



# Opinion poll

3rd survey 2007

## CONCLUSIONS

Youth and Traffic



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## Presentation

The survey presented here provides the opinions expressed by young people in the third survey of 2007 on the subject of youth and traffic. This is a new subject for the *Youth Opinion and Situation Polls* and very high on the current list of concerns that affect Spanish youths and society.

The survey includes information on the following youth issues associated with road traffic:

- First of all, it provides a number of general characteristics of youth drivers and vehicles: possession of driver's license, type of vehicle driven, age of vehicle, etc.
- It also includes the opinions on the profile and self-image that young people have of themselves as drivers: driving skills, speed, cautiousness, respect for road signs, etc.
- Likewise, it addresses youth attitudes towards driving practices and specific situations: wearing a helmet, respecting speed limits, using the seat belt, using the mobile whilst driving, consuming alcohol and drugs, etc.
- On another front, it also deals with issues related to the sanctions and the traffic controls that youths have been subjected to over the last two years.
- Another of the issues covered is the traffic accidents that young people say they have suffered and their opinions on them.
- Finally, they were asked to assess some of the measures aimed at improving traffic that particularly affect young people: higher risk, insurance, Government measures, more training etc.



## I. YOUTH AND DRIVING

### 1.1. CHARACTERISTICS OF YOUTH DRIVERS

Approximately three-quarters of the youths interviewed say that they have driven some type of vehicle in the last year, as opposed to 27% who say that they do not drive. In the group of non-drivers there are more women than men (35% compared with 19% men) and this figure naturally falls as young people get older; we should bear in mind that age conditions the possibility of using one type of vehicle or another and that obtaining a driver's license is a considerable expense.

Of all the youths interviewed, 68% say that they have a driver's license, compared with the remaining third who say that they do not have one (32%).

The difference between the number of youths who say that they have driven in the last year (73%) and those who say that they have a driver's license (68%) highlights that there is a small percentage (5%) of youths who say that they drive without a driver's license.

The average number of kilometres that they drive stands in the region of 223 kilometres per week. Men drive much more (273 km.) than women (156 km.), and the distances driven by young people increase significantly with age.

The average length of time that young people have been driving is 4.7 years, slightly more for men (5.0) than for women (4.4).

As regards the type of vehicle used, the majority of young people say that they have driven a car (64%), followed by those who have driven a motorbike (10%), a moped (10%) and a van (7%).

NEARLY SEVEN IN TEN YOUTH SAY THAT THEY ARE DRIVERS AND THAT THEY HAVE DRIVEN SOME TYPE OF VEHICLE IN THE LAST YEAR, PARTICULARLY CARS.

THE YOUTHS INTERVIEWED HAVE BEEN DRIVING FOR AN AVERAGE OF 5 YEARS AND DRIVE APPROX. 223 KM. PER WEEK

Type of vehicle used by young people in the last year	
Car	64%



## YOUTH OPINION AND SITUATION POLL (3rd survey 2007)

### Youth and Traffic

Motorbike	10%
Moped	10%
Van	7%

Base: Youth drivers

Source: Youth opinion and situation poll (3rd 2007)

### YOUNG CAR DRIVERS (64%)

More than half of young car drivers own their vehicles (56%). Thirty-five percent drive their parent's car and 8% drive another relative's car.

Owning one's own vehicle is more frequent in males (59% compared with 50% of females) and as young people get older, particularly marked in the 25 to 29 age group (70%).

On the other hand, using their parents' or a relative's car is more common among females and the lower age groups (particularly up to 24 years).

Young people tend to use the car to drive around for leisure (53%), to go to work (51%), to travel (44%), to go out at night (31%), to work (27%), to drive a relative (18%) and to go to college/university (18%).

More males than females use the car to go to work, to drive around for leisure, to go out at night and to travel, whilst females use the car more in their jobs.

Labour and occupational activities (-)	Leisure activities (+)
Going to work For working Going to college/university	Driving around for leisure Travelling Going out at night

Work activities (95%);

Leisure activities (128%).

The sum of the percentages is more than 100% because the question allows for several answers.

Based on the classification of the answers provided by the youths interviewed, the car is more commonly used for leisure and entertainment activities rather than those associated with occupation and work.

OWNING ONES  
VEHICLE IS MORE  
WIDESPREAD AMONG  
MALES AND AS  
YOUNG PEOPLE GET  
OLDER

THE USE OF THE CAR  
AMONG YOUNG  
PEOPLE IS  
ASSOCIATED MORE  
WITH LEISURE  
ACTIVITIES, SUCH AS  
DRIVING AROUND  
FOR LEISURE,  
TRAVELLING OR  
GOING OUT AT NIGHT

44% OF THE YOUTHS  
SAY THAT THEY DRIVE  
CARS THAT ARE OLDER  
THAN SIX YEARS



In terms of the leisure activities involving the car, there are no apparent differences between the different age groups as regards driving around for fun and going out at night, although using the car for travelling is more widespread as young people get older.

As regards the age of the cars that they drive, 18% are less than two years old, 38% are from two to six years old, 19% are from six to nine years old and 25% are more than nine years old.

Age of cars used by young people	
Less than 2 years old	18%
From 2 to 6 years old	38%
From 6 to 9 years old	19%
More than 9 years old	25%

Source: Youth opinion and situation poll (3rd 2007)

ALL THE YOUTHS SAY  
THAT THEY DRIVE  
FULLY INSURED CARS,  
ALTHOUGH ONLY  
62% PAY THE  
INSURANCE  
THEMSELVES

All the youths interviewed say that they drive fully insured cars, although only 62% say that they pay the premium out of their own pockets. Car insurance is more often paid by male drivers (66%) than female drivers (56%), and the rate increases as young people get older, particularly among the 25 to 29 age group.

### YOUTH MOTORBIKE RIDERS (10%)

Among those who say that they have ridden a motorbike in the last year (10%) there are many more males (14%) than females (6%).

Nearly two in three motorbike riders say that they own their motorbikes (64%). Nineteen percent ride or have driven a friend's motorbike in the last year, 9% ride their father's motorbike, 6% a relative's motorbike and 3% the company's motorbike.

Owning one's motorbike is much more frequent in males (72% compared with 50% in females) and as young people get older, particularly among the 25 to 29 age group (84%).

As in the case of cars, the use of a friend's, the father's or another relative's motorbike is more widespread among females and the lower age groups (particularly up to 24 years).



THE MOTORBIKE APPEARS AS A VEHICLE OF A PREDOMINANTLY LEISURE NATURE USED MAINLY BY MALES

As regards the main uses that young people make of their motorbikes, riding around for fun stands out at 72%. This group is followed by young people who affirm that they use the motorbike for going to work (33%), those who use it in their jobs (15%), for going out at night (15%), for travelling (14%) and for going to college/university (10%).

Males use the motorbike more than females for riding around for fun, going to work and travelling. Whilst females use the motorbike more than males for travelling and getting to college/university.

Age also shows a number of differences in the use that young people make of the motorbike:

- The younger youths, to a greater extent than the rest, use the motorbike to ride around for fun, to go to work and to go to college/university.
- As they get older, young people use the motorbike more for getting to work.

Labour and occupational activities (-)	Leisure activities (+)
Getting to work For working Going to college/university	Riding around for fun Travelling Going out at night

Work activities (59%); Leisure activities (101%).  
The sum of the percentages is more than 100% because the question allows for several answers.

Based on the above classification of the answers provided by the youths interviewed, the motorbike appears as a vehicle typically associated with fun and leisure, more so than with occupation and work.

As regards the age of the motorbikes ridden by young people, 38% are less than two years old, 40% are from two to six years old, 6% from six to nine years old and 16% are more than nine years old.

Age of motorbikes used by young people	
Motorbikes less than 2 years old	38%
Motorbikes from 2 to 6 years old	40%
Motorbikes from 6 to 9 years old	6%



Motorbikes more than 9 years old	16%
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Source: Youth opinion and situation poll (3rd 2007)

THERE IS A SMALL NUMBER OF MOTORBIKE RIDERS WHO SAY THAT THEY RIDE THEIR MOTORBIKES WITH NO INSURANCE.

Although a vast majority of motorbike riders affirm that the motorbikes they ride are insured (94%), 4% say that they ride a motorbike without insurance and 2% don't know whether or not the motorbike is insured.

In 56% of the cases, the insurance is paid by the youths themselves, whilst in the remaining 43% the insurance is paid by other persons. Paying their own insurance is much more frequent among male riders (63%) than women riders (38%), and the rate increases with age, particularly among those aged 25 to 29 (83%).

### YOUNG MOPED RIDERS (10%)

Among those who ride mopeds, there are more males (12%) than females (7%).

Nearly half say that they own their mopeds (47%). Twenty-six percent ride or half ridden in the last year a friend's moped, 20% ride a moped belonging to their parents and 6% ride a moped belonging to a relative.

Owning one's moped is slightly more frequent among females (50% compared with 45% of males) and as young people get older, particularly among the 25 to 29 age group (74%).

As opposed to cars and motorbikes, the use of a friend's moped is more frequent among males than females. As regards riding mopeds belonging to parents or relatives, this practice is more common in females.

MOPEDS ARE MOSTLY USED BY YOUNG FEMALES MAINLY FOR LEISURE PURPOSES

In terms of the main uses that young people make of mopeds, riding around for fun particularly stands out (71%), followed by those who say that they use the moped for getting to work (23%), those who use the moped for going to college/university (17%), for working (14%), to go out at night (12%) and to travel (10%).

Males use the moped more than females for riding around for fun, whilst females use it more than males for getting to work and in their jobs, for travelling, getting to college/university and going out at night.

Age also reveals some differences in the use that young people make of their mopeds:



## YOUTH OPINION AND SITUATION POLL (3rd survey 2007)

### Youth and Traffic

- More than others, the younger youths use the moped to ride around for fun, to get to college/university and for working.
- As young people get older, they use the moped more to get to work.

Labour and occupational activities (-)	Leisure activities (+)
Getting to work For working Getting to college/university	Riding around for fun Travelling Going out at night

Work activities (54%);

Leisure activities (93%).

The sum of the percentages is more than 100% because the question allows for several answers.

Based on the above classification of the answers provided by the youths interviewed, the moped typically appears as a vehicle associated with **fun and leisure**, more so than with **occupation and work**.

As regards the age of the mopeds driven by young people, 28% are less than two years old, 38% are two to six years old, 14% are six to nine years old and 20% are over nine years old.

Age of mopeds used by young people	
Semi-new mopeds (less than 2 years old)	28%
Used mopeds (from 2 to 6 years old)	38%
Old mopeds (from 6 to 9 years old)	14%
Very old mopeds (over 9 years old)	20%

Source: Youth opinion and situation poll (3rd 2007)

Although a very large majority of moped riders say that the mopeds they use are insured (94%), once more, 5% say that they ride a moped with no insurance.

The insurance is paid by the youths themselves in 30% of the cases, whilst in the remaining 70% of the cases the insurance is paid by other persons. The payment of the insurance is slightly more frequent among males (31%) than females (28%), and the rate increases as young people get older, particularly among those aged 25 to 29 (62%).

### YOUNG VAN DRIVERS (7%)

AS IN THE CASE OF MOTORBIKES, 5% OF YOUNG PEOPLE SAY THAT THEY RIDE A MOPED WITH NO INSURANCE



THE VAN APPEARS AS  
A WORK PURPOSE  
VEHICLE USED  
PRACTICALLY ONLY  
BY MALES.

Among those who say that they have driven a van in the last year, the vast majority are males (11% compared with 3% women).

Approximately half of the van drivers say that they use the van for work purposes or that it belongs to the company (48%). Twenty-one percent drive or have driven their parents' van, 11% say that they drive their own van, 9% drive a relative's van and 9% drive a friend's van.

Vans are mainly used for work purposes (76%); 23% use it to get to work, 12% to travel and 8% as a leisure vehicle (to drive around for fun). The use of the van as a work tool predominates among males.

More than females, males tend to use the van in their jobs (76% compared with 50% of females) and to get to work. Whilst the few females who drive vans tend to use them more than their male counterparts for leisure activities (travelling, driving around for fun and going out at night).

Age also reveals a number of differences in the use that young people give to vans: as the age increases, more young people use the van for work-related purposes (in their jobs or to get to work).

Labour and occupational activities (+)	Leisure activities (-)
Getting to work For working Getting to college/university	Driving around for fun Travelling Going out at night

Work activities (93%); Leisure activities (34%).  
The sum of the percentages is higher than 100% because the question allows for several answers.

Based on the classification of the answers provided by the youths interviewed, the van appears as a vehicle of a marked labour/professional nature rather than used for leisure activities.

As regards the age of vans driven by young people, 26% are less than two years old, 35% are from two to six years old, 16% are from six to nine years old and 22% are over nine years old.



Age of vans used by young people	
Vans less than 2 years old	26%
Vans from 2 to 6 years old	35%
Vans from 6 to 9 years old	16%
Vans over 9 years old	22%

Source: Youth opinion and situation poll (3rd 2007)

Practically all young van drivers say that their vans are fully insured (98%). In the majority of cases, the insurance policy is not paid by the youths themselves (82%). We can assume that, because vans are professional vehicles, the insurance policies are paid by the companies (either independent or family-owned businesses).



## 1.2. SELF-IMAGE OF THE YOUNG DRIVER

	Agree	Disagree
I like driving very much	89%	11%
I am a very good driver	88%	11%
I am a better driver than most adults	53%	43%
I am a very fast driver	25%	74%
I am a cautious driver	95%	5%
I always respect the traffic signs	88%	11%

Source: Youth opinion and situation poll (3rd 2007)

### “I LIKE DRIVING VERY MUCH”

Driving appears to be an activity especially enjoyed by young people: 89% of those interviewed agree with the statement “I like driving very much”. Enjoying driving is more widespread among males (92%) than females (84%) and although the rate remains constant throughout the entire youth period, it is especially marked among 18 to 20 year olds.

DRIVING IS AN ACTIVITY ESPECIALLY ENJOYED BY YOUNG PEOPLE, PARTICULARLY MALES

### “I AM A VERY GOOD DRIVER”

A vast majority of young people regard themselves as good drivers (88%), compared with 11% who say they disagree with the above statement. The group of youths aged 20 declare that they are good drivers in greater numbers.

MOST YOUNG PEOPLE REGARD THEMSELVES AS GOOD DRIVERS, SKILLFUL BEHIND THE STEERING WHEEL, CAUTIOUS AND RESPECTFUL OF THE HIGHWAY CODE AND AND TRAFFIC SIGNS

### “I AM A BETTER DRIVER THAN MOST ADULTS”

More than half of the interviewees (53%) consider themselves better drivers than most adults, whilst 43% say that they disagree with the above statement.

Slightly more males than females and particularly youths aged 20 to 29 consider themselves better drivers than most adults.

### “I AM A VERY FAST DRIVER”



Most young people say that they **do not drive very fast (74%)**, compared with 25% who agree with the statement "I am a very fast driver".

Among those who say that they are very fast drivers, there are slightly more males (27%) than females (23%) and they mainly belong to the lowest age group, from 15 to 17 years (37%), still not old enough to drive.

### "I AM A CAUTIOUS DRIVER"

A vast majority of **young drivers (95%) say that they drive with caution** and only 5% admit to driving recklessly.

Females and the older youths (25-29 years) are the ones who say that they drive cautiously in greater number.

There appears a **clear contradiction** between speed and caution in the statements of the young drivers. **Whilst 25% regard themselves as "very fast drivers" only 5% say that they are reckless behind the steering wheel.**

A certain number of young people's idea of caution is not associated with speed.

### "I ALWAYS RESPECT THE TRAFFIC SIGNS"

Although a large majority of **young people always respect the traffic signs (88%)**, there is a significant number who say that they **sometimes fail to respect them (11%)**.

Among those who say that they do not always respect the traffic signs, males stand out in number (15%) much more than females (8%), as well as young people aged 18 to 20.

Once again, there appears a contradiction between caution and respecting the rules, in this case, the traffic signs: only 5% admit that they are reckless behind the steering wheel whilst 11% admit that they do not respect the traffic signs.

A certain number of young people's idea of caution is not associated with respecting the traffic signs either.

To summarise these statements on driving, we can extract a number of general observations from the opinions expressed by young people:

A CERTAIN  
CONTRADICTION  
BETWEEN CAUTION  
AND SPEED APPEARS  
IN THE STATEMENTS OF  
A SIGNIFICANT  
NUMBER OF YOUNG  
PEOPLE



- The majority of youths (approximately nine in ten) say that they are cautious drivers, enjoy driving, are good drivers and respect the traffic signs.
- Approximately half of those interviewed regard themselves as better drivers than most adults.
- Only one in four drivers say that they drive very fast.
- More males than females feel a passion for driving, they regard themselves as better drivers and say that they drive faster, whilst the females say that they are more cautious and respectful of the rules than their male counterparts.
- The period between 18 to 20 years is when young people enjoy driving the most and when they respect the traffic signs the least.
- The 25 to 29 age group is the one with the highest number of cautious drivers.

### 1.3. YOUTH DRIVING PRACTICES

Young people were asked about their attitudes towards certain driving practices for the purpose of finding out the extent to which they follow them.

#### WHEN I RIDE A MOTORBIKE I WEAR A HELMET.

SIXTEEN PERCENT OF MOTORBIKE RIDERS ADMIT THAT THEY DON'T ALWAYS WEAR A HELMET, AMONG THEM 6% SAY THAT THEY SELDOM OR NEVER WEAR ONE.

A large majority of the youths who ride motorbikes (83%) say that they always follow the regulation of wearing a helmet (they always wear one). Ten percent say that they often wear one and 6% say that they seldom or never wear one.

Wearing a helmet is more widespread among young people belonging to the higher age group, particularly as of 20 years. On the other hand, females and the lower age group are the ones who wear the helmet the least when riding a motorbike.

#### I STAY WITHIN THE SPEED LIMIT INDICATED IN THE STREET THAT I AM DRIVING THROUGH

ONLY 31% OF YOUNG PEOPLE SAY THAT THEY ALWAYS STAY WITHIN THE SPEED LIMIT



Only 31% of the youths interviewed say that they always stay within the speed limit; 49% say that they do so quite often and 21% say that they seldom or never do so.

The highest numbers of male youths who respect the speed limits indicated in the streets that they drive through appear in the group aged 20 to 29. Once again, females seem to respect the driving rules more than their male counterparts.

### WHEN I DRIVE, I WEAR THE SEAT BELT

ALTHOUGH THE USE OF THE SEAT BELT IS QUITE EXTENDED AMONG YOUNG PEOPLE, THERE STILL APPEARS A SIGNIFICANT NUMBER WHO DO NOT WEAR IT (10%), AND DO NOT ENSURE THAT THEIR PASSENGERS WEAR IT (28%)

Although 83% say that they always wear the seat belt when driving, 8% say that they often wear it and 2% say that they seldom or never wear it.

### I MAKE SURE THAT ALL MY PASSENGERS WEAR THEIR SEAT BELTS

The majority of those interviewed (64%) make sure that all their passengers always put on their seat belts, 6% does so quite often, 8% seldom and 4% never do.

### I USE THE MOBILE WHILST DRIVING

ALTHOUGH NOT VERY OFTEN, THIRTY PERCENT ADMIT THAT THEY USE THE MOBILE WHILST DRIVING

The majority of young people (69%) say that they never use the mobile whilst driving; 23% say that they sometimes do; 5% that they do so quite often; and 2% say that they always do.

### I GIVE WAY AT ZEBRA CROSSINGS

Slightly more than half of the interviewees always give way at zebra crossings (54%). Against these, 38% say that they give way quite often and 8% say that they hardly ever or never give way.

### I DRIVE AFTER DRINKING 1 OR 2 WINES, BEERS OR SIMILAR

ALTHOUGH MOST YOUTHS DO NOT DRIVE AFTER DRINKING ALCOHOL, A SIGNIFICANT GROUP SAY THAT THEY SOMETIMES DO.

A large majority do not drive after drinking alcohol (71%) even if only a small amount (1 or 2 beers or similar). However, there is a significant number of youths who admit that they do: 20% say that they drive after drinking a little bit of alcohol on occasions and 8% say that they do so quite often.

Those who drive more often after drinking alcohol consist of far more males than females and youths aged 25 to 29.



### I DRIVE AFTER HAVING 3 OR MORE ALCOHOLIC DRINKS OR TAKING DRUGS.

It could be said that, for the majority of young people, driving after drinking a certain amount of alcohol (3 or more drinks) or taking drugs is quite rare. The vast majority say that they have never driven in that state (88%). However, 10% of young people admit that, on certain occasions (few), they have driven after drinking lots of alcohol or taken drugs.

Once again, males and young people aged 20 and over make up the groups that admit in higher numbers to having driven under the effects of alcohol or drugs.

From a legal point of view, complying with driving regulations is obligatory. However, it is unusual for all youths to always observe them.

	FULL OBSERVANCE (Always/Never)	PARTIAL AND FULL NON-OBSERVANCE
When I ride a motorbike, I wear a helmet	83%	17%
I stay within the speed indicated in the street that I am driving through	31%	69%
When I drive, I put on my seat belt	83%	10%
I make sure that all my passengers wear their seat belts	64%	28%
I never use the mobile whilst driving	69%	30%
I give way at zebra crossings	54%	46%
I never drive after drinking 1 or 2 wines, beers or similar	72%	28%
I never drive after having 3 or more alcoholic drinks or taking drugs	88%	12%

Source: Youth opinion and situation poll (3rd 2007)

TWENTY-ONE PERCENT OF THE YOUTHS SAY THAT THEY NEVER OR HARDLY EVER STAY WITHIN THE SPEED LIMIT; AND 9% SAY THAT THEY REGULARLY DRIVE AFTER DRINKING A

Although a majority of young people say that they regularly observe these driving regulations, we should not lose sight of the percentages of non-compliance which, although not excessively high, they are potentially dangerous.



The fact that 21% of those interviewed never or hardly ever stay within the speed limit or that 9% regularly drive after drinking alcohol (even though a moderate amount), highlights some of the attitude problems of young people in their driving practices.

(Always+Quite often) (Seldom+ Never)	REGULAR OBSERVANCE	REGULAR NON- OBSERVANCE
When I ride a motorbike, I wear a helmet	94%	6%
I stay within the speed limit indicated in the street that I am driving through	79%	21%
When I drive, I put on my seat belt	91%	2%
I make sure that all my passengers put on their seat belts	80%	12%
I hardly ever or never use the mobile whilst driving	93%	7%
I give way at zebra crossings	92%	8%
I hardly ever or never drive after drinking 1 or 2 wines, beers or similar	91%	9%
I hardly ever or never drive after having 3 or more alcoholic drinks or taking drugs	98%	2%

Source: Youth opinion and situation poll (3rd 2007)



Based on these opinions on compliance with these driving regulations, we can conclude that:

- A vast majority of young people (approximately nine in ten) always wear a helmet when riding a motorbike and the seat belt when driving a car.
- Although still not generalised, it is increasingly habitual (approximately four in five cases) for drivers to ensure that their passengers put on their seat belts.
- Slightly more than half of the youths say that they always give way to pedestrians.
- A majority of drivers (seven in ten) do not stay within the speed limits when driving.
- A majority of the interviewees (nearly three in four) never use the mobile whilst driving.
- The idea "Don't drink and drive" is generalised among young people.
- The lower age groups (up to 20 years) are the ones who fail to comply with the obligation to wear the seat belt in higher numbers.
- Males tend to drive after drinking alcohol more frequently than their female counterparts.

## 1.4. OPINION ON YOUTH ATTITUDES TOWARDS DRIVING

The attitudes expressed by young people in relation to themselves may differ from those expressed by their peers and, at the same time, they can provide information about themselves. For this reason, in this survey they were asked to give their opinion on the driving practices of young drivers as a whole.

Young people's own opinions on the driving practices of young people as a whole are much more negative than the opinions they hold of themselves as drivers. In every case, they feel that young drivers as a whole fail to comply with the rules to a much greater degree than themselves.

In fact, based on the opinions expressed, the collective portrayed by the individuals and the collective of young people as a whole seem to be entirely different and diametrically opposed.

YOUNG PEOPLE'S  
OPINIONS ON THEIR  
OWN DRIVING  
PRACTICES ARE MUCH  
MORE POSITIVE THAN  
THE ONES THEY HOLD  
OF YOUNG PEOPLE IN  
GENERAL.

THOSE INTERVIEWED  
TEND TO CONSIDER  
THEMSELVES MORE  
RESPECTFUL TOWARDS  
THE RULES THAN  
YOUNG PEOPLE IN  
GENERAL



This can be interpreted in two ways. The first is that, on specific issues, young people tend to give politically correct answers (what they should be doing rather than what they actually do) and the second is that, on matters concerning driving, people tend to see faults in other drivers whilst seeing their own driving in a more positive light.

In this respect, the opinions of those interviewed on the driving practices of young people as a whole highlight a view of widespread non-compliance with the rules (either Fully or Regularly).

It is particularly revealing that whilst the majority of those interviewed say that they always or often observe traffic regulations, they also perceive that the rest of the young people totally or regularly fail to observe those regulations.

Young people's opinions on youth observance of driving regulations reveal that:

- A majority of those interviewed (from six to eight in ten) perceive the youth population's failure to comply with the law of wearing a helmet and the seat belt.
- A majority also feel that young drivers generally fail to give way at zebra crossings.
- Practically all those interviewed (95%) feel that young people in general do not observe the speed limits.
- In the judgement of young people, the majority of young people have assimilated the idea of not driving after drinking alcohol, even if only a moderate amount.



PERCEPTION OF YOUNG PEOPLE'S OBSERVANCE OF REGULATIONS, IN TERMS OF THEIR OWN DRIVING AND THAT OF YOUNG PEOPLE IN GENERAL.

	FULL OBSERVANCE		PARTIAL AND FULL NON-OBSERVANCE	
	ATTITUDES OF INTERVIEWEES	WHAT THEY FEEL OTHER YOUNG PEOPLE DO	ATTITUDES OF INTERVIEWEES	WHAT THEY FEEL OTHER YOUNG PEOPLE DO
They wear a helmet when riding a motor-bike	83%	24%	17%	74%
They stay within the speed limit indicated in the street that they are driving through	31%	6%	69%	94%
When driving, they put on the seat belt	83%	33%	10%	65%
They make sure that all their passengers put on their seat belts	64%	18%	28%	77%
They never use the mobile whilst driving	69%	10%	30%	89%
They give way to pedestrians	54%	11%	46%	88%
They never drive after drinking 1 or 2 wines, beers or similar	72%	8%	28%	91%
They never drive after 3 or more alcoholic drinks or 0 drugs	88%	13%	12%	85%

Source: Youth opinion and situation poll (3rd 2007)



PERCEPTION OF YOUNG PEOPLE'S OBSERVANCE OF REGULATIONS IN THEIR DRIVING PRACTICES.

	REGULAR OBSERVANCE		REGULAR NON-OBSERVANCE	
	ATTITUDES OF INTERVIEWEES	WHAT THEY FEEL OTHER YOUNG PEOPLE DO	ATTITUDES OF INTERVIEWEES	WHAT THEY FEEL OTHER YOUNG PEOPLE DO
They wear a helmet when riding a motor-bike	94%	58%	6%	41%
They stay within the speed limit indicated in the street that they are driving through	79%	28%	21%	72%
When they drive, they put on the seat belt	91%	76%	2%	23%
They make sure that all their passengers put on their seat belts	80%	47%	12%	48%
They seldom or never use the mobile whilst driving	93%	35%	7%	63%
They give way to pedestrians	92%	45%	8%	55%
They seldom or never drive after 1 or 2 wines, beers or similar	91%	29%	9%	70%
They seldom or never drive after 3 or more alcoholic drinks or drugs	98%	44%	2%	53%

Source: Youth opinion and situation poll (3rd 2007)



## 2. SANCTIONS, ACCIDENTS AND ASSESSMENT OF MEASURES

### 2.1. SANCTIONS AND TRAFFIC CONTROLS

A large majority of interviewees (three-quarters) say that they have not been sanctioned for traffic offences in the last two years. Against these, 25% admit that they have been sanctioned, particularly with fines (23%) and, on rare occasions, the withdrawal of points from their driver's license (2%).

APPROXIMATELY ONE IN FOUR YOUTHS HAVE BEEN FINED IN THE LAST TWO YEARS

Among those fined, there are far more males (29%) than females (14%); and the fines increase among the youths belonging to the higher age groups.

Within that timeframe (the last two years), nearly four in ten interviewees (39%) say that they were stopped by the police for alcohol or other substances controls, as opposed to 61% who say that they have not been stopped by the police for such controls.

THIRTY-NINE PERCENT OF DRIVERS HAVE BEEN STOPPED BY THE POLICE AT SOME TIME IN THE LAST TWO YEARS FOR AN ALCOHOL CONTROL

The percentage of males who have been submitted to alcohol controls (49%) practically doubles the female percentage (26%). Such controls have mainly fallen on youths aged 20 to 29.

The average number of controls experienced by those who say that they have been submitted to them in the last two years is around four (3.97). Males have been submitted to such controls more than their female counterparts (4.34 against 3.06), and the controls seem to be more frequent in youths aged 20 and over.

The young people who were submitted to these controls feel that the police treated them appropriately: 54% rate the treatment as positive (good treatment 44%, Very good treatment 9%), 10% rate it as so-so and 6% rate it as negative (Bad or Very bad).



## 2.2. YOUTHS AND TRAFFIC ACCIDENTS

The survey has also gathered information on the traffic accidents suffered by young people as drivers or passengers.

APPROXIMATELY 20% OF YOUNG DRIVERS SAY THAT THEY HAVE SUFFERED AN ACCIDENT IN THE LAST TWO YEARS, GENERALLY MINOR ACCIDENTS

Approximately one in five youths (20%) say that they have suffered some accident as a driver in the last two years, as opposed to 80% who say they have not suffered any accident. Those who have suffered more accidents as drivers are male and youths of both sexes aged 20 and over.

The number of youths who have suffered an accident as a passenger is lower (11%). Such accidents have been more frequent among youths aged 18 to 24.

The average number of accidents as drivers and as passengers among those who have been suffered either variety is 1.2 in both cases and most were minor accidents.

Accidents as cyclists (3%) or pedestrians (2%) have been rare among the youth collective, according to those interviewed.

MOST YOUTHS (94%) ARE CONCERNED ABOUT TRAFFIC ACCIDENTS

The majority of youths say that they are concerned about traffic accidents (54% Very much and 40% Quite a lot). However, 6% of youths do not attach much importance to traffic accidents (Little or No importance whatsoever) which, although only a small percentage, such lack of concern may have a serious impact on their and other people's safety.

More than males, females and the higher age groups are more traffic accident-conscious.

ACCORDING TO YOUNG PEOPLE, ALCOHOL AND SPEED ARE THE MAIN CAUSES OF ACCIDENTS

According to those interviewed, the main causes of youth accidents are alcohol (71%), speed (70%) and, to a lesser extent, recklessness (36%).

- Alcohol consumption is highlighted by more females and the lower age groups as the main cause of accidents.
- Excess speed is particularly highlighted by females and youths of both sexes aged 20 to 29.
- Recklessness is particularly highlighted by younger males.

Other causes of accidents considered by young people as less frequent are the consumption of narcotics (7%), lack of driving experience and skill (4%) and the state of the roads (3%).



## 2.3. ASSESSMENT OF MEASURES AND OPINIONS ON TRAFFIC

Young people were also asked about a number of recently implemented measures to prevent and reduce accidents, in an attempt to obtain their opinion on the appropriateness of such measures.

	APPROPRIATE (Very + Quite)	APPROPRIATE (Not very + Not at all)
The points-based driver's license	60%	40%
Speed controls	81%	19%
Indication of black or dangerous spots	78%	22%
Alcohol controls	91%	9%
Considering some infractions as crimes punished with prison sentences	68%	32%
Traffic advertising campaigns	79%	21%

Source: Youth opinion and situation poll (3rd 2007)

**ALCOHOL CONTROLS (91%) AND SPEED CONTROLS (81%) ARE THE MOST HIGHLY VALUED MEASURES FOR REDUCING ACCIDENTS**

A majority of young people consider that all these measures aimed at reducing traffic accidents are appropriate. Although some are regarded as more positive than others.

- The most highly valued measure for reducing accidents is alcohol controls (91%).
- These are followed by speed controls, considered appropriate by 81%. These measures are valued as effective for reducing the number of accidents by more females than males and by the lower age groups (up to 20 years old).
- Advertising campaigns are highlighted as efficient mechanisms for reducing accidents by 79% of the youths.
- The specific indication of black or dangerous spots is considered an appropriate measure by more than three out of four interviewees (78%). Once again, females and youths under 24 years of age are the ones who favour this measure the most.
- Considering certain serious infractions as crimes punished with prison sentences is regarded as appropriate by nearly seven out of ten youths (68%). This opinion is more widespread among fe-



## YOUTH OPINION AND SITUATION POLL (3rd survey 2007)

### Youth and Traffic

males and tends to increase as young people get older (particularly as of the age of 20)

- The points-based driver's license is considered appropriate by six out of ten interviewees (60%). Among them, females and the lower age group (15 - 17 years) stand out in number.

Males show more reluctance towards these measures aimed at preventing accidents.

Finally, a number of youth opinions and awareness levels have been gathered on different issues associated with **the subject of traffic, driving and their relationship with youth.**

	YES	NO
Youths run more risks than adults	55%	28%
Insurance companies should charge young people higher premiums	19%	78%
Awareness of the new Government measure to help finance obtaining one's driver's license	27%	73%
More training for obtaining one's driver's license	66%	32%
Teaching young people to drive in situations of risk (skidding, adverse weather conditions, etc.)	84%	15%

Source: Youth opinion and situation poll (3rd 2007)



### DO YOU THINK THAT YOUNG PEOPLE RUN MORE RISKS OF ACCIDENTS THAN ADULTS?

A MAJORITY OF THOSE INTERVIEWED (55%) SEE THE YOUTH COLLECTIVE AS A GROUP PARTICULARLY PRONE TO TRAFFIC ACCIDENTS

A majority of youths (55%) believe that youths make up a higher risk of accidents group, as opposed to 28% who disagree.

The younger the age, the more the risk of accidents is associated with the youth collective.

### SHOULD INSURANCE COMPANY CHARGE HIGHER PREMIUMS TO YOUNG DRIVERS?

Seventy-eight percent of those interviewed do not feel that insurance companies should charge more to young people just for the fact of being young. Against these, 19% agree that young people should pay more in insurance than the rest of the population.

### ARE YOU AWARE OF THE GOVERNMENT'S MEASURE TO HELP FINANCE OBTAINING ONE'S DRIVER'S LICENSE?

A VAST MAJORITY (73%) HAS NO KNOWLEDGE OF THE NEW GOVERNMENT MEASURE TO HELP FINANCE OBTAINING ONE'S DRIVER'S LICENSE. THOSE WHO ARE AWARE OF IT, RATE IT AS POSITIVE.

A majority of those interviewed (73%) say that they are unaware of the Government's recent measure to help young people finance obtaining the driver's license. On the other hand, 27% say that they are aware of the measure; the female collective and youths aged 18 to 20 are the ones who say that they are aware of the measure in higher numbers.

As regards rating this measure (on a scale where 0 is the lowest rating and 10 is the highest), young people rate the measure very highly with an average of 6.6 points.

### SHOULD MORE TRAINING BE PROVIDED TO OBTAIN ONE'S DRIVER'S LICENSE?

APPROX. TWO-THIRDS OF THOSE INTERVIEWED REGARDS THE CONTENTS AND THE KNOWLEDGE REQUIRED FOR OBTAINING ONE'S DRIVER'S LICENSE AS INSUFFICIENT

Approximately two-thirds of those interviewed (66%) consider that the contents and the knowledge required for obtaining one's driver's license are insufficient, and that more training should be provided. Thirty-two percent consider that the training is sufficient and adequate.

More males than females and the youths belonging to higher age group (25-29 years) believe that more training should be provided; on the other hand, the youths belonging to the 18 to 20 age group are the ones who



consider that the training provided is sufficient and adequate in higher numbers.

**DO YOU THINK THAT YOUNG PEOPLE SHOULD BE TAUGHT TO DRIVE IN SITUATIONS OF RISK, I.E., SKIDDING AND UNDER ADVERSE WEATHER CONDITIONS?**

A vast majority (84%) believe that young people should be taught to drive in situations of risk (skidding, adverse weather conditions, etc.). However, 15% do not consider this as a particularly helpful measure to teach people to drive better.

Those more in favour of this additional training in situations of risk belong to the lowest age groups (up to 20 years old).

A majority believe that these driving practices in situations of risk would be useful in knowing how to react properly and therefore preventing accidents (7.6 on a scale where 0 is Totally Disagree and 10 Totally Agree); but a majority also believe that such practices may encourage reckless driving in young people (5,9).