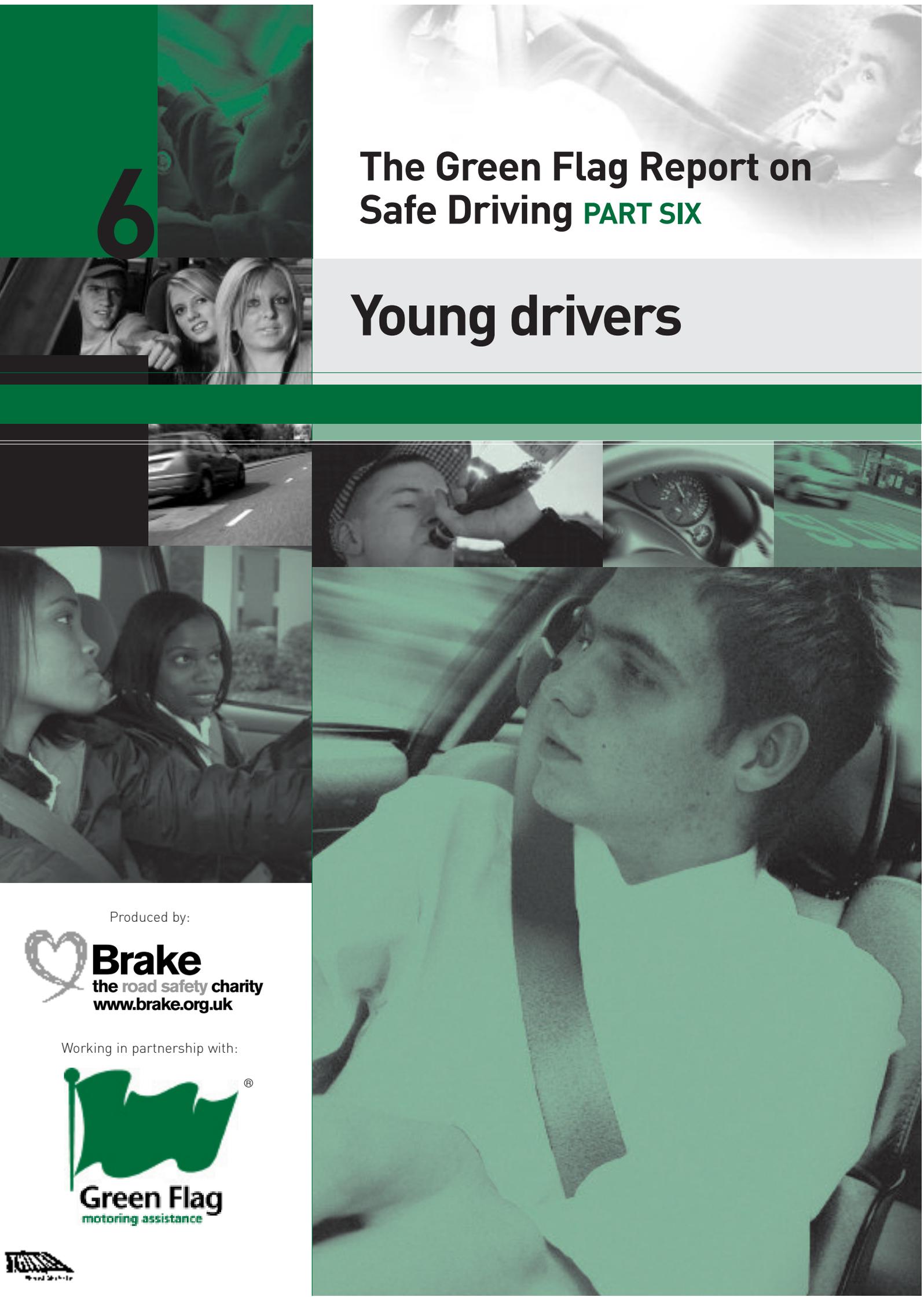


6

The Green Flag Report on Safe Driving **PART SIX**

Young drivers



Produced by:



Working in partnership with:



Mary Williams OBE, Brake's chief executive, says:

"It is a national tragedy that so many young drivers are killing and seriously injuring themselves and others on our roads. In 2005 in the UK, 846 young drivers, passengers and motorcyclists aged 15-25 were killed and 7,362 were seriously injured. This means one young driver or passenger is killed or seriously injured every hour on UK roads."

In this report, Brake and Green Flag examine how young drivers compare to older drivers in their attitudes and behaviour on the road. The results provide a startling insight into why young driver casualties are disproportionately high.

Road deaths and injuries are preventable. We need a combined effort from parents, communities and the Government to educate young people about road safety. As well as compulsory road safety education in schools, we urgently need 'graduated driver licensing' – a system supported by road safety experts and shown to reduce casualties when introduced in other countries. Every day the Government fails to act, more young people die and suffer life-changing injuries in needless tragedies. Brake's recommendations for Government action are outlined at the back of this report."



Hilary Williams, Green Flag Director of Marketing and PR, comments:

"The publication of this report is apt as it comes at a time when the spotlight has been thrown on to the disproportionate numbers of young people needlessly killed or seriously injured on our roads. Each week, the media reports tragedies involving young, inexperienced drivers and passengers across the country, further accelerating the need to better understand their motivations, behaviours and attitudes to driving.

One of the issues examined in the report is the high incidents of drink driving among young drivers, while our own research carried out in December 2006, backs up the conclusions that drug driving is becoming more prevalent. Speeding is also becoming endemic and is likely to be a major factor in fatal crashes involving young people. Many of those questioned in the survey admitted that they drove at speeds above the legal limit – a problem for everyone using the road.

Legislators are also recognising the danger presented by young drivers and the subject of graduated licences has been raised for discussion. This policy has been proven to reduce deaths and injuries in other countries and we are encouraged that the issue is gaining greater prominence and solutions are being discussed. However, with clear and understandable legislation, education plays a key role in changing behaviours. Green Flag supports Brake in their campaigns to highlight the issue, examine why young people behave with so much disregard for their safety and recommend practical steps to tackle reckless driving behaviour.

We also recognise that parents are rightly concerned about the dangers their children face behind the wheel and acknowledge that they have a major role to play in influencing behaviour. Demonstrating safe and considerate behaviour has the power to influence their children's future driving behaviours."



About this report

This report is the sixth in a series of eight reports that make up the Green Flag Report on Safe Driving 2004-2007. All reports to date are available from Brake by calling 01484 559909 or visiting www.brake.org.uk. In this report Brake and Green Flag examine young driver attitudes and behaviour on the road.

This report is based on the results of a survey of 4,640 drivers, 533 of whom were aged between 17 and 24. The surveys were carried out by Brake volunteers across

the UK, between 2003 and 2006. This report includes case studies of people killed and injured by young drivers and life-saving advice from experts in the field. The volunteers questioned a cross-section of drivers and riders, in a variety of locations, including people who drive mainly for work and people who drive mainly in their free time. Every effort was made to ensure that a wide variety of people responded.

Brake thanks all volunteers who helped conduct the surveys and collate the results.

Q1: Have you driven after drinking in the last 12 months, and if so, how much?

Young drivers have the highest level of drink-drive crashes per mile driven.² However, fewer young drivers admit drink-driving than older drivers. More than half (52%) of older drivers admit drink-driving, compared to 44% of young drivers. This suggests that young people are more likely to crash if they do drink and drive, perhaps linked to their tendency to take other risks, such as drugged-driving (see Q2) and speeding (see Q4 and Q5).

- 55% of drivers aged 17-24 have not driven after drinking alcohol in the last 12 months, compared to 48% of older drivers
- 18% of drivers aged 17-24 have driven after drinking up to one unit (a small glass of wine, half a pint of average strength beer or one 25ml shot of spirit), compared to 23% of older drivers
- 21% of drivers aged 17-24 have driven after drinking up to two units (two small glasses of wine, one pint of average strength beer or two 25ml shots of spirit), compared to 18% of older drivers
- 2% of drivers aged 17-24 have driven after drinking up to three units (three small glasses of wine, one and a half pints of average strength beer or three 25ml shots of spirit), compared to 6% of older drivers
- 3% of drivers aged 17-24 have driven after drinking up to four units (four or more glasses of wine, two or more pints of average strength beer or four or more 25ml shots of spirit), compared to 5% of older drivers
- 1% of drivers aged 17-24 did not answer, but all older drivers answered

LOST LIVES



Adrian Davison, aged 18

On 3 November 2002, Adrian and his best friend Nigel had been out drinking in Leeds. Nigel decided to drive them both home – a distance of less than half a mile. Adrian rang his father at 11.45pm to tell him he was on his way. Adrian never made it home because at 12.02am he and Nigel were both killed when their car crashed. Police said they had lost control while trying to overtake another car at speed. Adrian's father Tony says: "The suffering caused to both families and friends by Adrian and Nigel's deaths is indescribable. Never get in a car with someone who's been drinking, taking drugs, or who speeds. Friends should look after each other – not put each other's lives at risk."

THE FACTS – DRINK AND DRUG DRIVING

- Young drivers under 25 are more than twice as likely to fail a breath test as older drivers.³
- Young drivers aged 17-19 are ten times as likely to have a drink-drive crash compared to drivers of all ages.⁴
- Alcohol reduces coordination, slows reactions and distorts judgment of speed. It also creates a misplaced sense of confidence.
- Alcohol stays in your system longer than you might think. It takes approximately one hour to process each unit of alcohol you consume.⁵ This means you may still be under the influence of alcohol the next day if you have had a lot to drink.
- Cannabis slows reaction times, affects coordination and makes you drowsy.
- Stimulant drugs like ecstasy, speed and cocaine distort perception and can make you paranoid and confused.
- Opiates like heroin make you relaxed and sleepy and affect reaction times.⁶
- 18% of drivers who die in road crashes have illegal drugs in their system that may have affected their driving.⁷

Q2: Have you driven first thing in the morning after drinking a lot of alcohol the night before?

The 'binge drinking culture' prevalent among many young people⁸ may help to explain the fact that although fewer young drivers admit drink-driving, they are much more likely to drive the morning after drinking a lot of alcohol – 45% of young drivers say they have done this compared to 26% of older drivers.

- 45% of drivers aged 17-24 had driven first thing in the morning after drinking a lot of alcohol the night before, compared to 26% of older drivers
- 54% of drivers aged 17-24 had not driven first thing in the morning after drinking a lot of alcohol the night before, compared to 72% of older drivers
- 1% of drivers aged 17-24 did not answer, compared to 2% of older drivers

Q3: Within the past 12 months have you ever taken illegal drugs and driven?

Just as young people are more than one-and-a-half times more likely to use illegal drugs than older people,⁹ drivers under 25 are three times as likely to drive after having taken illegal drugs as drivers over 25. While 3% of older drivers say they have driven after taking illegal drugs, one in 11 (9%) of young drivers admit to this.

- 9% of drivers aged 17-24 said they had driven after taking illegal drugs, compared to 3% of older drivers
- 90% of drivers aged 17-24 said they had not driven after taking illegal drugs, compared to 96% of older drivers
- 1% of drivers aged 17-24 did not answer, compared to 1% of older drivers

LOST LIVES

Ross Sneddon, aged 5



On 15 February 2004, Michelle Sneddon and her son Ross were walking home with Michelle's best friend Ann Martin and Ann's eight-year-old daughter Ashley. A 23-year-old driver who had been drinking and had taken ecstasy lost control of his vehicle killing Ross, Ann and Ashley and injuring Michelle. The driver was sentenced to 11 years imprisonment for culpable homicide. Ross' parents, Michelle and Andrew say: "A young drunk and drugged driver changed our family's lives forever. Many young drivers see driving as thrilling and exciting, an expression of their freedom. Some come under intense peer pressure to take risks behind the wheel. But risk-taking can be devastating."

ADVICE - DRINK AND DRUG DRIVING

- The only way to be safe is not to have a single drink if you are driving.
- Do not drink heavily if you know you have to drive the next morning.
- Never risk taking illegal drugs and driving.
- Illegal drugs can remain in your system even longer than alcohol – for days or even weeks. That means you shouldn't have illegal drugs and driving in your life at the same time.
- If you are planning to drink or take drugs, make sure you have alternative means of transport so you are not tempted to drive.
- Never get in a car with someone who has had a drink or taken drugs. Always try to stop friends or family who intend to drive after drinking or taking drugs.
- Call the police if you see someone drunk or on drugs about to drive – they could kill themselves or someone else.

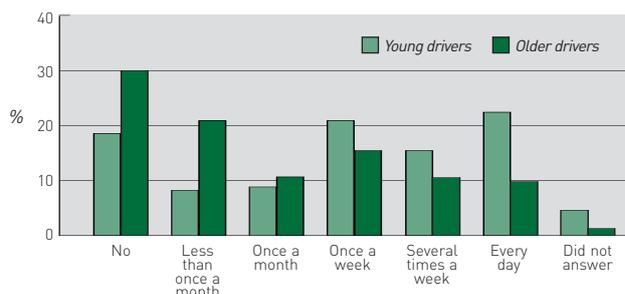
Q4: Within the past 12 months, how often have you driven at 35mph or faster in a 30mph zone?

Breaking 30mph speed limits – even by a little – can be fatal. If you hit someone at 35mph you are more than twice as likely to kill them than if you hit them at 30mph. Yet the majority of young drivers are willing to put others in danger in this way **every week**. Six in 10 young drivers (60%) said they drive at or above 35mph in a 30mph zone once a week or more frequently, compared with less than four in 10 older drivers (37%).

- 19% of drivers aged 17-24 said they had not driven at or above 35mph in a 30mph zone, compared to 30% of older drivers
- 8% of drivers aged 17-24 said they had driven at or above 35mph in a 30mph zone less than once a month, compared to 21% of older drivers
- 9% of drivers aged 17-24 said they had driven at or above 35mph in a 30mph zone once a month, compared to 11% of older drivers
- 21% of drivers aged 17-24 said they had driven at or above 35mph in a 30mph zone once a week, compared to 16% of older drivers

- 16% of drivers aged 17-24 said they had driven at or above 35mph in a 30mph zone several times a week, compared to 11% of older drivers
- 23% of drivers aged 17-24 said they had driven at or above 35mph in a 30mph zone every day, compared to 10% of older drivers
- 4% of drivers aged 17-24 did not answer, compared to 1% of older drivers

Figure 1: Drivers who have driven at or above 35mph in a 30mph zone in the last 12 months

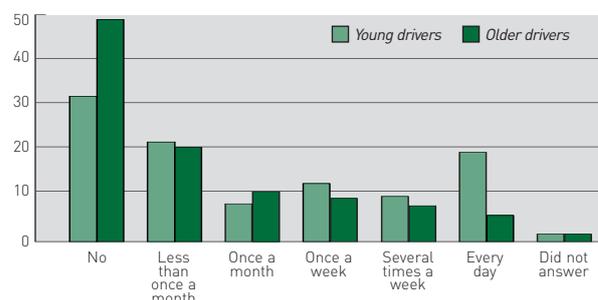


Q5: Within the past 12 months, how often have you broken the limit on a derestricted, rural road?

On most rural roads, which are often bendy and narrow, 60mph is far too fast for safety. Yet a huge proportion of young drivers – twice as many as older drivers – are willing to risk their lives and the lives of others by speeding on these roads on a weekly basis. Four in 10 young drivers (40%) say they do this once a week or more frequently, compared to two in 10 (20%) drivers aged 25 or over.

- 31% of drivers aged 17-24 have not broken the limit on a derestricted, rural road, compared to 49% of older drivers
- 21% of drivers aged 17-24 broke the limit on a derestricted, rural road less than once a month, compared to 20% of older drivers
- 7% of drivers aged 17-24 broke the limit on a derestricted, rural road once a month, compared to 10% of older drivers
- 12% of drivers aged 17-24 broke the limit on a derestricted, rural road once a week, compared to 8% of older drivers
- 9% of drivers aged 17-24 broke the limit on a derestricted, rural road several times a week, compared to 7% of older drivers
- 19% of drivers aged 17-24 broke the limit on a derestricted, rural road every day, compared to 5% of older drivers.
- 1% of drivers aged 17-24 did not answer, compared to 1% of older drivers.

Figure 2: Drivers who have broken the limit on derestricted rural roads in the last 12 months





BROKEN BONES

Donald Geddes, aged 17



Donald almost died after he crashed his car just months after taking his test. He was left blind in one eye and with slight brain damage and a metal plate in his head. He lost control when driving 80-90mph on a 60mph road in Ullapool, Scotland in July 2001. Donald, now 22, says

“At 17, I was young and cocky and thought it was never going to happen to me. My message to other young drivers is this: please learn from my mistakes - don't think you can get away with speeding without suffering the consequences.”

Q6: Within the past 12 months, how often have you overtaken when there was a chance you could have hit something you couldn't see?

One in three (33%) young drivers is risking a fatal head-on smash by overtaking when they can't see what is coming. Horrifyingly, more than one in six (17%) young drivers say they overtake in this way once a week or more often, compared to one in 30 (3%) older drivers.

- 66% of drivers aged 17-24 have not overtaken when there was a chance they could have hit something they couldn't see, compared to 90% of older drivers
- 13% of drivers aged 17-24 have overtaken less than once a month when there was a chance they could have hit something they couldn't see, compared to 5% of older drivers
- 3% of drivers aged 17-24 have overtaken once a month when there was a chance they could have hit something they couldn't see, compared to 1% of older drivers
- 7% of drivers aged 17-24 have overtaken once a week when there was a chance they could have hit something they couldn't see, compared to 1% of older drivers
- 5% of drivers aged 17-24 have overtaken several times a week when there was a chance they could have hit something they couldn't see, compared to 1% of older drivers
- 5% of drivers aged 17-24 have overtaken every day when there was a chance they could have hit something they couldn't see, compared to 1% of older drivers
- 1% of drivers aged 17-24 did not answer, as did 1% of older drivers

LOST LIVES

Dominic Storey, aged 18



On 9 November 2004, Dominic Storey, his friend Tom and Tom's girlfriend were driving along a road in Solihull with a 30mph limit. Tom, the driver, decided to overtake on a bend and was travelling 60mph when he hit a curb and lost control of the vehicle, hitting a tree. Tom and his girlfriend, who were wearing seatbelts, survived the crash, but Dominic, who was not wearing a seatbelt, died of head injuries.

Tom was sentenced to two and a half years in prison after pleading guilty to causing death by dangerous driving.

THE FACTS – YOUNG DRIVER CRASHES AND CASUALTIES

- In 2005 in the UK, 846 drivers, passengers and motorcyclists aged 15-25 were killed and 7,362 were seriously injured.¹⁰
- One in eight licence holders is under 25,¹¹ but one in three drivers who die on UK roads is in this age group.¹²
- Road crashes are the single biggest killer of 15-24 year olds.¹³
- In 2005, there were 10,196 crashes resulting in a death or serious injury involving drivers aged under 25.¹⁴

Q7: Have you chatted on a hand-held mobile phone while driving in the last 12 months?

Despite the 2004 ban on using hand-held phones while driving, half of young drivers (50%) say they do just this – a third more than older drivers. A quarter (24%) admit doing it once a month or more, suggesting much more needs to be done to enforce the law.

- 47% of drivers aged 17-24 said they have never chatted on their mobile phone while driving, compared to 64% of older drivers
- 26% of drivers aged 17-24 said they have occasionally chatted on their mobile phone while driving, compared to 21% of older drivers
- 4% of drivers aged 17-24 said they have chatted on their mobile phone while driving once a month, compared to 6% of older drivers
- 9% of drivers aged 17-24 said they have chatted on their mobile phone while driving once a week, compared to 4% of older drivers
- 11% of drivers aged 17-24 said they have chatted on their mobile phone while driving several times a week, compared to 3% of older drivers
- No drivers aged 17-24 said they have chatted on their mobile phone while driving every day or more frequently, compared to 1% of older drivers
- 3% of drivers aged 17-24 did not answer, compared to 1% of older drivers

Q8: How do you think the safety of your driving compares with that of an average driver?

This report shows that young drivers are more likely to risks such as speeding and overtaking blind than older drivers. But astonishingly, despite their tendency to take risks and their inexperience, more young drivers than older drivers think they are safer than others behind the wheel. More than half of young drivers (55%) believe they are safer than most drivers, compared to 49% of older drivers. Clearly, far too many young drivers are unaware that the risks they take could end in tragedy.

- 55% of drivers aged 17-24 said that they are safer than most drivers, compared to 49% of older drivers
- 41% of drivers aged 17-24 said that they are about average, compared to 49% of older drivers
- 1% of drivers aged 17-24 said that they are more dangerous than most drivers, compared to no older drivers
- 3% of drivers aged 17-24 did not answer, compared to 2% of older drivers

ADVICE - FOR YOUNG PEOPLE

- Take control of your life – never speed, never drive after drinking or taking drugs, and always wear a seatbelt in the front and back of a vehicle.
- As a passenger, take responsibility for your own safety and that of your friends. Only ever get a lift from someone who you know will drive safely. Never get into a vehicle with a driver who has taken drink or drugs, or who is unlicensed or uninsured. Have an agreement with friends that they won't get into a vehicle with an unsafe driver either.
- If you are in a car with a driver who is driving dangerously, ask them to slow down and drive safely. If they refuse, ask to be let out somewhere safe.

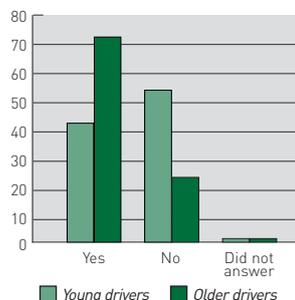
Young driver views on testing and tuition

Q9: Do you think there should be restrictions on young drivers?

Among drivers of all ages, the majority (58%) agree that restrictions should be placed on young drivers. Unsurprisingly, a lower (but still significant) proportion of younger drivers than older drivers agree - four in 10 (43%) compared to seven in 10 (73%) older drivers.

- 43% of drivers aged 17-24 said they think there should be restrictions on young drivers, compared to 73% of older drivers
- 55% of drivers aged 17-24 said they do not think there should be restrictions on young drivers, compared to 25% of older drivers
- 2% of drivers aged 17-24 did not answer, compared to 2% of older drivers

Figure 3: Drivers who think there should be restrictions on young drivers



THE FACTS – GRADUATED DRIVER LICENSING

- Graduated licensing systems typically include:
 - A minimum learning period with minimum number of hours professional tuition
 - Compulsory probationary 'P' plates for newly-qualified drivers
 - Restrictions on newly-qualified drivers to limit their exposure to major risk factors such as driving at night and carrying young passengers
- Graduated licensing systems have been successfully implemented in New Zealand, the USA and Canada.
- Brake is campaigning for the introduction of graduated driver licensing in its 'Licensed to Kill?' campaign. For more information on this campaign, visit the campaigns section of our website www.brake.org.uk.

THE FACTS – GOVERNMENT ACTION

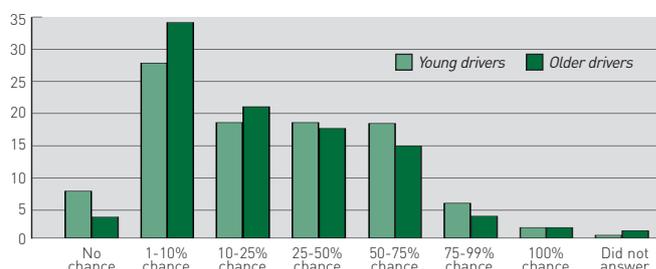
- A voluntary logbook scheme was introduced in 2003 which allows learners to keep a record of their progress and encourages them to gain experience in a wide range of situations before taking their driving test.
- The Government encourages 'Pass Plus' post-test training, which allows drivers to undertake practical training in a number of situations such as driving at night and driving on a motorway.
- A review of the qualifications for driving instructors is underway (although professional tuition is not a compulsory part of learning to drive).¹⁵
- Some recent Government advertising has been directed towards young drivers, but in 2005/6 only £350,000 of the Think! campaign's £15 million budget was dedicated to targeting this age group. This is the equivalent of less than six minutes of prime-time TV advertising space.¹⁶

Q10: Thinking theoretically, if you decided to drink more than the legal drink-drive limit tonight and drive home, what do you think the chance is that you would be caught by the police?

Too many young drivers think they can drink-drive with little to no threat of being caught by police – perhaps due to the significant drop in numbers of breath-tests carried out over the past eight years.¹⁷ Twice as many young drivers as older drivers think there is no chance of getting caught if they drink and drive - 8% compared to 4%.

- 8% of drivers aged 17-24 thought there would be no chance of being caught, compared to 4% of older drivers
- 28% of drivers aged 17-24 thought there would be a 1-10% chance of being caught, compared to 34% of older drivers
- 18% of drivers aged 17-24 thought there would be a 10-25% chance of being caught, compared to 21% of older drivers
- 18% of drivers aged 17-24 thought there would be a 25-50% chance of being caught, compared to 17% of older drivers
- 18% of drivers aged 17-24 thought there would be a 50-75% chance of being caught, compared to 15% of older drivers
- 7% of drivers aged 17-24 thought there would be a 75-99% chance of being caught, compared to 4% of older drivers
- 3% of drivers aged 17-24 thought there would be a 100% chance of being caught, compared to 3% of older drivers
- All drivers aged 17-25 answered this question, compared to 2% of older drivers who did not answer.

Figure 4: What chance drivers think there is of being caught if they drink and drive





Q11: How should the legal system punish a driver who killed someone while overtaking on a blind bend?

Young and older drivers more or less agreed about penalties for killing someone while overtaking on a blind bend, with three out of ten young drivers (29%) saying the penalty should be 15 years or more in jail (the maximum penalty for causing death by dangerous driving). It is perhaps surprising, though, that young people feel the penalty for this should be so high, when 33% admit to overtaking blind themselves (Q7).

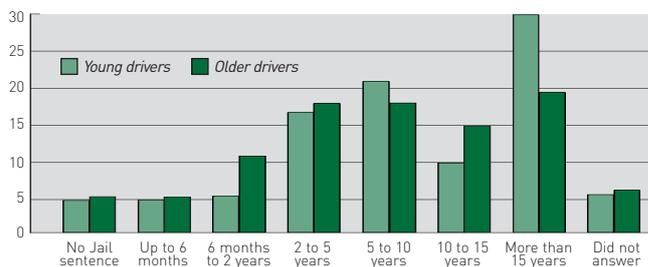
- 3% of drivers aged 17-24 thought they should get no jail term, compared to 1% of older drivers
- No drivers aged 17-24 thought they should get up to 6 months in jail, compared to 3% of older drivers
- 13% of drivers aged 17-24 thought they should get 6 months to 2 years in jail, compared to 8% of older drivers
- 15% of drivers aged 17-24 thought they should get 2 to 5 years in jail, compared to 15% of older drivers
- 30% of drivers aged 17-24 thought they should get 5 to 10 years in jail, compared to 20% of older drivers
- 9% of drivers aged 17-24 thought they should get 10 to 15 years in jail, compared to 19% of older drivers
- 29% of drivers aged 17-24 thought they should get 15 or more years on jail, compared to 27% of older drivers
- 1% of drivers aged 17-24 did not answer, compared to 7% of older drivers

Q12: How should the legal system punish a driver who killed someone while using a mobile phone at the wheel?

Young drivers called for higher sentences than older drivers for this crime. Six in 10 young drivers (61%) thought the penalty should be five or more years in jail, compared to half (51%) of older drivers. But despite their support of tough sentences, a huge 50% of young drivers break the law by talking on a hand-held phone (Q7) – suggesting that many young people believe they can get away with this type of risky behaviour without facing the consequences.

- 5% of drivers aged 17-24 thought they should get no jail term, compared to 6% of older drivers
- 5% of drivers aged 17-24 thought they should get up to 6 months in jail, compared to 6% of older drivers
- 6% of drivers aged 17-24 thought they should get 6 months to 2 years in jail, compared to 12% of older drivers
- 17% of drivers aged 17-24 thought they should get 2 to 5 years in jail, compared to 18% of older drivers
- 21% of drivers aged 17-24 thought they should get 5 to 10 years in jail, compared to 18% of older drivers
- 10% of drivers aged 17-24 thought they should get 10 to 15 years in jail, compared to 15% of older drivers
- 30% of drivers aged 17-24 thought they should get 15 or more years on jail, compared to 18% of older drivers
- 6% of drivers aged 17-24 did not answer, compared to 7% of older drivers

Figure 5: How many years in jail should be given to a driver who killed someone while using a mobile phone at the wheel



The FedEx & Brake Road Safety Academy

- The FedEx & Brake Road Safety Academy trains community leaders and volunteers to deliver hard-hitting presentations to young people in schools, colleges and youth offenders' institutions on the importance of safe driving. So far, almost 15,000 young people have watched presentations by volunteers trained through the Academy.
- Volunteers use 'Too Young to Die', a DVD produced by Brake and CIS, which features real-life interviews with people who have been injured and bereaved through road crashes.
- At the end of a presentation, young people are asked to make a pledge to drive safely, which includes never drinking or taking drugs and driving, never speeding, and always wearing a seat belt.
- For more information on the Academy, visit our website www.brake.org.uk

Q13: What would persuade you personally to take more care on the road? (tick as many answers as apply)

The most popular answer among all drivers was more visible traffic police - more than four in 10 (44%) young drivers and more than six in 10 (62%) older drivers said this would make them take more care on the road. However, the results from this question suggest that younger drivers take more persuading than older drivers to take more care. For most of the possible answers, far fewer younger than older drivers said this would encourage them to be safer.

- 34% of drivers aged 17-24 said more Government advertising on road safety would persuade them to take more care, as did 34% of drivers aged 25 or over
- 44% of drivers aged 17-24 said more visible traffic police would persuade them to take more care, compared to 62% of drivers aged 25 or over
- 20% of drivers aged 17-24 said more enforcement cameras would persuade them to take more care, compared to 28% of drivers aged 25 or over
- 34% of drivers aged 17-24 said tougher penalties for traffic offences would persuade them to take more care, compared to 44% of drivers aged 25 or over

GOVERNMENT

Brake's Recommendations for Government Action

- The Government should introduce a graduated licensing system, similar to those successfully implemented in New Zealand, the USA and Canada. This would involve:
 - a minimum learning period with a minimum number of hours of professional tuition/practice before drivers can take their driving test;
 - a provisional driving period of at least 18 months following the first test. During this time they must display compulsory 'P' plates, and abide by restrictions to limit their exposure to major risk factors such as driving at night, carrying young passengers and driving high powered vehicles;
 - a second driving test after the provisional period before obtaining a full licence.
- The Government should make roads policing one of its national policing priorities, and provide police with the resources they need to put more police on our roads and properly enforce road traffic laws.
- The Government should lower the drink-drive limit to BAC 0.02 and allow random breath-testing.
- The Government should launch year-round, hard-hitting, high profile publicity campaigns on television, cinema and radio, specifically targeting young drivers and passengers on key topics such as speeding and drink and drug driving.
- Road safety should be a compulsory part of the national curriculum, offering a structured programme of learning which introduces the issue to children at a young age, makes them aware of the risks they face, and continues throughout secondary school with advice on staying safe as a driver and a passenger with other young drivers.

End Notes

- ¹ Statistics obtained by Brake from the Department for Transport, 2006
- ² Road Casualties Great Britain: 2005 (Department for Transport, 2006)
- ³ Road Casualties Great Britain: 2005 (Department for Transport, 2006)
- ⁴ Road Casualties Great Britain: 2005 (Department for Transport, 2006)
- ⁵ www.nhsdirect.nhs.uk (NHS Direct)
- ⁶ www.drugdrive.com, Think! (Department for Transport)
- ⁷ Driving for Work: Drink and Drugs (RoSPA, 2005)
- ⁸ Binge drinking – Nature, prevalence and causes (Institute of alcohol studies 2006)
- ⁹ Prevalence of drug use: key findings from 2002/2003, British Crime Survey, (Home Office 2003)
- ¹⁰ Figures obtained by Brake from the Department for Transport, 2006
- ¹¹ Figures obtained by Brake from the Driving Standards Agency, 2006
- ¹² Figures obtained by Brake from the Department for Transport and Police Service of Northern Ireland, 2006
- ¹³ Deaths by age, sex and underlying cause, 2005 registrations, Health Statistics Quarterly 30
- ¹⁴ Figures obtained by Brake from the Department for Transport, 2006
- ¹⁵ Tomorrow's roads – safer for everyone: The first three year review, (Department for Transport, 2004)
- ¹⁶ Prime-time advertising space on ITV1 sells at between £12,000 and £49,000 (median value £30,500) for 30 seconds (2004 prices)
- ¹⁷ Motoring Offences and Breath Test Statistics: England and Wales 2004, (Home Office, 2006)

LOST LIVES

Aaron and Katherine Sharpe, aged 20 and 18,
Marcus Mohabir, aged two, and Toby and Kate Beasley



Aaron Sharpe



Katherine Sharpe



Marcus Mohabir

Aaron Sharpe and his sister Katherine died on 16 May 2004 when the car they were travelling in lost control. The car was being driven by a 19 year-old driver along the A23 in Sussex. Witnesses say it was travelling at more than 100mph before hitting the crash barrier and catapulting over the top. Aaron, Katherine, two other passengers and the driver were all killed. Their car hit a vehicle coming the other way as it flew over the crash barrier, killing three people in that car, including Toby and Kate Beasley and two year-old Marcus Mohabir. Marcus's dad Steve was the only survivor of the crash. When he woke up in hospital, his wife told him that their two friends and their young son had all been killed.

Green Flag
motoring assistance



Brake
the road safety charity
www.brake.org.uk



For more advice on safe driving, visit Green Flag's website, www.greenflag.com

For advice on safe driving, general information on road safety and details of road safety campaigns and events, including Road Safety Week, call Brake on 01484 559909, e-mail brake@brake.org.uk, or visit www.brake.org.uk or www.roadsafetyweek.org

For more information on Government campaigns on safe driving, visit the Department for Transport's Think! website, www.thinkroadsafety.gov.uk

This report was produced by Brake, the road safety charity (charity no. 1093244), with assistance from Green Flag Motoring Assistance

© Brake, January 2007

Research and production: Cathy Keeler, Jools Townsend, Rachel Burr.