

Driving Safety Culture Survey 2017



Contents

Introduction.....	3
Objectives	4
Executive Summary.....	5
Methodology	6
Main findings.....	7
Q1. Please tell us how much of a problem each of the issues below is today compared to 3 years ago.....	7
Q2. How fast would you say you usually drive, compared to most other drivers on the roads	9
Q3. How much of a threat to your personal safety are the following	10
Q4. How acceptable would most other people say it is to	12
Q5. How acceptable would you personally feel it is to.....	14
Q6. In the past 30 days, how often have you.....	16
Q7/8. How strongly do you support or oppose the following	18
Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area	22
Q10. Should all drivers be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test	23

Introduction to the 2017 IAM RoadSmart Safety Culture Report

Founded in 1956, IAM RoadSmart has an ongoing mission to make better drivers and riders in order to improve road safety, inspire confidence and make driving and riding enjoyable. It does this through a range of courses for all road users, from apps and short modules through to the advanced driving and riding tests. The organisation has 92,000 members and campaigns on road safety on their behalf. At any one time there are over 7,000 drivers and riders actively engaged with IAM RoadSmart's courses, while our Driver Retraining Academy has helped 2,500 drivers to shorten their bans through education and support programmes.

This is our third annual report on the opinions, attitudes and behaviour of British drivers. Once again it makes interesting reading, firmly establishing the worries that most drivers have about the effects of new technology on the way we drive our cars. Following our calls last year for a focus on mobile phones and congestion there are some small indications that new laws and investment in new roads is bearing fruit. The results for mobile phone use and congestion both show a slight fall in concern. This is a trend we hope will continue in the future. Driver aggression concerns have also fallen slightly.

The strength of this survey is its ability to confirm trends over time. The results still show that a worryingly high number of drivers still feel that speeding is acceptable even in residential areas. Acceptability of using hand held mobile phones is also still relatively high. One in ten drivers still think it acceptable to drive after taking alcohol or marijuana. New questions this year show that seven out of ten drivers would not support a law which makes the driver responsible for any collision with a cyclist or pedestrian in an urban area. 61% of drivers still feel that aggressive cyclists are a bigger problem today compared to three years ago. Sharing the road safely with cyclists is one trend we hope to see moving in a positive direction in the next survey.

For IAM RoadSmart these results show that much work still needs to be done to make speeding as socially unacceptable as drinking and driving. Hearts and minds also still need to be won to convince drivers that hands free mobile phone use is intrinsically unsafe. This will require ongoing investment in road safety education, training and publicity at local and national level. Safe driving is everyone's responsibility and the majority of drivers do show positive attitudes towards the key issues affecting road safety. There is a strong base on which to build, but recent public spending cuts will not make this an easy task.

The results are based on an on-line survey of just over 2000 motorists weighted by region and age group to be representative of UK motorists as a whole. IAM RoadSmart would like to thank the American Automobile Association Foundation for Road Safety (AAAFS) for sharing the concept with us and Lake Market Research for conducting the survey work.

Objectives

To study UK motorists' driving safety attitudes and behaviour. This survey was first carried out in 2015 and this report covers a repeat of the survey in September 2017. The objectives were to study UK motorists' driving safety attitudes and behaviour in terms of:

- The potential car driving problems faced by drivers now compared with 3 years ago.
- The perceived threats to personal safety whilst driving.
- The relative acceptability of driver behaviour.
- Respondent driver behaviour.
- Support for potential new regulations and laws governing driver behaviour and licence renewal.
- Perceived police prioritisation of aspects of bad driving.
- Attitudes towards encouraging drivers to improve their driving skills by taking advanced driving tuition and an advanced driving test.

Executive Summary

- Driver distraction linked to all forms of mobile phone use remains the biggest issue affecting drivers' perceptions of safety.
- Concerns on congestion have dropped slightly since last year but it remains in second place as an issue which has got worse in the last three years.
- Speeding in residential areas remains very unacceptable to most, but 40% felt it was acceptable to speed at 5mph above the urban limit.
- Only two types of behaviour were considered acceptable by the majority of drivers. These were driving up to 10 miles per hour over the limit on a motorway and talking on a hands-free mobile.
- Reflecting their worries about mobile phone use the vast majority of drivers still report that they themselves have not used a phone illegally or unsafely in the last month.
- Support remains strong at 79% for a lower drink drive limit in England and Wales in line with Scotland and most of Europe.
- Just under six out of ten drivers still want the police to treat drink and drug driving enforcement as their top priority. This is placed well ahead of enforcing mobile phone use, speeding, untaxed vehicles or driver aggression. Of the choices available seatbelt evasion was seen as the least important law to be enforced.
- Most drivers would still need to be convinced about the need for new laws to protect cyclists such as making the driver responsible for any collisions with a vulnerable road user in an urban area. Only 30% of those surveyed would support such a law.
- Drivers are evenly split on making 20mph the default speed limit in urban areas.
- The new law allowing learner drivers on motorways is supported by 72% of drivers.
- Year on year more drivers agree that all drivers should be encouraged to improve their driving skills by taking post-test training.

Methodology


1. An online questionnaire was completed by motorists from the Research Now access panel of UK residents.
2. Just over 2,000 useable interviews were completed.
3. The final achieved sample was weighted by region and age group to be representative of UK motorists (excluding N. Ireland) using data from the Department for Transport National Travel Survey.
4. The weighted sample profile is very similar to 2016 and is shown below:

Region	
North East	4.7%
North West	12.1%
Yorkshire and The Humber	8.3%
East Midlands	7.4%
West Midlands	9.0%
East of England	9.8%
London	12.4%
South East	13.6%
South West	9.0%
Wales	4.9%
Scotland/N.I.	8.9%

Age group	
17 - 24	5.4%
25 - 34	12.5%
35 - 39	16.3%
40 - 49	16.8%
50 - 59	16.6%
60 - 69	15.3%
70+	17.1%

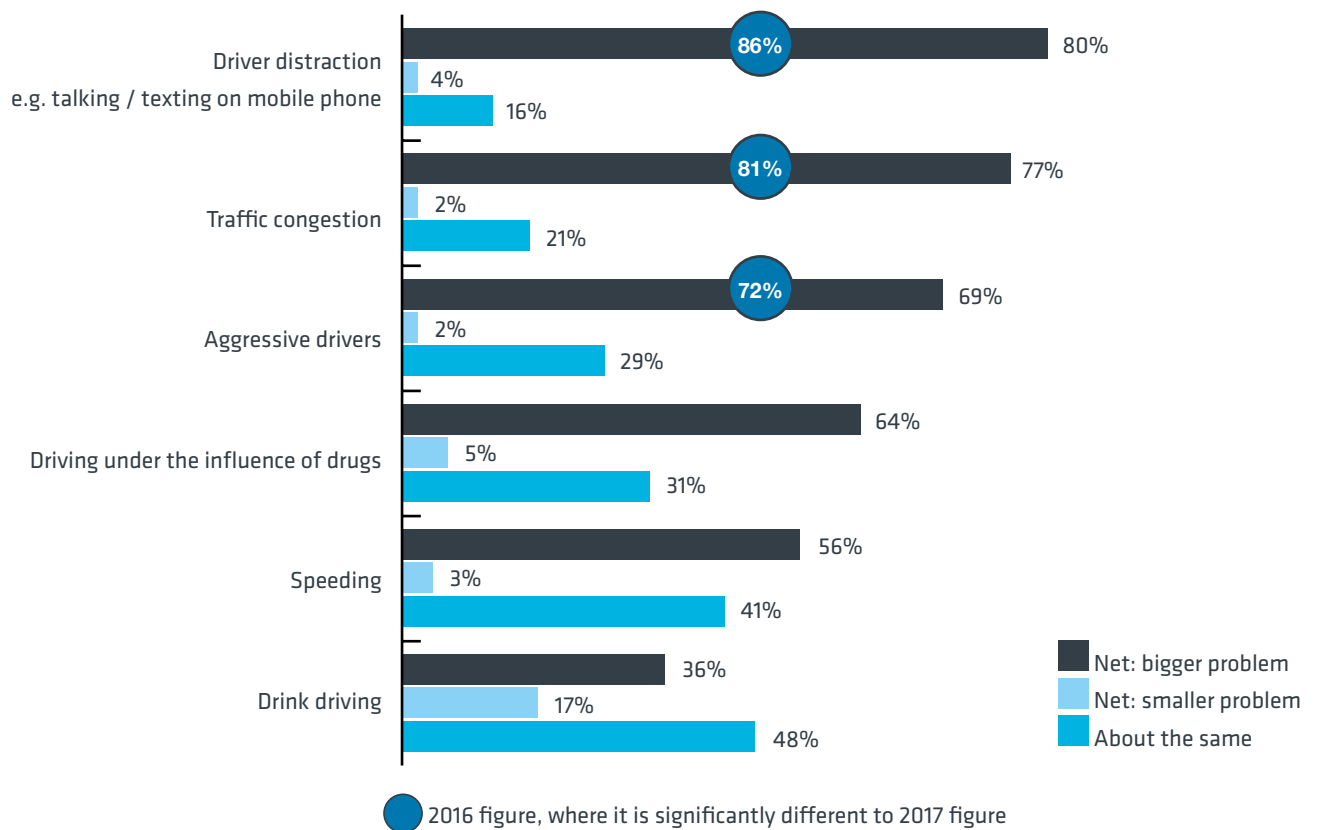
Gender	
Male	51%
Female	49%

- Following each chart, summarised data tables show an analysis of the data by demographics and key classification questions.
- These population groups' distributions are colour coded to indicate which are statistically above or below those from the total sample at the 99% confidence level.
- Also for each chart, statistically significant differences from the results of the 2016 survey are shown as:

 Significantly different to 2016

Main Findings

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago:-



- Consistent with the results of the previous surveys in 2015 and 2016, the two most increasing issues were driver distraction and traffic congestion.
- Close behind at just over two thirds (69%) was aggressive driving followed by driving under the influence of drugs mentioned by just under two thirds (64%) of the sample of motorists.
- Speeding is considered a bigger problem by over half (56%) of all motorists and drink driving by just over a third (36%).
- However, compared with 2016, the top 3 issues in the above list were considered a lesser problem. The statistically different comparative figure for 2016 are shown in the blue circles.

Q1. Please tell us how much of a problem each of the issues below is today compared to three years ago:-

Percentages show the proportion stating that the issue is a bigger problem than 3 years ago. Colour coding shows statistically significant differences at the 99% level between population groups with light blue colouring showing groups containing significantly more respondents considering the issue a bigger problem and dark blue showing that significantly less respondents considering the issue a bigger problem:

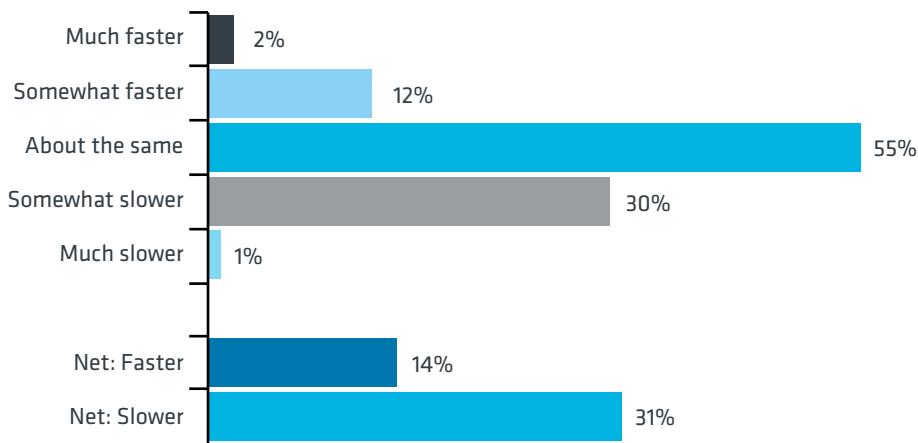
	1995	Gender		Age group				Region		
		Male	Female	17 - 34	35 - 49	50 - 69	70+	North	London/SE	Scotland/NI
Total	1995	1091	1087	391	715	699	374	544	569	196
Traffic congestion	77%	76%	78%	73%	73%	80%	80%	77%	75%	69%
Aggressive drivers	69%	66%	71%	63%	67%	72%	71%	68%	67%	70%
Driver distraction	80%	79%	80%	71%	76%	84%	87%	81%	78%	80%
Drink driving	36%	28%	44%	45%	36%	27%	41%	37%	34%	35%
Driving under the influence of drugs	64%	63%	64%	54%	58%	69%	75%	67%	59%	56%
Speeding	56%	50%	61%	54%	52%	55%	65%	61%	50%	57%
Aggressive cyclists	61%	62%	59%	55%	58%	66%	62%	59%	65%	59%

■ Statistically higher than average
 ■ Statistically lower than average

- Females were more likely to consider drink driving and speeding to have become more of a problem than 3 years ago while males held the opposite view.
- Amongst the age groups, those aged 50 or more were more likely to consider most issues an increasing problem while younger age groups tended to be less likely. The one exception to this was drink driving which those aged 17-34 were more likely to feel was an increasing problem compared to those aged 50-69.

Q2. How fast would you say you usually drive, compared to most other drivers on the roads?

Colour coding shows those population groups with a statistically significant higher or lower driving speed.



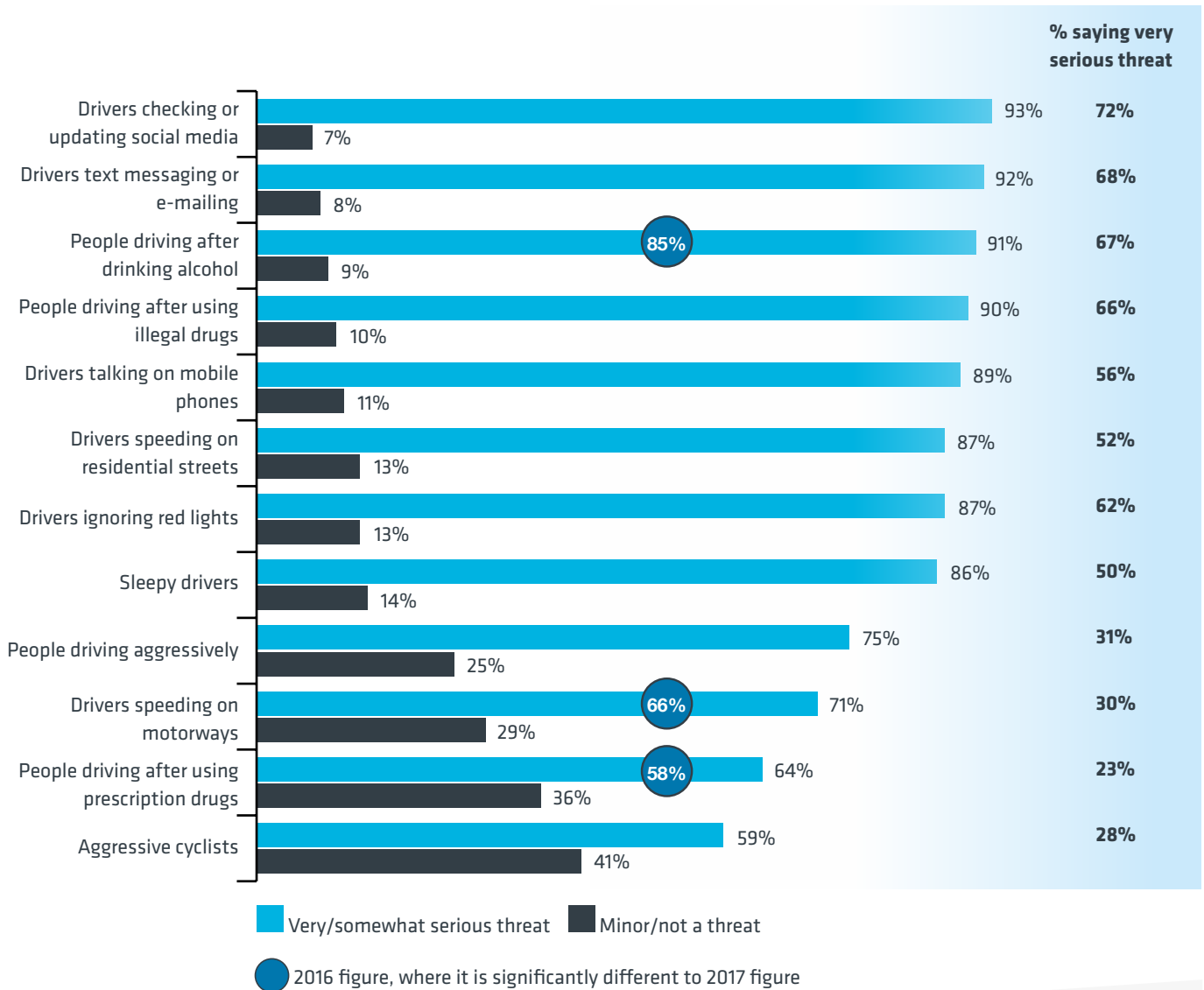
	Total	Gender		Age group				Mileage	
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	Over 10,000
Unweighted row	1979	994	985	352	655	637	335	874	262
Faster	14%	16%	12%	27%	14%	10%	7%	10%	22%
Slower	31%	30%	31%	18%	27%	37%	40%	33%	27%

■ Statistically higher than average
 ■ Statistically lower than average

- Just under a third of respondents (31%) felt that they drove more slowly than other drivers compared with 14% who said they drove faster. Just over half (55%) felt that they drove at the same speed as other drivers.
- A higher proportion of males claimed they drive faster (although still a clear minority at 16%) while 12% of females drive faster.

Q3

Q3. How much of a threat to your personal safety are the following...



- The top three personal safety issues were:- driving while using social media, driving while texting or e-mailing, and driving after drinking alcohol. These were all considered threatening by over nine in ten (93%, 92% and 91% respectively). Speeding on motorways and driving after using prescription drugs have both increased in the proportion of motorists considering them a threat.
- Speeding on motorways and driving after using prescription drugs were amongst the least threatening although both have more motorists considering them a threat compared with last year.

Q3. How much of a threat to your personal safety are the following...

Percentages show the proportion stating that the driving behaviour was very/somewhat serious a threat while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour as a threat.

		Gender		Age group				Region	
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Lond/SE	Scotland/NI
Total	1993	996	997	353	662	642	336	522	182
People driving aggressively	75%	71%	80%	78%	77%	74%	72%	74%	73%
Drivers talking on mobile phones	89%	86%	92%	88%	89%	89%	89%	86%	89%
People driving after drinking alcohol	91%	88%	94%	91%	90%	91%	91%	88%	90%
People driving after using prescription drugs	64%	62%	66%	66%	62%	65%	63%	64%	69%
People driving after using illegal drugs	90%	89%	92%	87%	87%	94%	94%	86%	89%
Drivers text messaging or e-mailing	92%	90%	94%	86%	90%	94%	96%	88%	90%
Drivers speeding on motorways	71%	62%	79%	68%	72%	70%	74%	69%	67%
Drivers speeding on residential streets	87%	84%	91%	84%	87%	87%	92%	85%	87%
Drivers ignoring red lights	87%	86%	88%	84%	86%	88%	89%	87%	84%
Sleepy drivers	86%	83%	88%	86%	85%	87%	84%	87%	85%
Drivers checking or updating social media	93%	91%	94%	87%	91%	96%	96%	91%	88%
Aggressive cyclists	59%	56%	62%	58%	59%	60%	60%	63%	58%

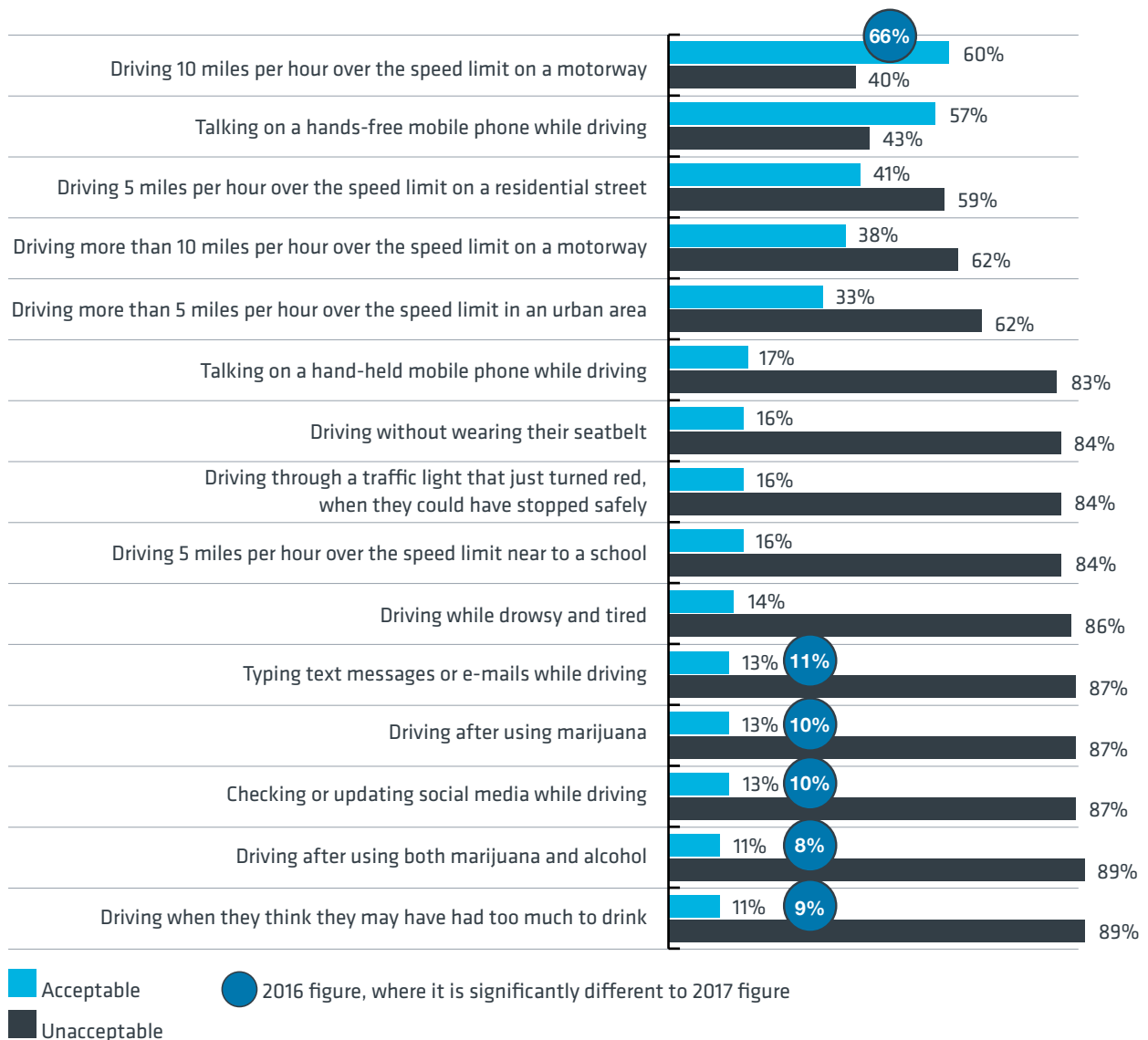
■ Statistically higher than average
 ■ Statistically lower than average

- Consistent with 2016, a higher proportion of female drivers felt threatened than male drivers for most of the driving behaviours.
- Younger drivers were less likely to consider text messaging, or use of social media as a threat while older drivers were more likely.

Q4

Q4. How acceptable would most other people say it is to:

This question was asked in 2 ways:- the acceptability of the behaviour as far as most people are concerned and the acceptability for the respondents personally (see Q5).



- Consistent with the results of the 2016 survey when viewed from the point of view of how acceptable most people would say a particular driving behaviour is, only two types of behaviour were considered acceptable by the majority of drivers. These were driving up to 10 miles per hour over the limit on a motorway and talking on a hands-free mobile.
- The three types of behaviour involving driving under the influence of drink and drugs all produced unacceptable tags amongst at least 8 in 10 motorists. However the proportion considering this type of behaviour acceptable has risen for all three categories compared with last year.

Q4. How acceptable would most people say it is to:

Percentages show the proportion stating that the driving behaviour was acceptable while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

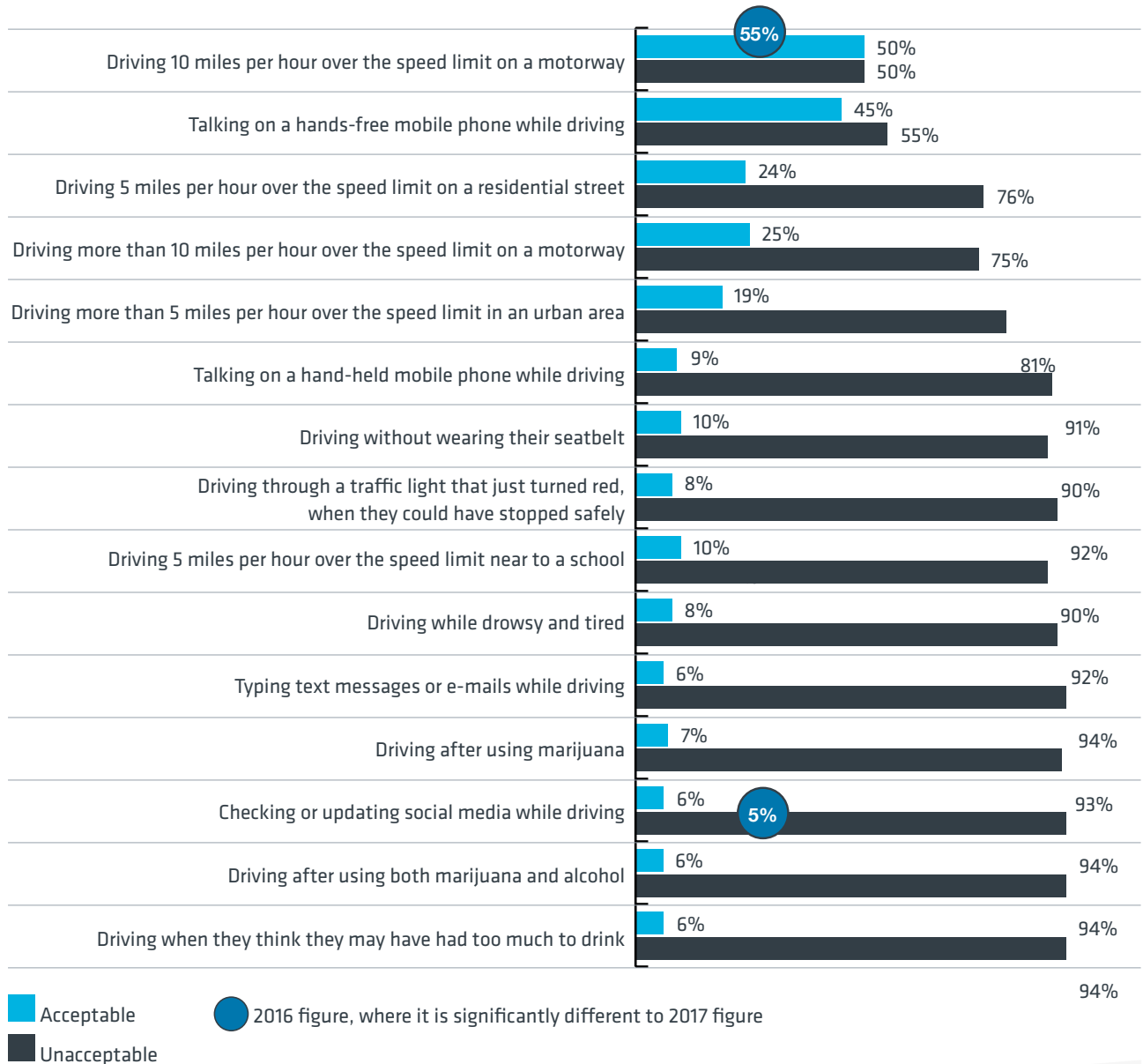
	Total	Male	Female	17 - 34	50 - 69	70+	Up to 5,000	10,000	Region London/SE
Total	1989	994	995	994	354	658	640	884	497
Drive 10 miles per hour over the speed limit on a motorway	60%	64%	55%	65%	64%	50%	55%	73%	63%
Drive more than 10 miles per hour over the speed limit on a motorway	38%	40%	36%	45%	38%	28%	35%	49%	39%
Drive 5 miles per hour over the speed limit on a residential street	41%	42%	39%	51%	38%	33%	38%	46%	44%
Drive more than 5 miles per hour over the speed limit in an urban area	33%	34%	33%	40%	31%	30%	32%	39%	33%
Drive 5 miles per hour over the speed limit near to a school	16%	16%	16%	24%	12%	11%	16%	16%	20%
Talk on a hands-free mobile phone while driving	57%	57%	57%	70%	58%	44%	55%	62%	54%
Talk on a hand-held mobile phone while driving	17%	17%	16%	26%	15%	16%	17%	16%	18%
Type text messages or e-mails while driving	13%	14%	11%	21%	11%	9%	12%	13%	14%
Drive while drowsy and tired	14%	16%	12%	21%	13%	10%	15%	14%	15%
Drive without wearing their seatbelt	16%	19%	13%	20%	16%	13%	16%	16%	17%
Drive through a traffic light that just turned red, when they could have stopped safely	16%	17%	14%	23%	15%	13%	16%	17%	16%
Drive when they think they may have had too much to drink	11%	13%	10%	16%	12%	9%	11%	12%	11%
Drive after using marijuana	13%	14%	11%	17%	12%	10%	13%	13%	14%
Drive after using both marijuana and alcohol	11%	13%	10%	16%	11%	9%	11%	13%	13%
Check or update social media (e.g. Facebook, Twitter etc) while driving	13%	15%	11%	19%	13%	10%	13%	12%	15%

■ Statistically higher than average ■ Statistically lower than average

- Fewer female drivers considered speeding on motorways, and driving without a seatbelt as acceptable while males found them more acceptable. Drivers aged 17-34 were more likely to find all but two behaviours acceptable while those over 50 years of age were less accepting on a number of driving behaviours.
- London and South East drivers were more accepting of speeding over the speed limit near a school. Higher mileage drivers were also more likely to be more accepting of speeding on a motorway.

Q5

Q5. How acceptable do you personally feel it is for a driver to...



- When viewed from how acceptable it was from the respondent's personal view the profile of response was very similar on every measure although the acceptability factor was lower on every measure and by a similar amount.
- Compared with 2016, respondents were less accepting of motorway speeding and checking or updating social media while driving.

Q5. How acceptable would you personally feel it is to:

Percentages show the proportion stating that the driving behaviour was acceptable while colour coding shows those population groups with a significantly higher or lower likelihood of considering the driving behaviour acceptable.

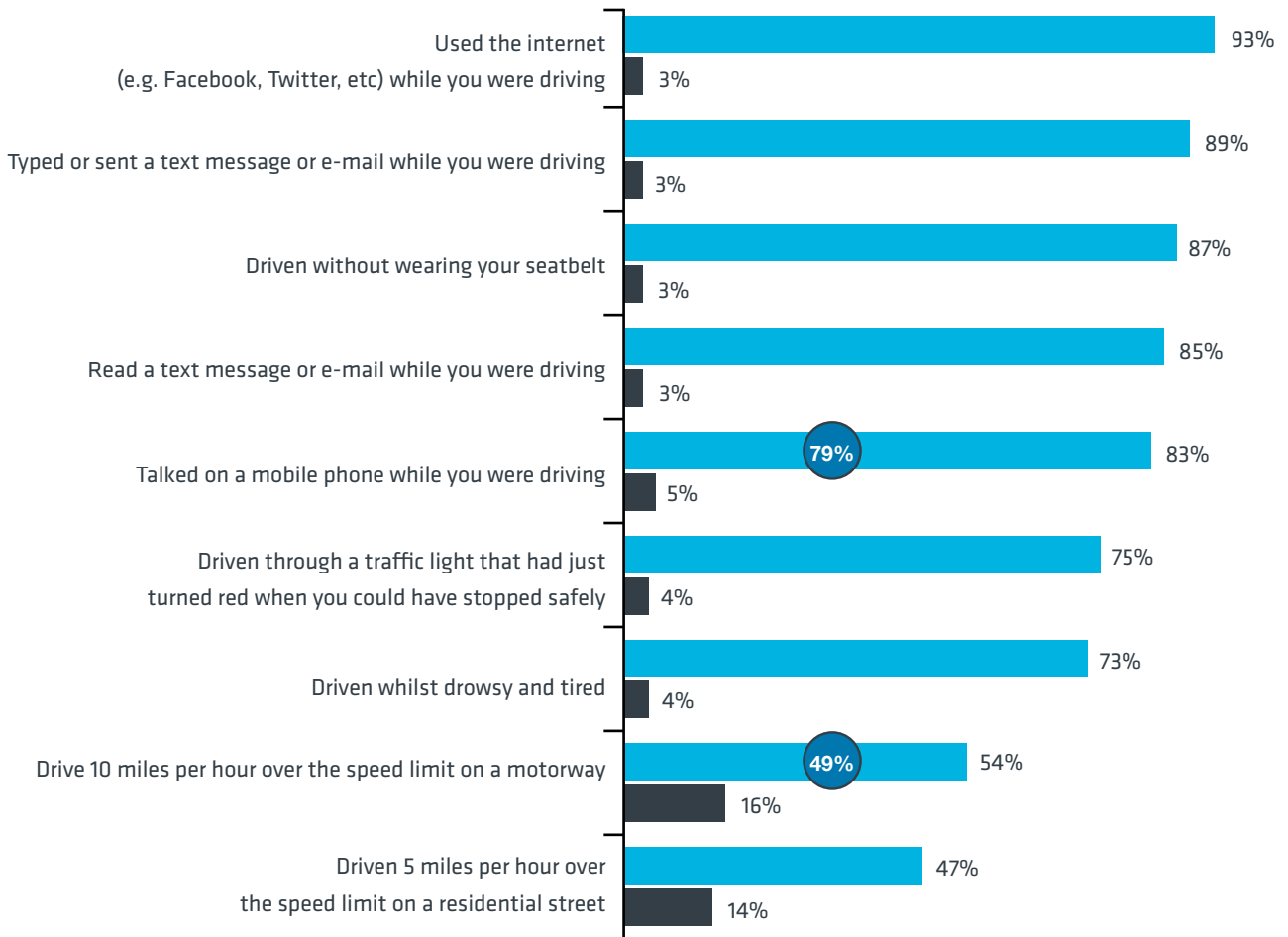
- Statistically higher than average
- Statistically lower than average

	Total	Gender		Age group				Annual mileage	
		Male	Female	17 - 34	35 - 49	50 - 69	70+	Up to 5,000	5,000-10,000
		997	998	354	664	640	337	885	848
Drive 10 miles per hour over the speed limit on a motorway	50%	58%	42%	52%	46%	56%	44%	44%	51%
Drive more than 10 miles per hour over the speed limit on a motorway	25%	31%	19%	29%	27%	25%	18%	21%	26%
Drive 5 miles per hour over the speed limit on a residential street	24%	28%	20%	33%	23%	24%	16%	19%	28%
Drive more than 5 miles per hour over the speed limit in an urban area	19%	21%	17%	29%	20%	17%	13%	17%	20%
Drive 5 miles per hour over the speed limit near to a school	9%	10%	8%	18%	9%	7%	5%	10%	9%
Talk on a hands-free mobile phone while driving	45%	48%	43%	62%	46%	42%	32%	41%	47%
Talk on a hand-held mobile phone while driving	9%	10%	7%	18%	9%	5%	4%	8%	9%
Type text messages or e-mails while driving	6%	8%	5%	12%	6%	5%	3%	5%	7%
Drive while drowsy and tired	8%	10%	6%	13%	11%	5%	3%	7%	8%
Drive without wearing their seatbelt	10%	13%	7%	16%	10%	9%	5%	9%	10%
Drive through a traffic light that just turned red, when they could have stopped safely	8%	10%	5%	13%	8%	7%	4%	7%	8%
Drive when they think they may have had too much to drink	6%	7%	4%	11%	6%	5%	3%	5%	6%
Drive after using marijuana	7%	8%	5%	12%	7%	5%	3%	6%	8%
Drive after using both marijuana and alcohol	6%	7%	5%	11%	5%	5%	3%	5%	6%
Check or update social media (e.g. Facebook, Twitter etc) while driving	6%	8%	5%	12%	6%	5%	3%	5%	7%

- While the overall pattern of opinions is similar when talking about drivers' personal views, the demographic differences are much more pronounced with females and older drivers in particular being less accepting of many types of driving behaviour.
- Higher mileage drivers were more accepting of driving 5mph over the speed limit on a residential street while lower mileage drivers were less accepting on a number of driving behaviours.
- Drivers aged 70+ were less accepting of all types of behaviour apart from driving over 10 mph over the limit on a motorway while drivers aged 17-34 were more accepting of all but two types of behaviour.

Q6

Q6. In the past 30 days, how often have you...



■ Never
 ● 2016 figure, where it is significantly different to 2017 figure
 ■ Regularly/Often

Q6. In the past 30 days, how often have you

(% show the proportion regularly/often)...

■ Statistically higher than average
■ Statistically lower than average

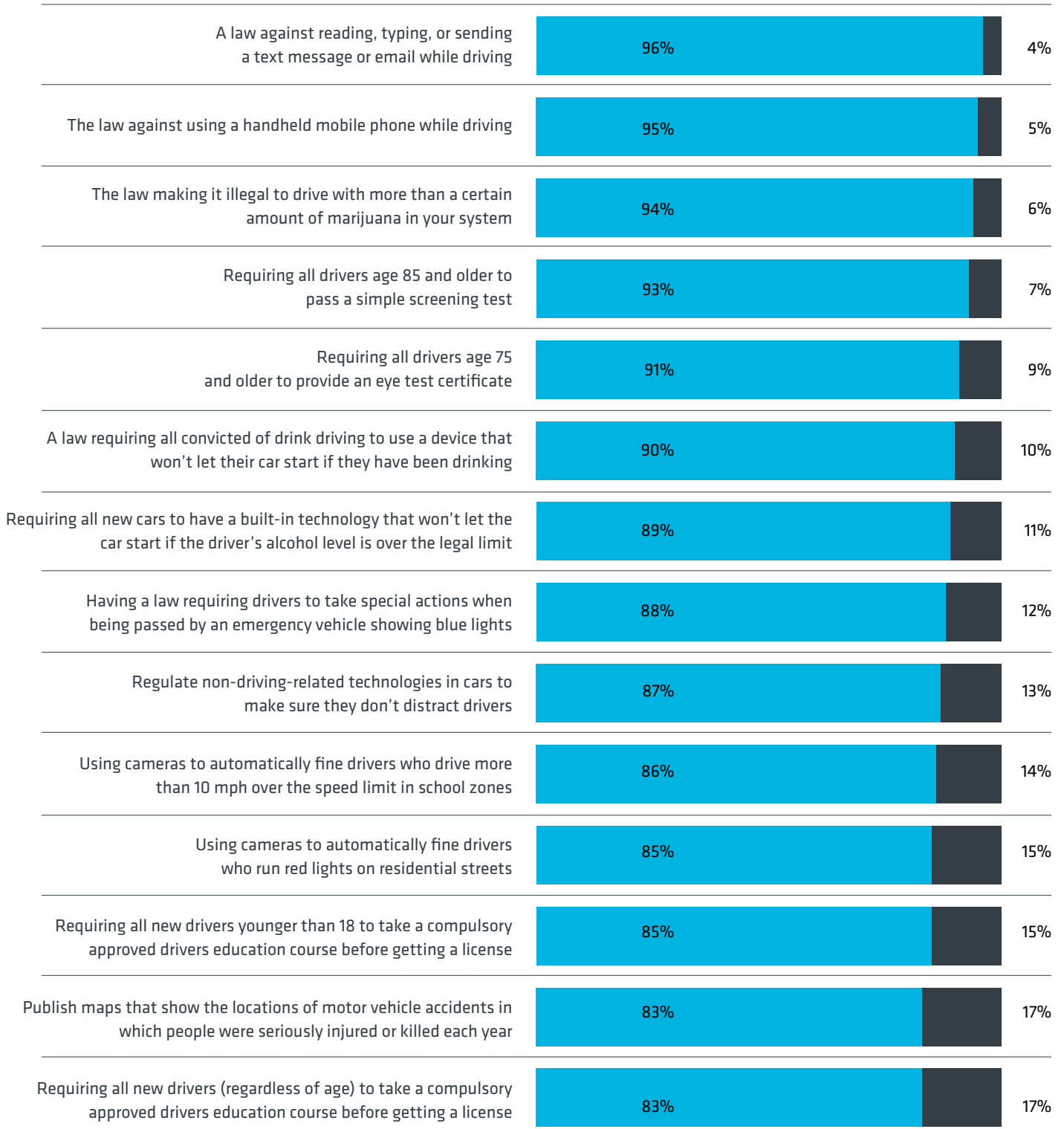
	Total	Gender		Age group			Annual mileage	
		Male	Female	17 - 34	50 - 69	70+	Up to 5,000	Over 10,000
Total	1992	995	997	351	642	336	888	262
Driven 10 miles per hour over the speed limit on a motorway	16%	21%	12%	26%	15%	11%	11%	28%
Driven 5 miles per hour over the speed limit on a residential street	14%	17%	11%	21%	12%	10%	11%	18%
Read a text message or e-mail while you were driving	3%	4%	3%	9%	1%	0%	2%	6%
Typed or sent a text message or e-mail while you were driving	3%	4%	3%	9%	0%	0%	3%	3%
Driven without wearing your seatbelt	3%	5%	2%	9%	2%	1%	2%	3%
Driven whilst drowsy and tired	4%	4%	3%	10%	2%	0%	3%	5%
Driven through a traffic light that had just turned red	4%	4%	3%	11%	2%	0%	3%	5%
Talked on a mobile phone while you were driving	5%	6%	4%	12%	3%	1%	3%	11%
Used the internet while you were driving	3%	3%	2%	9%	0%	0%	2%	3%

- Apart from driving 10 miles per hour over the speed limit on a motorway, an activity that 16% admitted doing and driving over 5 miles an hour in a residential street which was admitted by 14% , relatively few drivers admitted to any of the other specified driving behaviours.
- The chart below shows the proportion that regularly/often engage in a particular driving activity and again shows the differences between the age groups. Drivers under 50 years of age were more likely to engage in virtually all activities when compared with drivers aged 50 and over.
- However, the differences between the genders were limited to speeding and the use of seatbelts with females less inclined to speed than males and more likely to wear a seatbelt.
- Compared with 2016, the latest survey showed than drivers were less likely to engage in talking on a mobile and drive more than 10 miles an hour over the speed limit on a motorway.

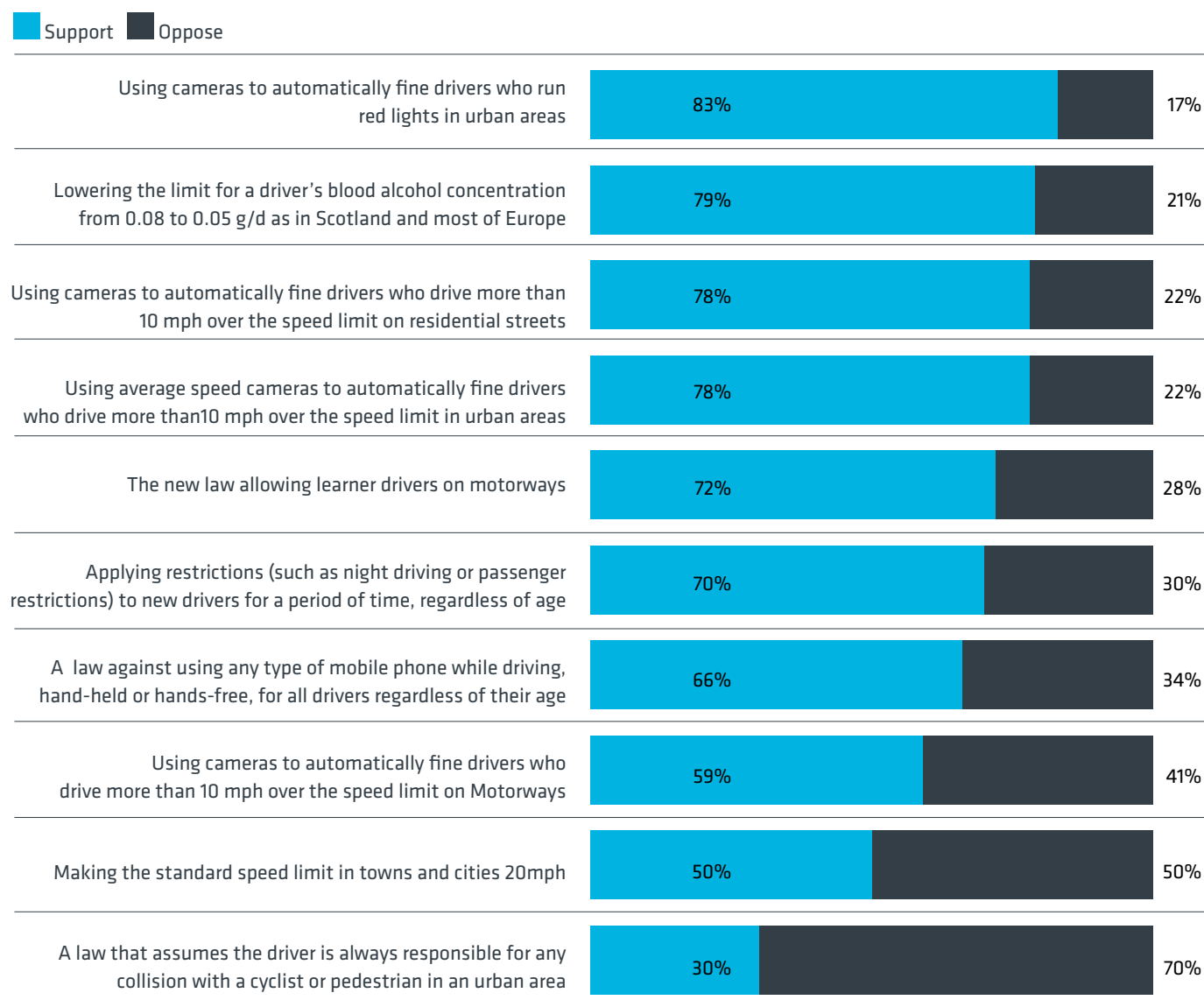
Q7

Q7. How strongly do you support or oppose the following?

Support Oppose



Q7. How strongly do you support or oppose the following?



- There were only 2 propositions that were not supported by a majority of drivers. They were equally split on the proposal to make the standard speed limit in towns 20mph while only 30% supported the proposal to making a driver always responsible for any collision with a pedestrian or cyclist.
- There was little difference between 2016 and 2017 data.

Q8

Q8. How strongly do you support or oppose the following?

(% show the proportion supporting)...

- Statistically higher than average
- Statistically lower than average

	Total	Gender		Age group			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
	1992	998	994	353	660	642	337
A law against reading, typing, or sending a text message or email while driving	96%	96%	96%	93%	94%	98%	99%
The law against using a handheld mobile phone while driving	95%	95%	95%	89%	93%	98%	99%
The law making it illegal to drive with more than a certain amount of marijuana in your system	94%	93%	94%	88%	92%	97%	98%
Requiring all drivers age 85 and older to pass a simple screening test	93%	92%	94%	95%	93%	93%	89%
Requiring all drivers age 75 and older to provide an eye test certificate	91%	89%	93%	91%	92%	91%	88%
A law requiring all convicted of drink driving to use a device that won't let their car start if they have been drinking	90%	88%	92%	89%	89%	89%	94%
Requiring all new cars to have a technology that won't let the car start if the driver's alcohol level is over the limit	89%	86%	92%	87%	89%	90%	93%
Having a law requiring drivers to take special actions when being passed by an emergency vehicle	88%	86%	90%	84%	87%	88%	94%
Regulate non-driving-related technologies in cars to make sure they don't distract drivers	87%	86%	89%	85%	87%	88%	90%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit in school zones	86%	85%	87%	83%	85%	85%	92%
Using cameras to automatically fine drivers who run red lights on residential streets	85%	84%	86%	79%	83%	86%	94%
Requiring all new drivers younger than 18 to take a drivers education course before getting a license	85%	84%	86%	75%	84%	87%	92%
Publish maps showing locations of accidents in which people were seriously injured or killed each year	83%	81%	85%	87%	82%	82%	84%
Requiring all new drivers to take a compulsory approved drivers education course before getting a license	83%	82%	83%	73%	84%	84%	88%

Q8. How strongly do you support or oppose the following (cntd)?

(% show the proportion supporting)...

- Statistically higher than average
- Statistically lower than average

	Total	Gender		Age group			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
	1992	998	994	353	660	642	337
Using cameras to automatically fine drivers who run red lights in urban areas	83%	84%	82%	76%	80%	84%	93%
Lowering the limit for a driver's blood alcohol from 0.08 to 0.05 g/d as in Scotland and most of Europe	79%	76%	81%	76%	81%	78%	76%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on residential streets	78%	76%	80%	73%	76%	78%	87%
Using average speed cameras to fine drivers who drive more than 10 mph over the limit in urban areas	78%	76%	80%	73%	76%	78%	87%
The new law allowing learner drivers on motorways	72%	72%	72%	74%	73%	71%	70%
Applying restrictions (such as night driving etc) to new drivers for a period of time, regardless of age	70%	68%	71%	57%	70%	71%	79%
A law against using any type of mobile phone while driving, hand-held or hands-free, for all drivers	66%	63%	68%	56%	65%	66%	77%
Using cameras to automatically fine drivers who drive more than 10 mph over the speed limit on Motorways	59%	55%	63%	57%	58%	56%	69%
Making the standard speed limit in towns and cities 20mph	50%	44%	57%	50%	57%	46%	45%
A law that assumes the driver is always responsible for any collision with a cyclist or pedestrian in an urban area	30%	27%	33%	43%	35%	23%	20%

- The demographic differences continue the theme from previous results of greater support for more regulation amongst older drivers and females while younger drivers and males were less supportive.

Q9

Q9. How do you think traffic police should prioritise reducing bad driving behaviour in your area?

Type of driving behaviour	Average priority ranking	% placing it first	% placing it last
Drink and drug driving	1.8	59%	2%
Drivers using hand held mobile phones	3.1	16%	3%
Speeding on local roads	3.3 3.4	11%	6%
Aggressive and intimidating driving	3.3 3.4	10%	7%
Uninsured / untaxed / unlicensed drivers	3.6 3.8	15%	14%
Car occupants not wearing a seat belt	5.2 5.4	3%	63%

● 2016 figure, where it is significantly different to 2017 figure

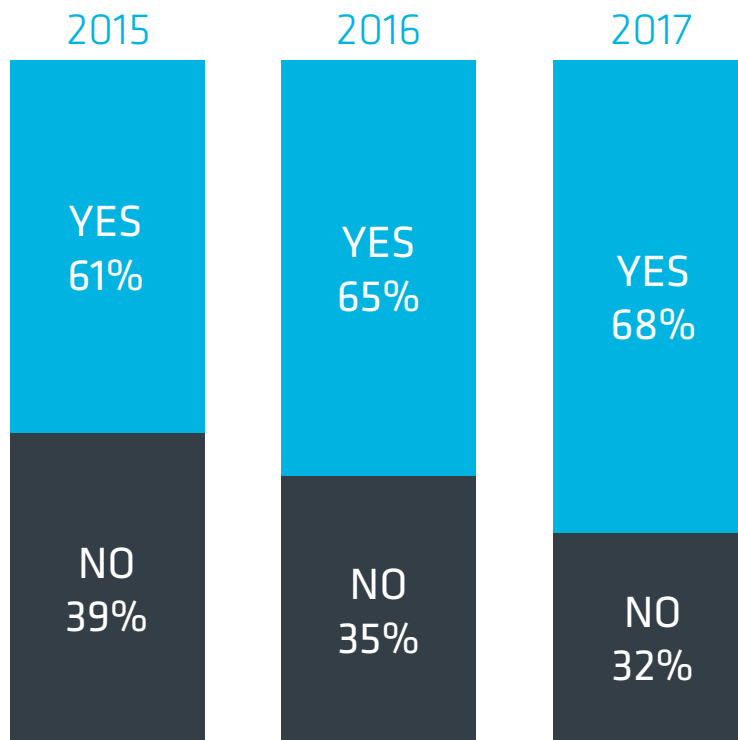
	Total	Gender		Age group			
		Male	Female	17 - 34	35 - 49	50 - 69	70+
	2004	1003	1001	357	666	643	338
a. Drink and drug driving	1.8	1.9	1.8	1.6	1.9	1.9	1.8
b. Speeding on local roads	3.2	3.3	3.1	3.0	3.0	3.3	3.4
c. Aggressive and intimidating driving	3.3	3.2	3.4	3.1	3.3	3.3	3.3
d. Uninsured / taxed / unlicensed drivers	3.4	3.3	3.6	3.7	3.6	3.3	3.0
e. Drivers using hand held mobile phones	3.1	3.1	3.1	3.5	3.3	2.9	2.8
f. Car occupants not wearing a seat belt	5.0	5.1	4.9	4.7	4.9	5.3	5.0

■ Statistically higher than average

■ Statistically lower than average

- In terms of the average priority ranking, drink and drug driving scored a similar average ranking as last year at 1.8 and remains the clear priority issue - over half of motorists placed it first.
- The priority order of the 6 types of behaviour remained the same as last year.
- Speeding, aggressive driving uninsured/ untaxed/unlicensed drivers and not wearing seat belts all received a slightly lower priority score compared with 2016.
- There were some differences between the different population groups although all groups placed drink driving first and seatbelts last.

Q10. Should all drivers be encouraged to improve their driving skills by taking advanced driving tuition and passing an advanced driving test?



	2017	Age group	
	Total	35 - 49	70+
2004	666	338	
Yes to extra training	68%	74%	60%
No to extra training	32%	26%	40%

■ Statistically higher than average
 ■ Statistically lower than average

- The proportion of drivers stating that all drivers should be encouraged to improve their driving skills through an advanced driving test has increased significantly over the past 3 years. In the 2017 survey, 68% of motorists agreed that all drivers should be encouraged to take the advanced driving tuition and test compared with 65% in 2016 and 61% in 2015.
- Younger drivers aged 35 – 49 were significantly more supportive than older drivers especially those over 70.

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