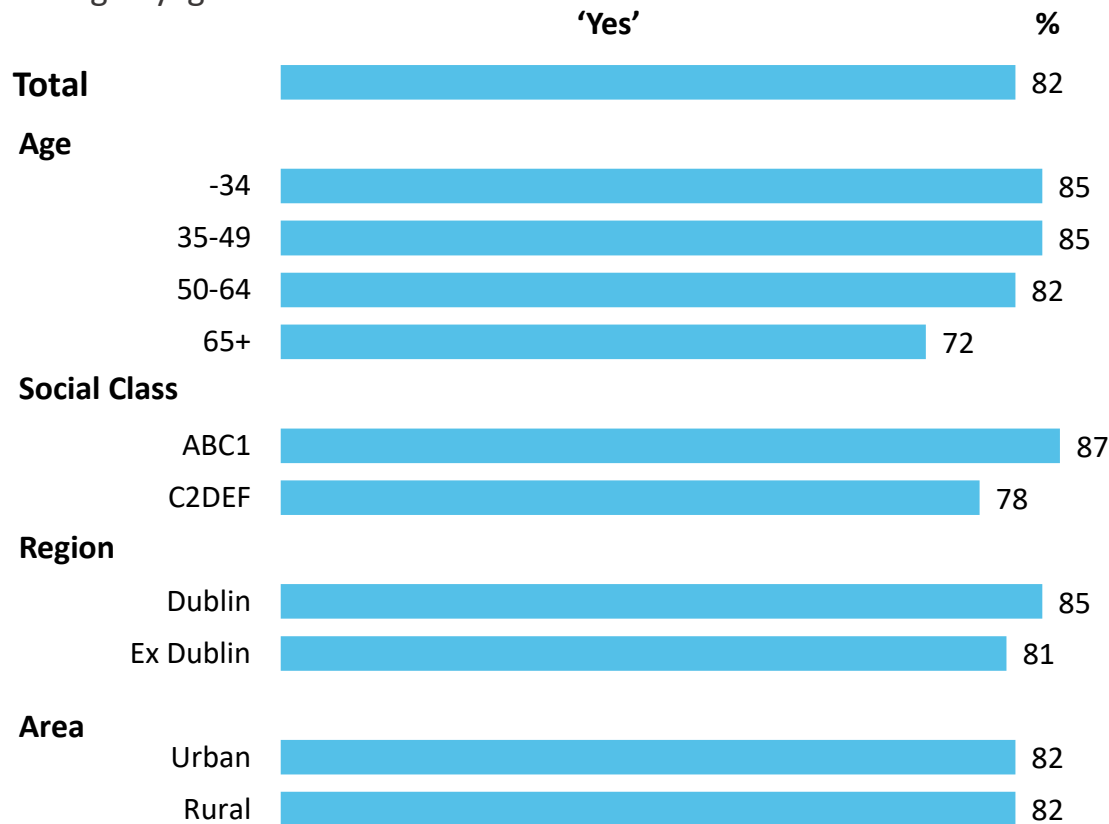
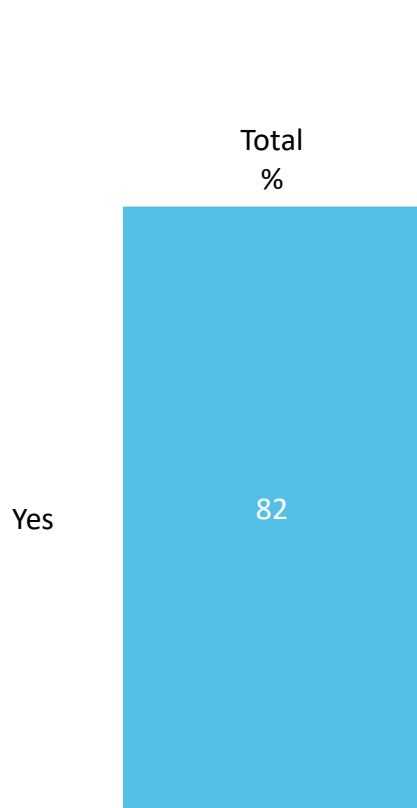


**Daytime Running Lights**  
**(National Barometer survey Jan 2019)**

# Awareness of daytime running lights

Base: All Motorists N – 668

“Daytime running lights (DRL) are car lights which automatically switch on when the vehicle is in drive during daylight conditions.”

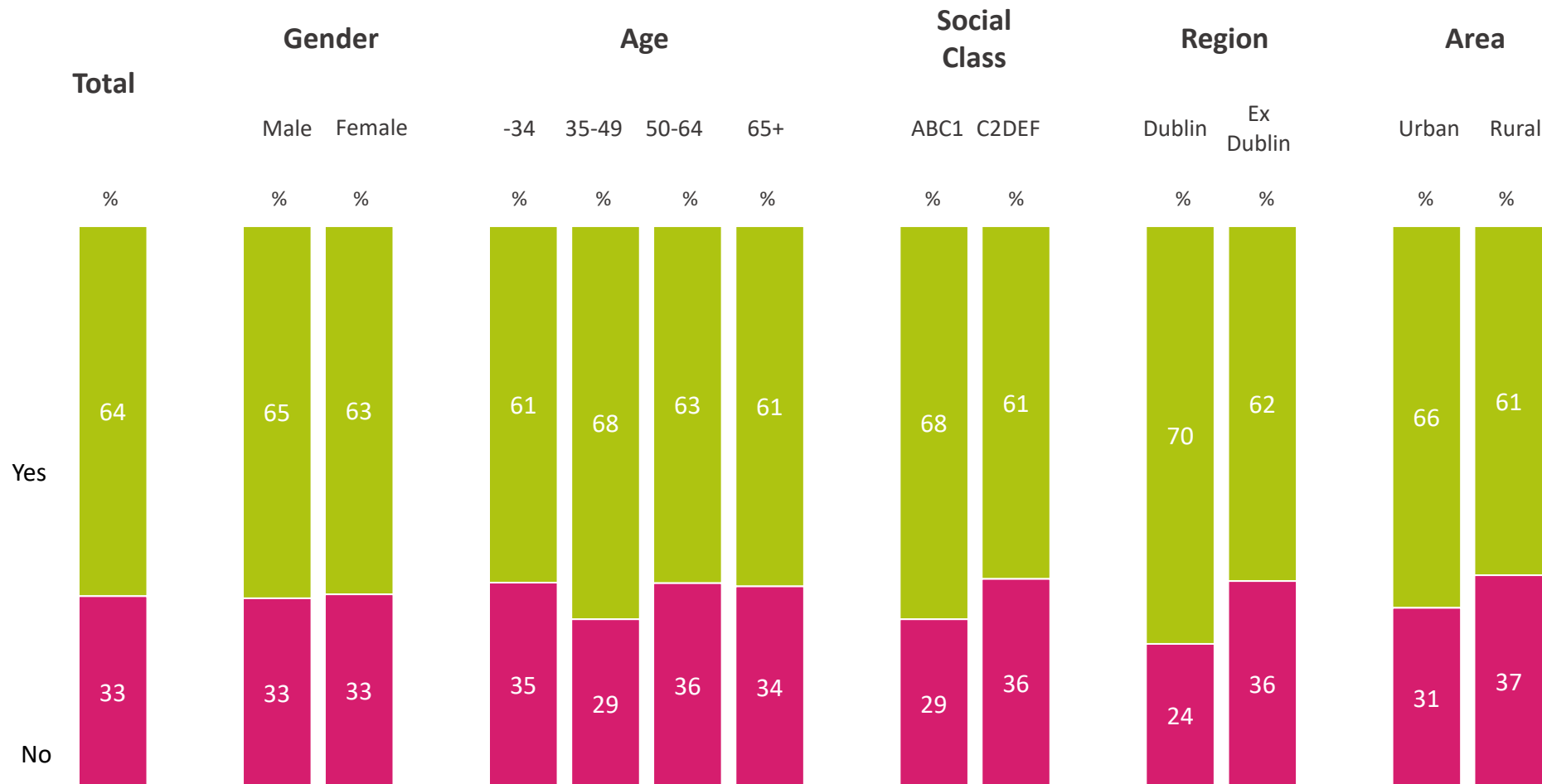


**82% of motorists are aware of daytime running lights.**

 Q. Before participating in this study, had you heard of Daytime running lights (DRL)?

# Do you have Daytime running lights in your car?

Base: All Motorists N – 668

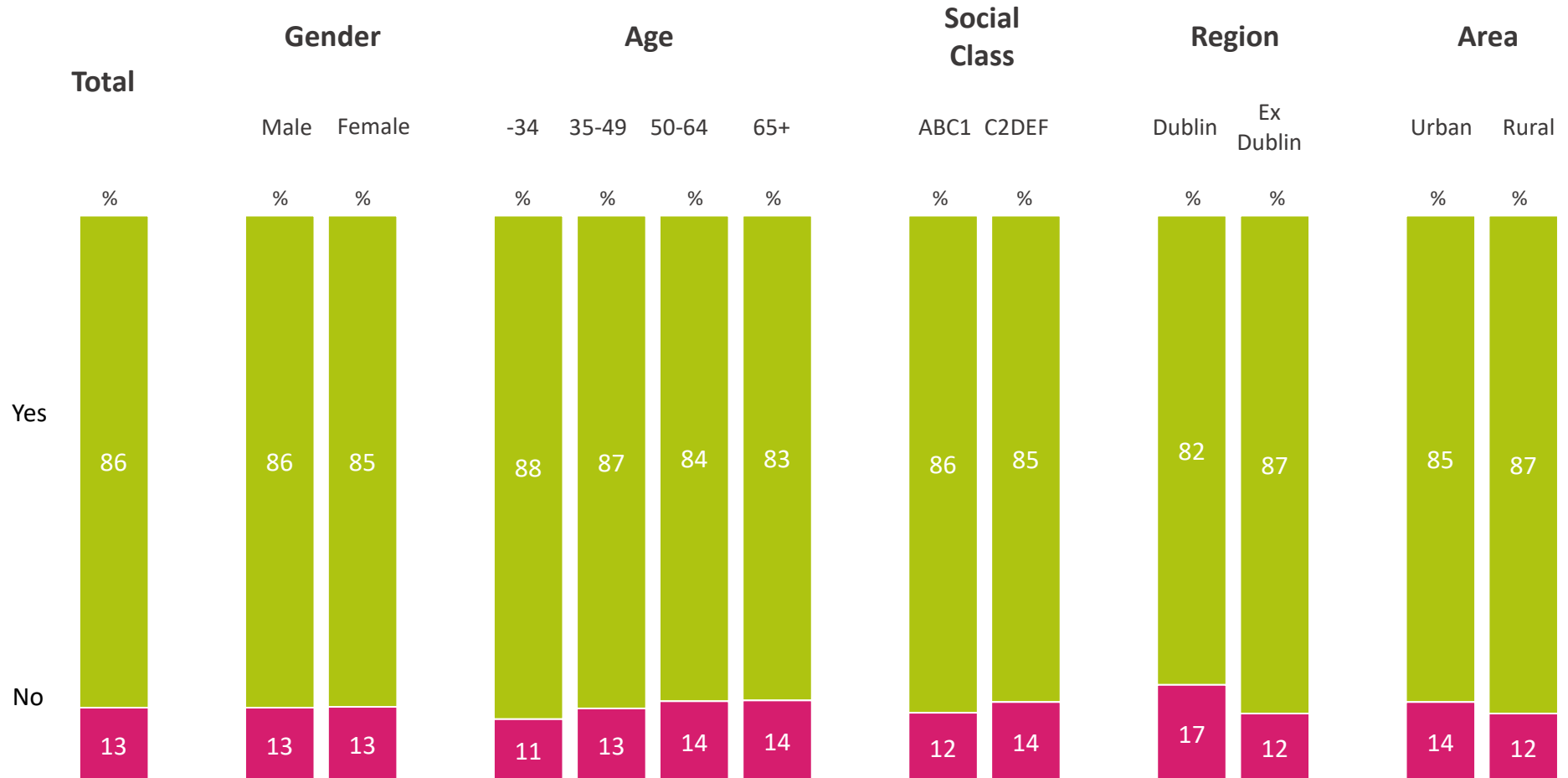


**64% of motorists understand they have DRL in the car they usually drive; and this incidence has a consistent national pattern.**

Q.5 Do you have Daytime running lights (DRL) in the car you usually drive?

# Have you ever turned on Dipped headlights during the daytime when driving?

Base: All Motorists N – 668



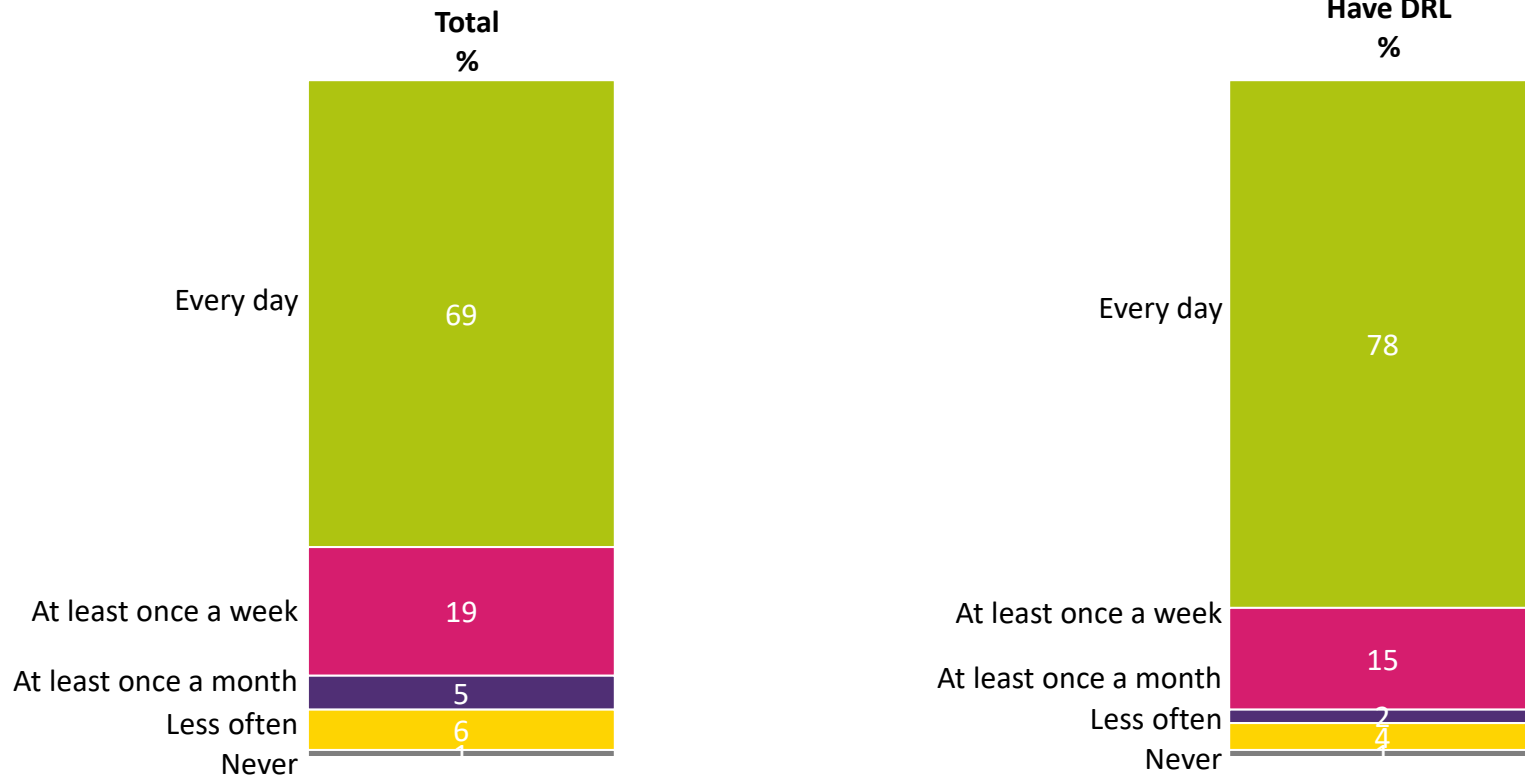
**Near 9 in 10 (86%) of motorists have ever turned on their dipped headlights during daytime – again a consistent national pattern.**



Q.6 Now please think of your dipped headlights. Have you ever turned on your dipped headlights during the daytime when driving?

# Frequency of using dipped headlights during daytime

Base: Motorists who ever use dipped headlights in daytime N - 573 (86%)



**69% of those who ever use 'dips' during the day do so 'every day'; This includes 78% who drive a car with DRLs – worth investigating further if terms are clearly understood.**

Q.7 How frequently would you turn on your dipped headlights during the daytime when driving?

# Frequency of using dipped headlights during daytime

Base: Motorists who ever use dipped headlights in daytime N - 573 (86%)

	Total	Gender		Age				Social Class		Region		Area	
		Male	Female	-34	35-49	50-64	65+	ABC1	C2DEF	Dublin	Ex Dublin	Urban	Rural
Base	573	295	278	112	214	141	106	267	306	135	438	342	231
	%	%	%	%	%	%	%	%	%	%	%	%	%
Every day	69	69	69	63	72	71	66	72	66	70	69	70	67
At least once a week	19	19	19	26	17	19	17	18	21	15	21	18	21
At least once a month	5	6	5	6	5	4	8	5	5	10	4	7	3
Less often	6	6	6	5	5	6	8	5	6	4	6	4	8
Never	1	0	1	-	1	-	1	0	1	1	1	1	0

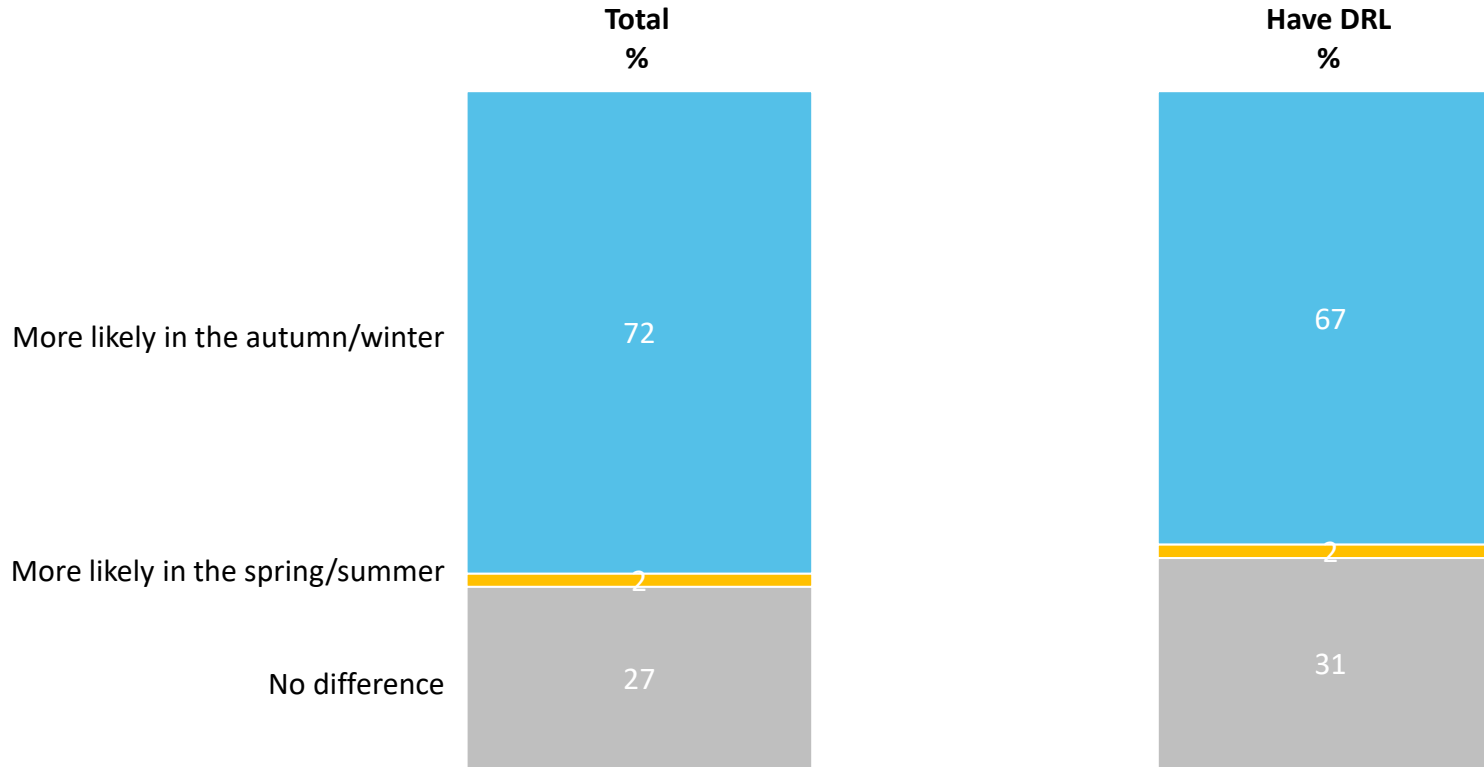
**‘Everyday’ use of dips also exhibits a consistent national pattern.**

 Q.7 How frequently would you turn on your dipped headlights during the daytime when driving?



# Seasonal changes on use of dipped headlights during daytime

Base: Motorists who ever use dipped head lights in daytime – 573(86%)



**The vast majority of motorists who use ‘dips’ are more likely to do so in the autumn/winter. ( again appear worthwhile to examine extent terminology is clearly understood.**

**?** Q.8 Are you more likely to turn on your dipped headlights during the daytime when driving during the autumn/winter or spring/summer?

# Frequency of using dipped headlights during daytime

Base: Motorists who ever use dipped head lights in daytime – 573(86%)

	Total	Gender		Age				Social Class		Region		Area	
		Male	Female	-34	35-49	50-64	65+	ABC1	C2DEF	Dublin	Ex Dublin	Urban	Rural
Base	573	295	278	112	214	141	106	267	306	135	438	342	231
	%	%	%	%	%	%	%	%	%	%	%	%	%
More likely in the autumn/winter	72	74	69	76	69	75	68	73	70	65	74	70	74
More likely in the spring/summer	2	1	2	2	2	1	3	2	2	2	2	2	2
No difference	27	25	28	22	29	24	29	25	28	33	25	28	25

**Only 27% of motorists who use dips do so with a frequency independent of the season – peaks among Dublin motorists (33%).**



Q.8 Are you more likely to turn on your dipped headlights during the daytime when driving during the autumn/winter or spring/summer?

# Daytime running lights: Summary & Conclusion

- 82% of motorists are aware of daytime running lights.
- 64% of motorists understand they have DRL in the car they usually drive; and this incidence has a consistent national pattern.
- Near 9 in 10 (86%) of motorists have ever turned on their dipped headlights during daytime – again a consistent national pattern.
- 69% of those who ever use ‘dips’ during the day do so ‘every day’; This includes 78% who drive a car with DRLs – worth investigating further if terms are clearly understood.
- ‘Everyday’ use of dips also exhibits a consistent national pattern.
- The vast majority of motorists who use ‘dips’ are more likely to do so in the autumn/winter.
- Only 27% of motorists who use dips do so with a frequency independent of the season – peaks among Dublin motorists (33%).

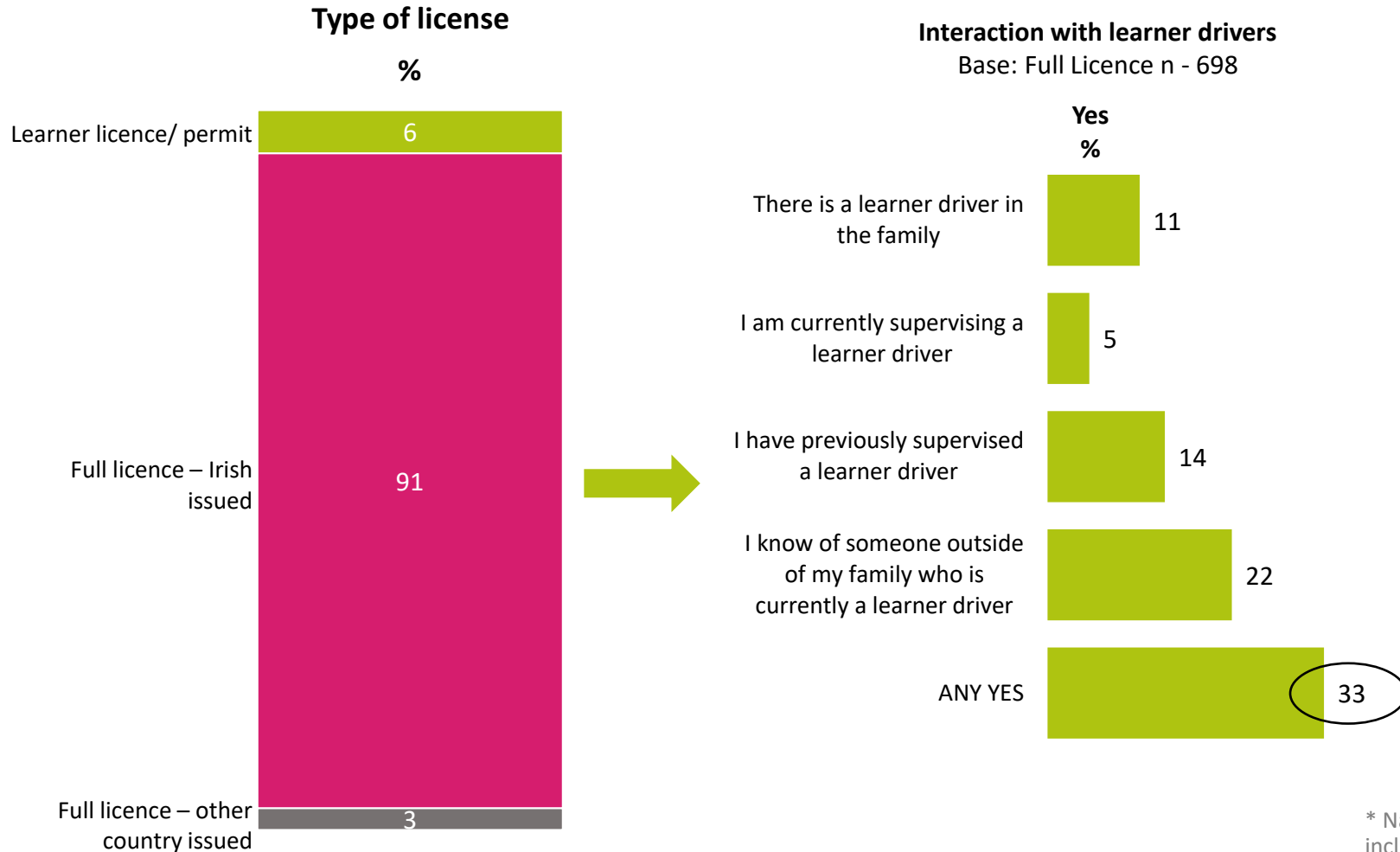




**Learner drivers (National  
Barometer survey March 2019)**

# Licence type + interactions with learner drivers

Base: Motorists N – 761\*



\* National Barometer survey included a booster sample of learner drivers

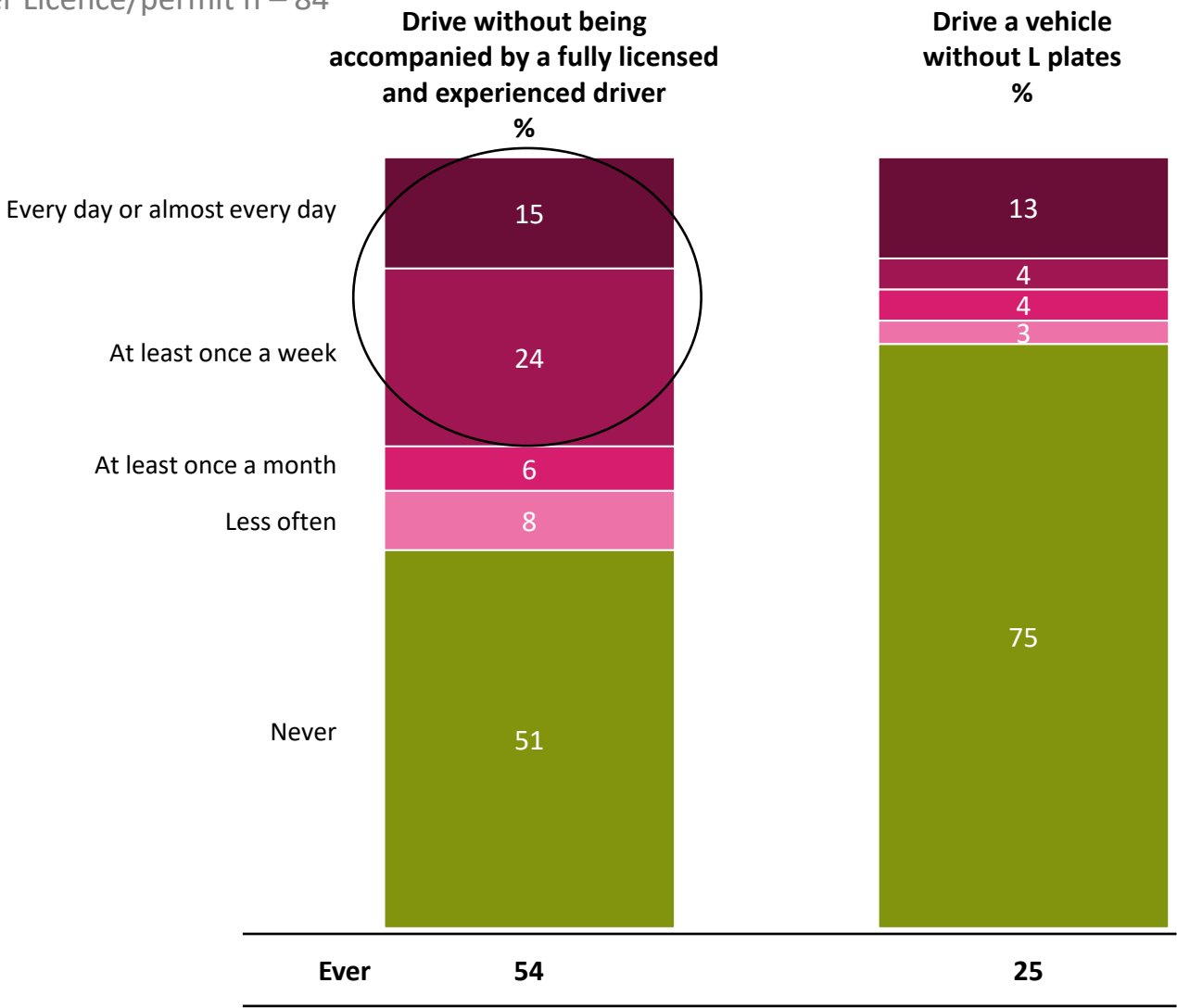
**33% of full license motorists have/had some interaction with learner drivers.**



Q.3b Is it a learner permit, or a full licence issued in Ireland or in another country?  
 Q.4a In relation to learner drivers, which, if any, of the following apply to you personally?

# Learners: Driving behaviour

Base: Have Learner Licence/permit n – 84\*

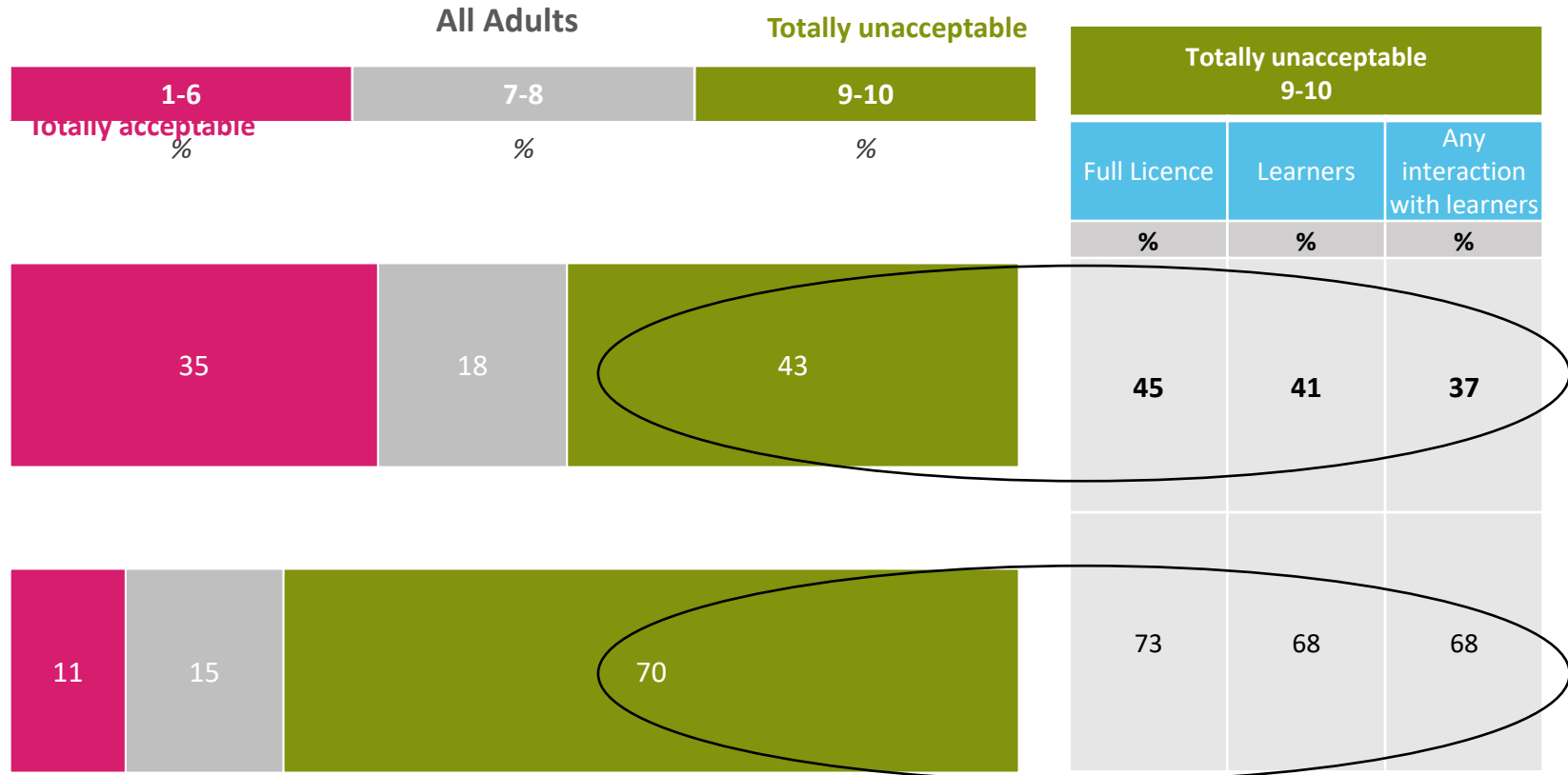


\* National Barometer survey included a booster sample of learner drivers

**On a weekly basis, 39% of learners drive without being accompanied by a fully licensed and experienced driver and 54% have ever done so; 25% have ever driven without L plates.**

# Perceived acceptability of learner driver behaviour

Base: All adults n – 1,045\*



\* National Barometer survey included a booster sample of learner drivers

**Only 45% of full license motorists consider it 'totally unacceptable' for learners to drive unaccompanied, as do 41% of learner drivers. This declines to 37% of adults with some level of interaction with learner drivers.**

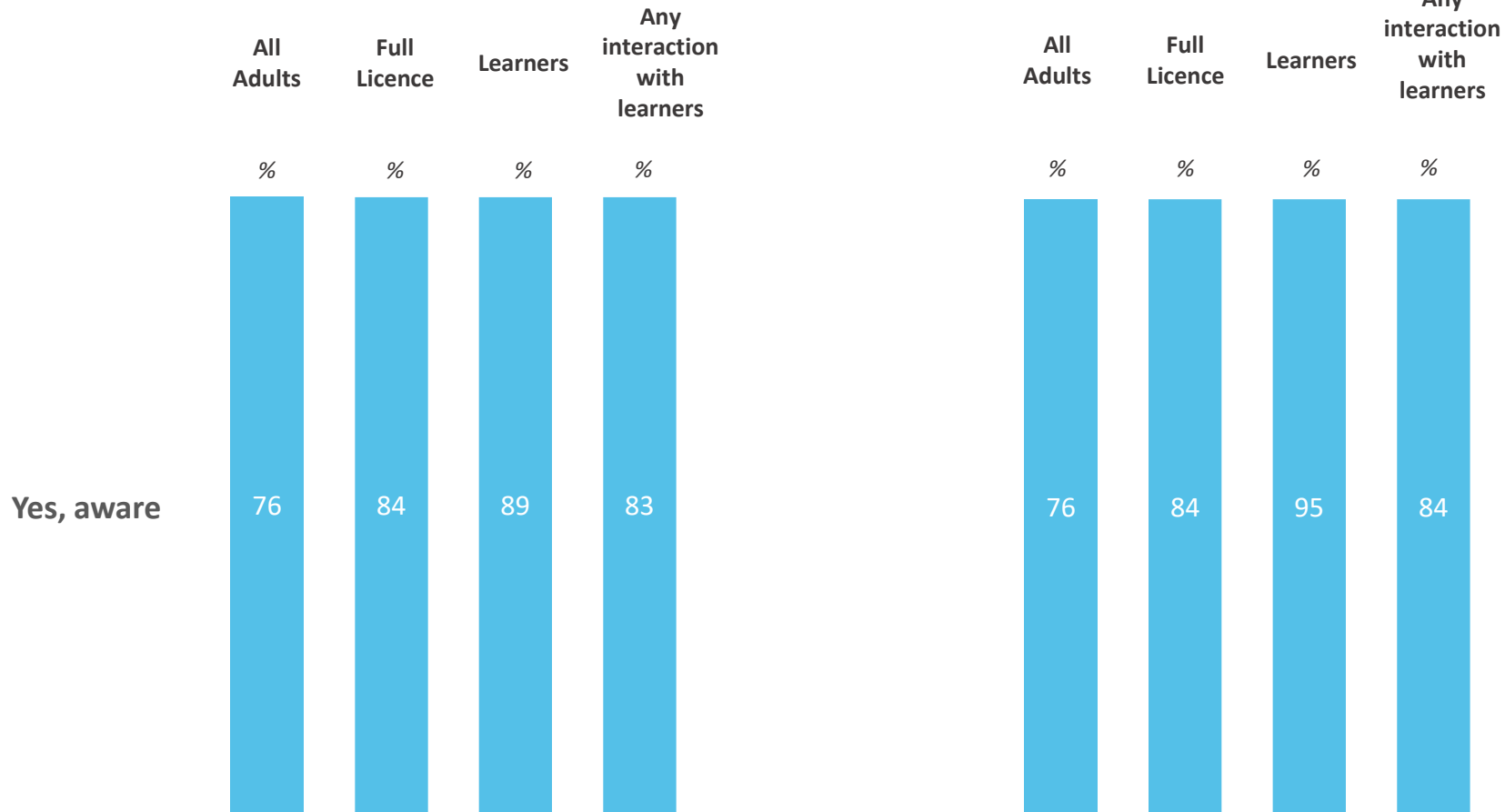
# Awareness of new legal penalties relating to learner drivers

Base: All Adults N – 1,045\*



**Vehicle owners will face prosecution if they allow their vehicle to be used by learner drivers who are not accompanied by a fully licensed driver**

**Learner drivers will have the vehicle they are driving seized if they are detected driving without being accompanied by a fully licensed driver**



\* National Barometer survey included a booster sample of learner drivers

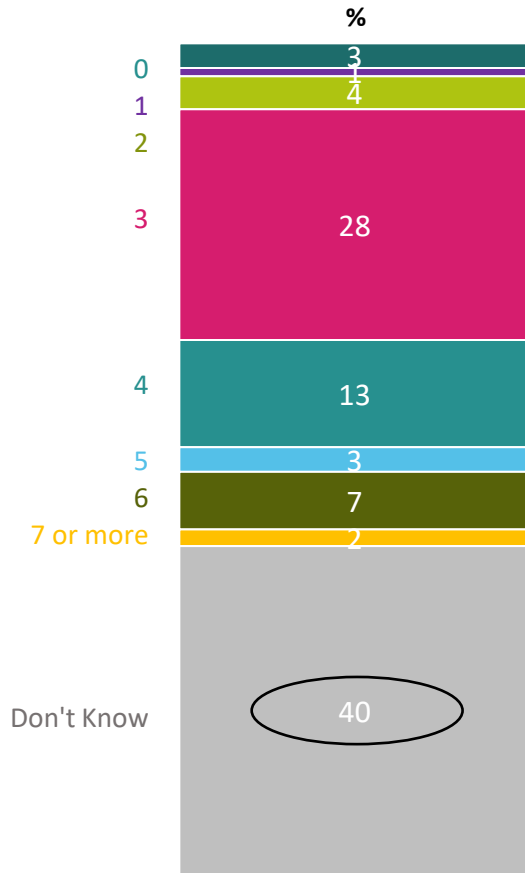
**Awareness of the new legal penalties relating to learner drivers is very strong.**



# Penalty points relating to learner drivers

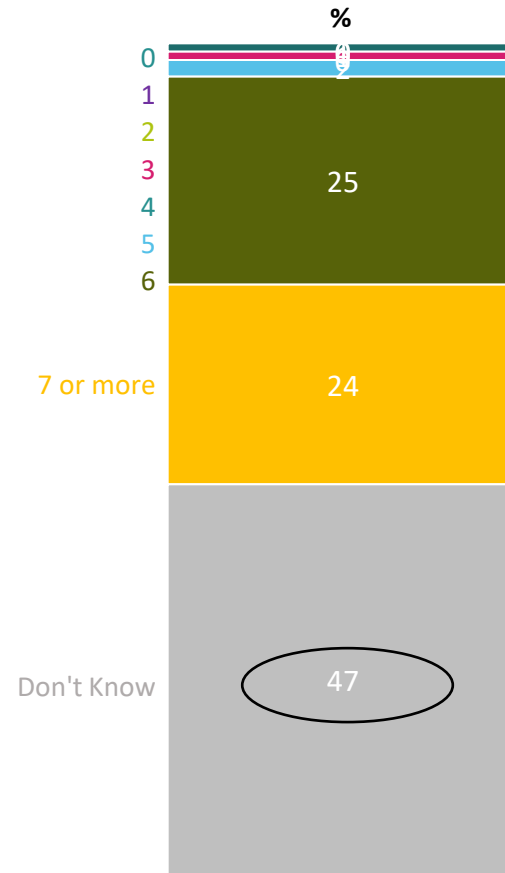
Base: Have Learner Licence/permit n – 84\*

What number of penalty points are received by Learner drivers for the offence of driving without being accompanied by a fully licensed driver



Mean points **3.6**

What is the penalty point threshold for Learner drivers and Novice drivers before they face disqualification



**6.6**

\* National Barometer survey included a booster sample of learner drivers

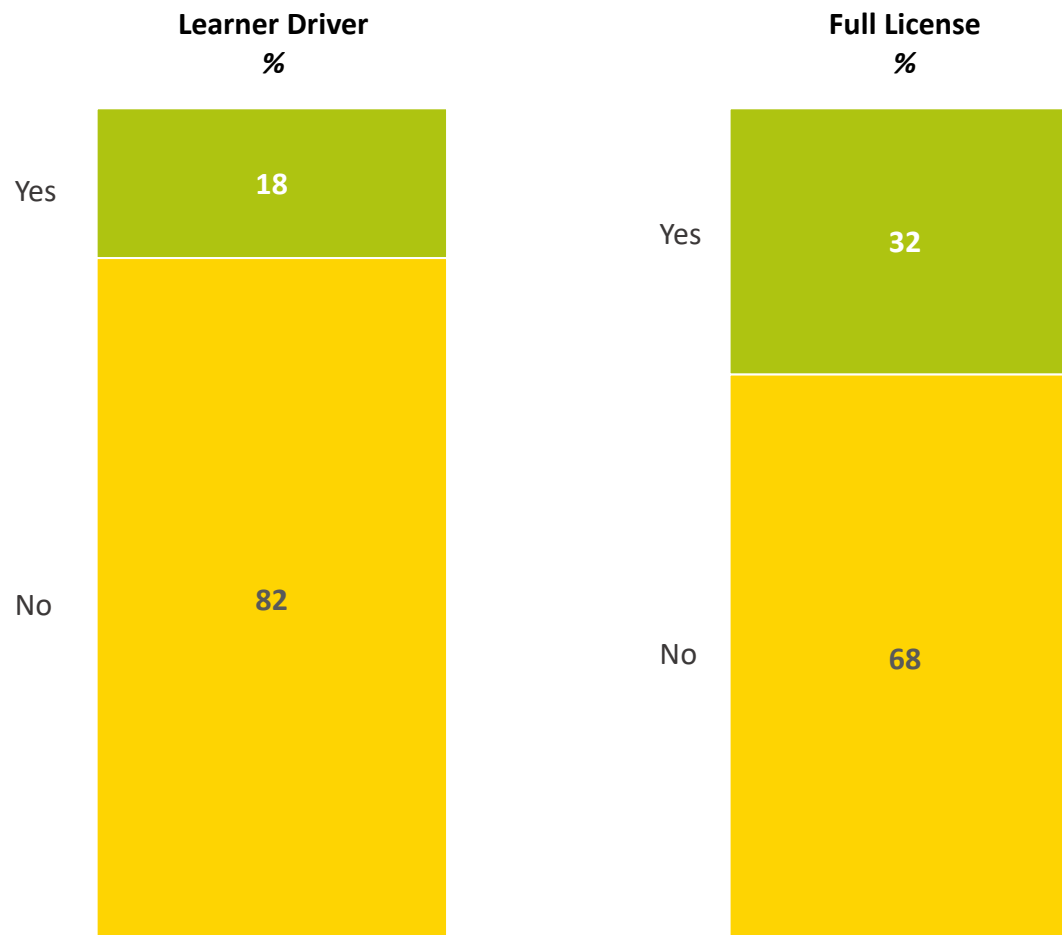
In addition to those who incorrectly answer, 40% of learners 'don't know' the number of penalty points received for driving unaccompanied; and 49% 'don't know' the points threshold for disqualification.

Q.16a What number of penalty points are received by Learner drivers for the offence of driving without being accompanied by a fully licensed driver?

Q.16b What is the penalty point threshold for Learner drivers and Novice drivers before they face disqualification?

# Stopped past 12 months for licence check

Base: Motorists n – 782\*



\* National Barometer survey included a booster sample of learner drivers

**18% of learner drivers have been stopped in the past 12 months by the gardai to check their license status.**

# Learner Drivers: Summary and Conclusions

- 33% of full license motorists have/had some interaction with learner drivers.
- On a weekly basis, 39% of learners drive without being accompanied by a fully licensed and experienced driver and 54% have ever done so; 25% have ever driven without L plates.
- Only 45% of full license motorists consider it 'totally unacceptable' for learners to drive unaccompanied, as do 41% of learner drivers. This declines to 37% of adults with some level of interaction with learner drivers.
- Awareness of the new legal penalties relating to learner drivers is very strong.
- In addition to those who incorrectly answer, 40% of learners 'don't know' the number of penalty points received for driving unaccompanied; and 49% 'don't know' the points threshold for disqualification.
- 18% of learner drivers have been stopped in the past 12 months by the gardai to check their license status.



# Thank you.



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# Delve deeper