

Report

Report to:	Roads Safety Forum
Date of Meeting:	25 February 2016
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Pass Plus
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ provide the Forum with an annual update for the subsidised Pass Plus Scheme within South Lanarkshire

2. Recommendation(s)

2.1. The Forum is asked to approve the following recommendation(s):-

- (1) That the contents of the report are noted and continued promotion of the Pass Plus Scheme is supported.

3. Background

- 3.1. The Royal Society for the Prevention of Accidents (ROSPA) has reported that one in five new drivers is involved in an accident within their first year of driving.
- 3.2. In order to provide newly qualified drivers with the necessary skills and knowledge to cope with varying road conditions, South Lanarkshire Council launched the Pass Plus subsidised scheme on 26 July 2007.
- 3.3. The Pass Plus road safety initiative aims to assist newly qualified drivers to gain valuable driving experience, which builds on the existing skills and knowledge gained during training for their Learner Driver Test. The topics covered in this project are driving in town, all weather driving, driving out of town, night driving, driving on dual carriageways and driving on motorways.
- 3.4. The subsidy of £75 towards the total cost of approximately £140 for the Pass Plus training aims to encourage more newly qualified drivers to participate in this initiative.
- 3.5. Since its launch, over 1,600 newly qualified drivers have benefited from the subsidised scheme. So far, during financial year 2015-16, 77 drivers have taken part and it is anticipated that this will rise to around 100 by the end of the financial year. Details of the number of participants is contained in the table below:-

Participants in Pass Plus Scheme									
Year	2007/ 08	2008/ 09	2009/ 10	2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16
Participants	175	271	182	265	196	156	146	150	100

3.6. South Lanarkshire Council's subsidised scheme features on numerous websites including that of Road Safety Scotland, South Lanarkshire Council, the Driving and Vehicle Standards Agency, Pass Plus website and South Lanarkshire College.

3.7. An evaluation of the project has been completed and detailed reports are now available. The main findings for 2014/2015 are:-

- ◆ 89% of participants reported that the main reason they took part in the Pass Plus scheme was to improve their driving.
- ◆ 49% stated that they participated in order to gain cheaper insurance.
- ◆ 23% expressed the view that their participation was mainly due to parental influence.
- ◆ 68% of Pass Plus participants reported that the scheme had a major impact on their technical ability to drive.
- ◆ 80% reported that it had significantly improved the safety of their driving.
- ◆ 85% stated that Pass Plus had resulted in major improvements in their attitude and behaviour in a positive way.
- ◆ 55% stated that if they had not received the £75 subsidy, they would not have been willing to pay the full price for Pass Plus.
- ◆ The main benefit to most participants was the opportunity to experience motorway driving.

3.8. Casualties involving young drivers have also been studied and are listed in the following table:-

Year	Injury accidents where driver of car/van in 17 to 25 age group was vehicle 1	Casualties where driver of car/van in 17 to 25 age group was vehicle 1	Total casualties in SLC (Reported Road Casualties Scotland)	Young driver casualties as percentage of all casualties
2006	197	271	958	28.3
2007	194	274	946	29.0
2008	155	206	869	23.7
2009	138	196	760	25.8
2010	110	147	705	20.8
2011	103	152	671	22.6
2012	92	134	640	20.9
2013	93	136	620	21.9
2014	93	123	658	18.7

While the number of injury accidents involving drivers in the 17 to 25 age group has remained static for three years, it is encouraging that no increase was noted in 2014 when there was an increase in casualties across South Lanarkshire Council and Scotland. This may be due, in part, to the beneficial influence of Pass Plus.

4. Employee Implications

- 4.1. There are no employee implications associated with this report.

5 Financial Implications

- 5.1. 2015/2016 Position

Funding

£7,000 funding from Community Safety Partnership

£500 Road Safety Revenue Budget

Total funding £7,500

Estimated Expenditure

£7,500

6. Other Implications

- 6.1. There are no significant risks associated with this report, nor any environmental implications.
- 6.2. There are no implications for sustainability in terms of the information contained within this report.

7. Equality Impact Assessment and Consultation Arrangements

- 7.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.
- 7.2. Consultation on the effectiveness of the initiative was completed by participants and results are available from the Traffic and Transportation Section.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

29 January 2016

Link(s) to Council Objectives/Improvement Themes/Values

- Improve community safety
- Protect vulnerable children, young people and adults
- Increase involvement in lifelong learning
- People focused

Previous References

Road Safety Forum 4 February 2015

List of Background Papers

None.

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: -

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