



Extended monitoring of drink-drive rehabilitation courses. Final report

**Prepared for Road User Safety Division, Department
for Transport**

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Executive Summary

The drink-drive rehabilitation (DDR) scheme has, since January 2000, permitted courts throughout Great Britain to refer drink-drive offenders to a Department for Transport (DfT) approved rehabilitation course. It is a voluntary decision by the drink-drive offender to take up the offer which is made during the court hearing, following sentencing. Upon satisfactory completion of the course, offenders receive a reduction in their disqualification period (which is a minimum of 12 months) of up to 25%. The take-up rate of the DDR courses and subsequent reconviction rates for drink-drive offences were monitored in a three-year study including all convicted drink-drive offenders who were referred to the scheme from 1st April 2000 to 31st March 2002. The DfT has produced guidelines for the accreditation of courses which covers minimum standards whilst allowing a degree of flexibility.

Within the previously reported scheme monitoring research (Smith *et al.*, 2004), differences in format, tutor training and experience were found between the course providers (which vary from private companies to probation services and alcohol charities). The current study was therefore commissioned by the DfT to:

- Monitor the take up and reconviction rates of referred offenders identified in the previous study who were referred to rehabilitation courses between 1st April 2000 and 31st March 2002.
- Research the differences in course provider practices in order to investigate any differential effect on reconviction rates.
- Investigate the attitudes, behaviours and opinions of referred offenders via a postal survey in order to consider implications for the future design and development of the scheme.

The monitoring of course take-up found that female drink-drive offenders, those who are older, and those with a higher social status are more likely to attend a course, possibly due to increased ability to pay the fee or greater need to return to driving at the earliest opportunity. High Risk Offenders (HROs) were less likely to attend a course. Up to five years after sentencing, 44% of the drink-drive offenders referred to a DDR scheme had attended a course. The monitoring of subsequent convictions over five years found that over the long term, non-attendees were about 1.75 times as likely as attendees to be convicted of a subsequent drink-drive offence. The multiplier is even greater in the short-term, such that non-attendees are 2.15 times more likely to re-offend than attendees within three years of their initial conviction. Although previously it was found that those who had not attended a DDR course were more likely to be convicted of any motoring offence than those who had attended a course, there was no difference in these rates between the two groups at four and five years after the initial offence. This is possibly influenced by the earlier return to driving of attendees and therefore greater opportunity to offend. Attendance was found to be more

beneficial (in terms of reconviction rates) for younger offenders, male offenders and those with a previous motoring conviction.

Although there was variation in the provision of courses by course providers, mainly due to their differential organisational background, common practices were also found. Courses were typically one session per week and for consistency the same two tutors were used to run the sessions within each course. This format allowed time for attendees to reflect on what they had been taught and to carry out homework. Weekend or weekday blocks were not favoured by course providers, but were being offered by some providers for convenience to course participants. Course providers preferred tutors with relevant experience over those with formal qualifications. Providers within the probation services preferred those with probation service experience whilst those which were charities or private companies preferred those from social work, health or road safety backgrounds. The majority of providers offered training for their tutors and this was mostly carried out internally. Where it was externally carried out, the training covered specific topics to provide an in-depth knowledge in addition to teaching methodologies so that tutors are fully prepared to teach the courses. Monitoring was carried out by most course providers, usually by a course evaluation questionnaire and observation of tutors, but some larger providers also conducted formal external assessments and used mystery shoppers to monitor the quality of course provision.

Some findings from the survey of referred offenders are worth highlighting, although there was a disappointing response rate with potential for bias. Attendees were more likely than non-attendees to have been involved in an accident yet declare that they consumed less alcohol at the time of their offence. This may have caused a greater 'shock' and incentive to attend a DDR course. It was the minority, but more common amongst HROs and older offenders, who were stopped or approached by police due to a suspicion of alcohol consumption or of drinking and driving specifically. Frequently offenders claimed they had driven when over the legal alcohol limit because they thought they were under the limit or still safe to drive, but some did not think about it, and a sub-group thought that they would get away with it (especially HROs and younger male offenders). It was common for those who did not provide an evidential sample to believe that it was their right to refuse and some were not told that it was an offence or of the likely consequences. Attendees had better alcohol-related knowledge and perceived behavioural control over drinking and driving than non-attendees and they reported that they were now less likely to drive when they suspected they may be over the legal drink-drive limit. Possible decay effects of course attendance over time were observed for reported drink-drive behaviour and expectation of the likelihood of drinking and driving in future. Those who did not attend a course thought of their

offence as a 'one-off' and this, together with the cost of the course and the intention not to drive again, were the main reasons for not attending a DDR course.

The report concludes that the drink-drive rehabilitation scheme is effective in reducing subsequent drink-drive convictions. Recommendations are made for the future development of the scheme. These include consideration of refresher or top-up courses, making course completion compulsory, running courses for driving instructors, novice and newly qualified drivers, increasing support of course providers by advising on best practice and introducing criteria for tutor qualifications and experience. Suggestions for ways to encourage greater take-up of courses include high impact advertising of all potential consequences of drinking and driving (encompassing personal, social, legal, and financial aspects), as well as the benefits of course completion and financial options for undertaking the course, and increasing the knowledge of the DDR scheme within the legal system, in particular, Magistrates and Sheriffs courts in Scotland. Other implications for drinking and driving in general were to provide more information about the High Risk Offender scheme, bringing alcohol knowledge into the school curriculum and making legal consequences more severe (and making these well known).

The potential for future research is explored. This would follow referred drink-drive offenders through the various stages of the rehabilitation process in order to increase knowledge and develop the DDR scheme further in terms of take-up rate and effectiveness.

1 Introduction

1.1 Background

The Road Traffic Act 1991 allowed certain courts within Great Britain to offer drink-drive offenders the opportunity to attend specially designed rehabilitation courses. TRL conducted a detailed evaluation of the effectiveness of drink-drive rehabilitation (DDR) pilot courses which were introduced in 1993 in a few areas. The study demonstrated that the courses were effective in reducing the reconviction rates of offenders who had attended a DDR course between 1993 and 1996, when compared with drink-drive offenders who had not attended a course during this time (Davies *et al.*, 1999). Due to the success of the pilot courses, the DDR scheme was extended throughout Great Britain in January 2000. As a result, for the first time all Magistrates' Courts in England and Wales and Sheriffs' Courts in Scotland were allowed to refer drink-drive offenders to an approved organisation providing a DDR course.

The offer of a referral to a DDR course is made while the offender is in court, but after sentencing. Attendance on a DDR course is voluntary and the referred offender is required to pay the course fees charged by the course-providing organisation. Following successful completion of a DDR course, the offender will qualify for a reduction in their disqualification period of up to 25%. The minimum period of disqualification from driving following conviction for a drink-drive offence is 12 months. In this instance the full 25% reduction (three months) must be offered for successful completion of the DDR course. For disqualification periods greater than 12 months, the length of the offered reduction is left to the discretion of the court (up to the maximum of 25%) and must be made clear to the offender whilst they are in court. When a court makes a referral order the offender may undertake and complete a course at any time before a specified date in order to qualify for the stated reduction in their disqualification period. The completion date must be at least two months before the end of the period of disqualification as reduced by the court for successful completion of a course.

Since May 1983, any driver who was convicted of repeated serious drinking offences has been categorised as a High Risk Offender (HRO). On 1st June 1990, the criteria for becoming a HRO were extended to include drivers disqualified for:

- 1 having an alcohol concentration at least 2½ times the legal limit;
- 2 committing two or more offences of having excess alcohol or being unfit to drive through drink within a period of ten years; or
- 3 failing without reasonable excuse to provide an evidential specimen for alcohol analysis.

Once the period of disqualification has ended, the driving licence is not reissued automatically. Instead a HRO must reapply for a licence, and one will only be issued after a positive assessment of medical fitness to drive.

1.2 Monitoring take-up and reconviction rates

TRL continued to monitor the DDR scheme as it expanded nationwide (Smith *et al.*, 2004). The three-year study included the collection of national data on all convicted drink-drive offenders who were referred to the scheme during a two-year period, 1st April 2000 to 31st March 2002. The study investigated the scheme's operation in terms of offender take-up and the effect of course attendance on reconviction rates. Following successful completion of the first evaluation study, TRL was commissioned to monitor the take-up and reconviction rates of those offenders identified in the previous study for a further three years. This current report presents the findings of this study.

1.3 Course provider practices

The Department for Transport (DfT) approves all courses provided under the rehabilitation scheme. The criteria for accreditation are based upon guidelines produced by the DfT (in 2002 and revised in 2004) and form minimum requirements covering course content and teaching methods, the number and duration of sessions, group size, course fees, and tutor qualifications and experience. There is therefore a degree of flexibility in terms of the actual procedures, organisation and design of the courses provided by individual organisations. Course providers vary from private companies to probation services and alcohol charities. The previous project found differences between the practices of the course providers, relating to the format of the course and the training and experience of the course tutors. One of the objectives of the current project was to research the differences between course provider practices and to investigate the effects on reconviction rates. The findings of this in-depth research are summarised in this report.

1.4 Attitudes and opinions of referred drink-drive offenders

This report also presents the findings and implications of a postal survey which investigated referred offenders (those who have and those who have not attended a DDR course) in terms of:

- Circumstances around their offence.
- Alcohol-related knowledge.
- Attitudes towards drinking and driving.
- Intentions, expectations, and perceived control regarding future drink-drive behaviour.
- Reported driving style and drink-drive behaviour.
- Motivations to attend a course.
- Opinions on reducing drinking and driving in general.

The findings may have implications for the content of the DDR courses and how the benefits of attendance could be presented to drink-drive offenders, thereby improving the take-up rate.

1.5 Objectives

The specific objectives of this project are as follows:

- To continue to investigate the take-up and reconviction rates of a national sample of drink-drive offenders who were referred to the DDR scheme between 1st April 2000 and 31st March 2002.
- To identify similarities and differences between course-providing organisations in terms of course formats and tutor qualifications, experience and training. And as a result to identify methods for investigating the relative effectiveness of different course formats.
- To investigate the attitudes and opinions of different groups of referred drink-drive offenders, to inform the future development of the scheme and design of courses.

It should be noted that the number of course-providing organisations has changed during the research for this project but it is not thought to have significant implications for the findings.

1.6 Structure of report

The report is structured such that the methodology and results sections cover each of the studies in sequence, then the three studies are brought together in the discussion section. The conclusions and recommendations take account of all three studies, namely:

- Study 1: Follow-up and monitoring of the national sample of referred drink-drive offenders.
- Study 2: In-depth study of course provider practices.
- Study 3: Survey of referred drink-drive offenders' attitudes and behaviours.

2 Methodology

2.1 Study 1: Monitoring take-up and reconviction rates

Within the previous study (Smith *et al.*, 2004) the Rehabilitation Database was developed from information supplied to TRL by course providers. This database contained information on all drink-drive offenders convicted between 1st April 2000 and 31st March 2002 who had been referred to a DDR course-providing organisation. In order to analyse both course take-up and reconviction rates of this sample, the Rehabilitation Database was matched with data received from the Driver and Vehicle Licensing Agency (DVLA).

The DVLA's driver database provides information on DDR course attendance by including a field that is marked on receipt of a completion certificate for a rehabilitation course by DVLA. This marker is then checked by DVLA when an offender applies to renew his/her licence to take account of the reduction in the disqualification period. The database also contains information about offenders' motoring convictions both before and after the criterion drink-drive offence for which they were entered in the Rehabilitation Database.

For the purposes of the current investigation, the final extract from the DVLA's database was received in January

2006. In view of potential delays in information about subsequent convictions and course attendance entering the database, this data should provide complete information for the five year period 1st April 2000 to 31st March 2005, and would therefore detail driver offence behaviour for between three and five years following their criterion drink-drive conviction. In practice, details of a few convictions in 2005 may not have reached the database by January 2006, but the possible absence of these few cases should not affect the results that are presented below.

The DVLA data received in January 2006 were matched to *both* driver number and sentence date of those referred drivers who had already been identified (Smith *et al.*, 2004) using a flexible match on driver number and sentence date:

- The driver number was matched to (i) the second initial, (ii) the first initial, and finally (iii) the date of birth if no match was previously found. Moreover, a search for a match on the first five surname initials, postal area and sentence date was attempted where all else had failed.
- Where the date of conviction held on the Rehabilitation Database was within two months of the DVLA date of sentence.

Section 3.1 presents the results of this matching process and subsequent analyses of the operation and effectiveness of the DDR scheme up to five years after the original drink-drive conviction of the drivers in the national sample.

2.2 Study 2: In-depth study of course providers

During December 2003 and January 2004, telephone interviews were conducted with an appropriate representative from each course provider. A questionnaire was developed to structure the interviews and record the information given. The aim of the questionnaire was to obtain more detailed information on the points of interest found in the previous study and to investigate the course formats employed by each course provider in terms of:

- Duration and number of sessions.
- Day and time of sessions.
- Number of weeks over which the course runs.
- Whether and how the format each offender attends is recorded.

The questionnaire also explored the qualifications and experience required of new tutors and their background and experience, the number of tutors employed by the course provider, the methods used to train tutors and how tutors' performance is monitored. Where appropriate, it also enquired about any further changes the course providers felt could be made and any other comments they wished to add about the issues covered in the interview. Each course provider was contacted firstly by letter in December 2003 and then contacted by telephone to arrange a time to conduct the interview which would take between 30 and 45 minutes. Once the interview was arranged, each course provider was sent a copy of the questionnaire if they felt it would help to gather all their required information beforehand. One course provider was visited to conduct the interview and also see how the

course is conducted by that organisation. Due to cost implications, not every provider could be visited. Section 3.2 presents the results of this study.

2.3 Study 3: Survey of referred drink-drive offenders

The sample for the survey was obtained from course providers that had a Data Protection statement covering correspondence sent to referred offenders. A total of 150,012 records of referred offender contact details were subsequently provided by six course providers with a good geographical coverage. A representative sample was required and for initial planning purposes the overall expected response rate was taken as 30%. A sampling frame (Appendix B.1) was derived from data supplied by course providers (the population data can be seen in Appendix B.2). It was calculated that it would be necessary to send approximately 10,000 questionnaires, split between 5,000 DDR course attendees and 5,000 non-attendees. The strong bias towards males and experience from previous studies that they are less likely to respond to a questionnaire survey, required a differential sampling process. In round terms, in order to achieve the required sample sizes of 1,000 females and 1,000 males, a sample of 2,500 females and 7,500 males was selected, i.e. the expected response rates were 40% and 13.3% respectively. In practice, questionnaires were sent out to 10,028 referred drink-drive offenders. A reminder survey of 5,000 drivers who had not responded to the original survey was also carried out using the same sampling frame.

Exploratory investigations helped to develop the survey and to ensure that all aspects were addressed. These involved two focus groups with referred drink-drive offenders who had attended a DDR course and four face-to-face indepth interviews with referred drink-drive offenders who had not attended a DDR course. Appendix B.3 summarises the findings of this exploratory phase. In addition, the questionnaire was sent to all course providers allowing them the opportunity to comment and suggest additional or alternative questions, topics, and wording (particularly concerning literacy levels). Driving style was measured using a seven point bipolar rating scale proposed by Guppy, Wilson and Perry (1990) and items to measure general driving behaviour in terms of violations and aggressive violations were taken from the driver behaviour questionnaire (Reason *et al.*, 1990; Parker *et al.*, 1995). The questionnaire (see Appendix B.4) was piloted with ten referred drink-drive offenders and explored the following aspects:

- Circumstances around their offence.
- Alcohol-related knowledge.
- Attitudes towards drinking and driving.
- Intentions, expectations, and perceived control regarding future drink-drive behaviour.
- Reported driving style and drink-drive behaviour;
- Motivations to attend a course.
- Opinions on reducing drinking and driving in general.

3 Results

3.1 Study 1: Monitoring take-up and reconviction rates

This study is a continuation of the previous project reported by Smith *et al.* (2004) which collected data for all drink-drive offenders convicted by British courts between 1st April 2000 and 31st March 2002. At the time when that report was prepared, only 30% of drivers referred to DDR courses had actually attended a course, many drivers were still disqualified from driving and the average time since sentencing was only one year. The relatively short period over which to assess the effectiveness of the DDR scheme contributed to the decision to commission the current study, which has evaluated its effectiveness over a longer term. The analyses presented here relate to the same set of drivers as the analyses reported by Smith *et al.* (2004), and many of the results update the earlier results using an additional three years of follow-up data.

In addition to monitoring the DDR scheme's operation nationally, the latest study has also monitored its operation at the individual course provider level. This section presents results at the national level.

3.1.1 Data matching

For the analyses reported below, 92,697 of the drink-drive offenders recorded in the Rehabilitation Database were successfully re-matched with the latest offence details supplied by DVLA. By the 31st March 2005, all of the matched offenders had been convicted at least three years previously and 45,989 (50%) had been convicted at least four years previously. Following their drink-drive conviction, the disqualification period for 91,970 (99%) of offenders had ended. Furthermore, 85,776 (93%) offenders had been driving for at least a year since the end of their disqualification period, 66,116 (71%) had returned to driving for at least two years and 28,697 (31%) had been driving for at least three years. The analyses reported below were conducted on the matched offenders, examining the offences recorded between 1st April 2000 and 31st March 2005.

Table 3.1 shows the proportion of drivers who would have been entitled to reapply for a licence at specific dates, assuming that they did not re-offend whilst disqualified and have their disqualification extended. The data analysed in this report should be largely complete to March 2005, a time when the vast majority of drivers would be able to reapply for a driving licence.

Table 3.1 Percentage of offenders whose original disqualification would have ended, provided none re-offended and had their disqualification extended

	March 2002	March 2003	March 2004	March 2005
Course attendees	38.3%	81.4%	97.5%	99.9%
Non-attendees	25.1%	63.3%	88.5%	98.7%
Overall	31.0%	71.3%	92.5%	99.2%

3.1.2 Course attendance rates

The take-up rate of referred offenders is investigated by calculating the proportion of offenders who have a rehabilitation marker in the DVLA database which is set when DVLA receives a course completion certificate from a course provider.

The calculation of the take-up rate for the referred sample is straightforward, although several factors limit the reliability of this information at the time of analysis, including:

- Although there was a gap between the end of the five year period in March 2005 and the final matching with the DVLA data in January 2006, it is possible that some referred offenders may have only recently attended a course but their rehabilitation marker had not been set by the time the DVLA data was extracted.
- Referred offenders with longer sentences and those referred towards the end of the two-year period for driver capture may still have an opportunity to attend a course before the end of their disqualification and so are not definite non-attendees.

The matched offenders can be split into three categories:

- A Those who have a rehabilitation marker indicating course attendance.
- B Those who do not have a rehabilitation marker but could yet attend a course.
- C Those who do not have a rehabilitation marker and their period of disqualification has ended.

Only when all those convicted of drink-drive offences in the two years up to 31st March 2002 have completed their period of disqualification can a final calculation of the take-up rate be made. Ninety-nine percent had done so by January 2006 so the following calculation is almost complete.

At the time of this analysis, 41,190 (44%) of referred offenders had attended a DDR course and a further 50,424 (54%) had not completed a DDR course by the end of their disqualification period. The remaining 1,075 (1%) of the referred offenders had not yet attended a DDR course and still had time to do so before their disqualification was due to end. Table 3.2 compares this situation with findings from 2003 and 2004 to illustrate the evolving process. An additional 118 offenders had attended a DDR course between the summer of 2004 and January 2006, so it seems unlikely that many of the 1,075 who may yet attend will actually do so. On this basis, the final take-up rate is likely to be slightly less than 45%.

Table 3.2 Reported course take-up rate

	Summer 2003	Summer 2004	January 2006
Course attendees	39,786 (42.9%)	41,080 (44.3%)	41,198 (44.4%)
May yet attend a course	21,758 (23.5%)	6,816 (7.4%)	1,075 (1.2%)
Non-attendees	31,153 (33.6%)	44,801 (48.3%)	50,424 (54.4%)

More detailed analysis shows that several driver sub-groups have a DDR course attendance rate of at least 50%:

- Female offenders (51%).
- Older offenders (aged 40+, 52%).
- Offenders of higher social status (the wealthy achievers ACORN category, described in Appendix A, 59%).

At the other end of the scale, between three and four in ten HROs attended a course, depending upon their HRO category. HROs who had received two drink-driver convictions within the past ten years were least likely to attend a course and those who had had an alcohol concentration of at least 2½ times the legal limit were most likely. Table 3.3 provides further details.

The reasons for the relatively high course attendance of certain groups are likely to vary. Personal circumstances such as higher income and ability to pay to attend a course could contribute, or greater reliance on their vehicle and a need to return to driving as soon as possible.

Table 3.3 HROs present in the study*

	Sample	Referred to a course	Attended a course	Referred (%)	Course attendance rate (%)	May yet attend a course (%)
HRO1	19,072	8,616	3,283	45.2%	38.1%	4.5%
HRO2	11,593	4,151	1,233	35.8%	29.7%	8.1%
HRO3	7,898	2,678	888	33.9%	33.2%	4.4%
HRO	38,563	15,445	5,404	40.1%	35.0%	5.5%
Other	138,020	77,252	35,794	56.0%	46.3%	0.3%

HRO1=2½ times over the limit; HRO2=2 drink-drive convictions in 10 years; HRO3=test refusal.

** The sample of HRO offenders in this table and present in Figure 3.5 is slightly larger than that used in previous reports as some HRO1s and HRO3s had inadvertently been excluded. The numbers have changed but the interpretations are unaffected.*

3.1.3 Reconviction rates

An important measure of its effectiveness is the reduction in re-offending behaviour among those who attend DDR courses. The current study has therefore compared the reconviction rates of the matched offenders who have attended a DDR course with those who have not (yet) attended.

The results of the current analysis provide a valuable insight into the effect of course attendance, although the following points should be borne in mind when interpreting them:

- Reconviction rates calculated from the DVLA data have been used as the outcome measure. This measure is not ideal as it only reflects re-offending where an offender has been caught and convicted, rather than the actual level of re-offending behaviour. On this basis, an individual may have committed a number of subsequent drink-drive offences without having been detected and successfully prosecuted. Nevertheless, the DVLA file is the most accessible and reliable source of objective data of re-offending behaviour available to the study.

- At the time of analysis, 1% of the sample had not attended a DDR course by 31st March 2005 but could still attend in advance of the end of their disqualification period. It is possible that offenders within this group may have been convicted towards the end of the two-year monitoring period, or may have been sentenced to a disqualification period extending beyond the period under investigation. Such drivers have been assigned to the group of course non-attendees.

A series of survival analyses has been conducted to investigate the reconviction rates of course attendees and non-attendees. The rehabilitation marker on the DVLA file has been referenced to identify drink-drive offenders who have completed a rehabilitation course and the subsequent offence behaviour for drink-drive and for any motoring offence has been examined. Several sub-groups have also been considered, such as those with different offending backgrounds.

Survival analysis is concerned with the time interval between two events, a starting event and a terminal event. The method is particularly useful in showing differences in re-offending between different groups, such as those who have attended a DDR course and those who have not. It is used in this case to analyse the time between sentencing for the initial drink-drive offence, and the date of appearance at court for the first drink-drive offence (if any) occurring after the initial drink-drive offence date; in addition, convictions for a first motoring offence are examined.

Hence, survival for a certain period is equated to not being reconvicted for a drink-drive offence over that period; or not being convicted for any motoring offence over the period. In this case, the five-year period examined is 1st April 2000 and 31st March 2005. The following graphs are an unconventional way to present the results of a survival analysis since they present the proportion of a particular group of offenders who have been convicted of a further offence, rather than the proportion that have not.

This style of presentation appears more natural in this context, but does not represent any technical difference.

3.1.4 Overall effect of DDR course attendance on subsequent motoring offences

Figure 3.1 shows the relative proportions of attendees and non-attendees with further convictions for a drink-drive offence. The time interval is either from the sentence for drink-drive offence to the next drink-drive offence or, if there is no such offence, to 31st March 2005. Note that the analysis takes no account of subsequent offences, i.e. any that may follow this 'next' offence.

Overall, 7.8% of course attendees had been convicted of a subsequent drink-drive offence up to five years after their original offence, compared with 13.8% of non-attendees. The difference between the two groups is statistically significant and indicates that course non-attendees are $13.8/7.8=1.78$ times more likely than attendees to be convicted of a subsequent drink-drive offence within five years. An equivalent way of expressing this is that attendees are 44% less likely than non-attendees to be re-convicted within five years.

This is a measure of the effectiveness of rehabilitation courses in preventing re-offending. If the attendees had not attended courses then it is likely that 13.8% of them would have re-offended after five years, rather than 7.8%. One problem with this measure, however, is that different values are obtained when calculated at different points: e.g. 1.87 at four years and 2.15 at three years. The reason for this is the low level of attendees convicted in the first 12-18 months as shown by the figure, perhaps because attendees are more likely than non-attendees to refrain from driving while disqualified. This would be one of the benefits of the DDR scheme, but the declining ratio complicates the overall assessment of effectiveness. The ratio declines much more slowly between months 48 and 60, however, and statistical analysis suggests that it is unlikely to fall below 1.75. It

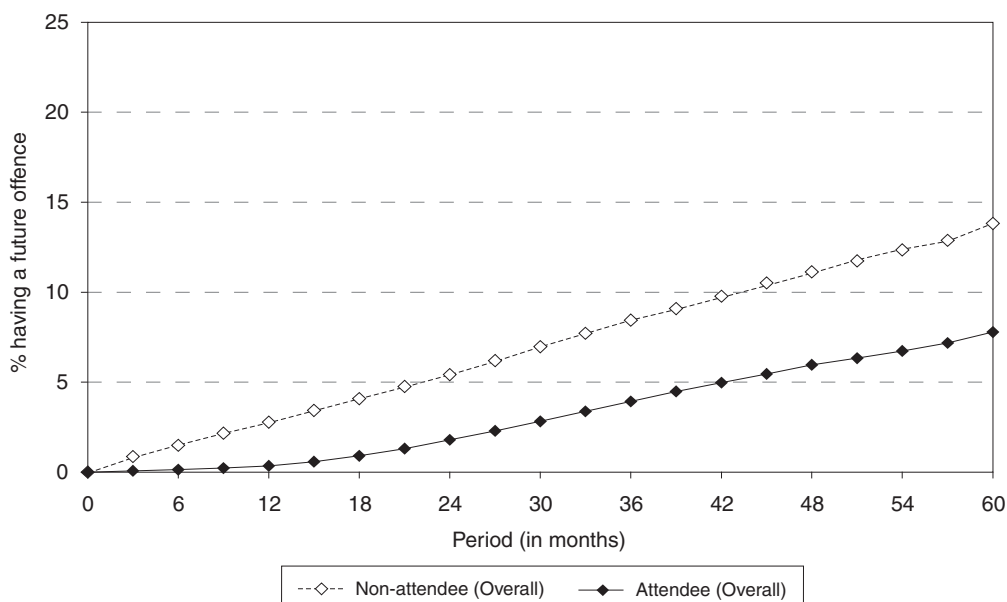


Figure 3.1 Percentage of offenders convicted of a further drink-drive offence

appears that in the long-term course non-attendees are about 1.75 times more likely than attendees to be convicted of a subsequent drink-drive offence.

The rates in Figure 3.1 are almost linear after 18 months, which suggests that it would be useful to repeat the analysis using the end of the disqualification as the reference point rather than the drink-drive conviction.

Figure 3.2 presents the results of an alternative survival analysis which takes the sentencing date plus the disqualification period as the reference date and examines the subsequent offence behaviour. The time interval is now either the time from the expiry of the disqualification to the next drink-drive offence, or to 31st March 2005 if no such offence occurred, so offenders who were still disqualified at 31st March 2005 are excluded.

The difference between the re-conviction rates of course attendees and non-attendees is significant and has consistently increased over the four years. Overall, 9.4% of course attendees had been convicted of a subsequent drink-drive offence up to four years after expiry of disqualification, compared with 12.7% of non-attendees, so the ratio after four years is $12.7/9.4=1.34$. This ratio is plotted in Figure 3.2, and stabilises around this value after 18 months. Thus, attendees are 26% less likely than non-attendees to be re-convicted within four years of the end of their disqualification.

The two analyses present contrasting estimates of the effectiveness of the DDR courses. While the result of the alternative analysis has stabilised more rapidly than the original analysis, it ignores the benefits in the initial phase following conviction and the original analysis gives the more complete estimate of effectiveness.

These analyses have considered only drink-drive convictions. They will now be repeated to include all motoring offences. Figure 3.3 shows the results of the survival analyses. Here the criterion for re-offending is that

the driver has committed at least one motoring offence, including a drink-drive offence, since their original drink-drive offence. The time interval is from the first drink-drive offence to the first of any motoring offence or, if no motoring offences occur, to 31st March 2005. Figure 3.3 shows that course attendees, from a position of having lower offender rates over the first few years after their criterion offence, have comparable rates four years after their original drink-drive offence. Five years after their original drink-drive conviction, 41% of course attendees and 39% of non-attendees had been convicted of a subsequent motoring offence.

At face value, the effectiveness of course attendance on subsequent motoring offences appears to have reversed by year four. However, most emphasis should be placed on statistics generated from the first 2½ years since these are based on the entire sample of referred drivers and the DVLA record is likely to be complete. Statistics derived beyond this point, by necessity, relate to a sub-sample of offence records since not all offences will have reached sentencing and after three years only a sub-sample of drivers is included.

To parallel Figure 3.2, Figure 3.4 presents the relative proportions of offenders with further convictions for any motoring offence. Here the criterion for re-offending is that the driver has committed at least one motoring offence, including drink-drive offences, since expiry of their original disqualification. The time interval begins when disqualification expires and continues to the first of any motoring offence or, if no motoring offences occur, to 31st March 2005.

Overall, 48.3% of course attendees had been convicted of a subsequent motoring offence up to four years after expiry of disqualification, compared with 39.6% of non-attendees. The difference in conviction rates between

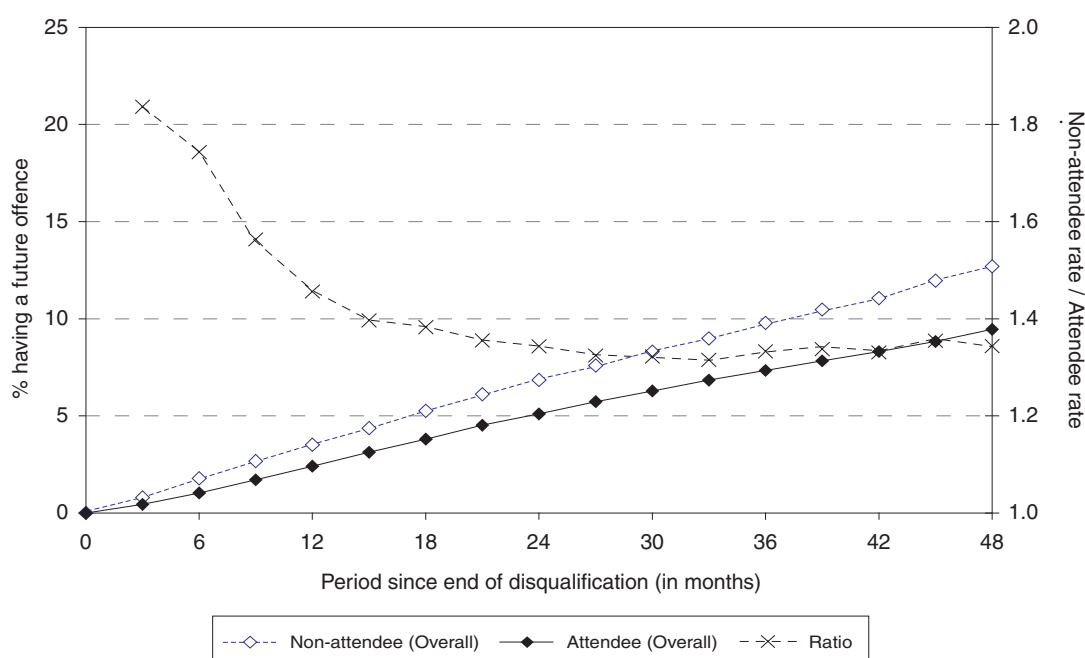


Figure 3.2 Percentage of offenders convicted of a further drink-drive offence

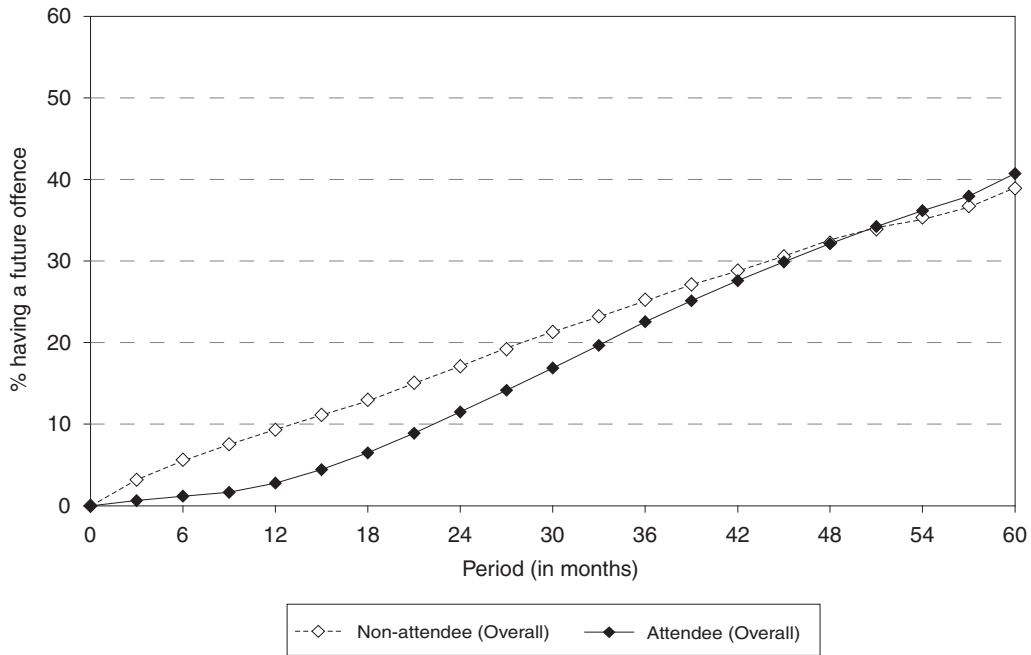


Figure 3.3 Percentage of offenders convicted of a further motoring offence

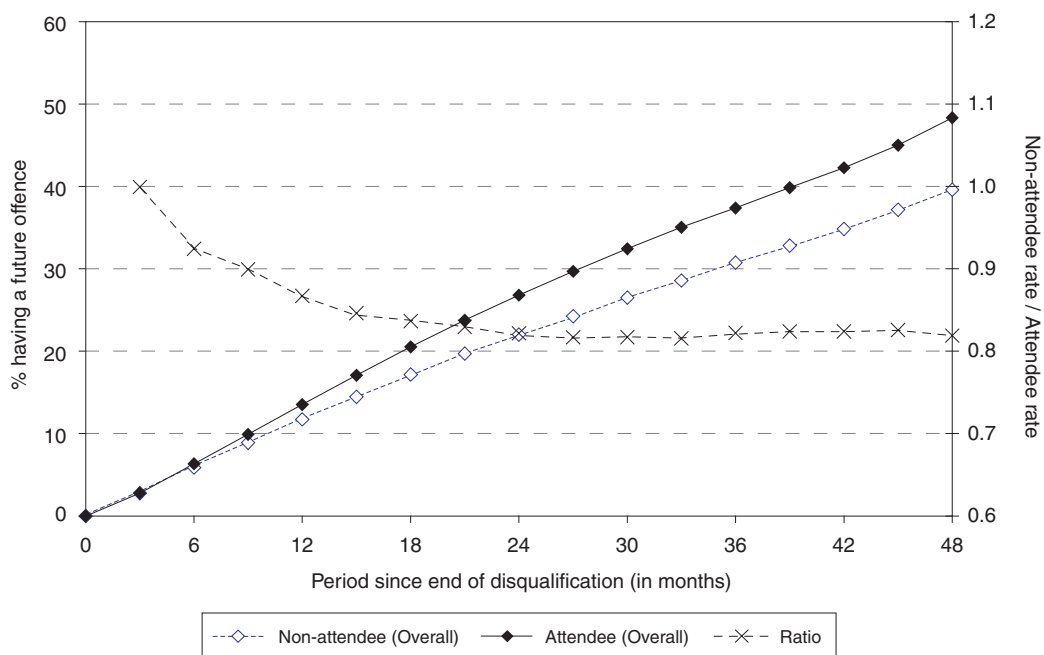


Figure 3.4 Percentage of offenders convicted of a further motoring offence

course attendees and non-attendees is significant and has consistently increased over the four years. The ratio of non-attendee to attendee rates has stabilised at about 0.82:1 after three years.

3.1.5 Other subsequent offending

Survival analyses have been carried out for a range of offender subgroups, defined in terms of age, gender, length of disqualification and previous offence history. In all cases, attendees were less likely than non-attendees to be reconvicted for a drink-drive offence. An interesting

example is illustrated in Figure 3.5 which investigates the effect of course attendance among those referred offenders according to whether or not they were HROs. The course attendees have a significantly lower reconviction rate than non-attendees, irrespective of HRO status. The intention in the original rehabilitation experiment was to exclude HROs, although in fact some did attend rehabilitation courses. Figure 3.5 shows a considerable reduction in re-offending behaviour among HRO attendees and Table 3.4 shows that this reduction cuts across HRO categories.

Several groups were found to benefit particularly from course attendance:

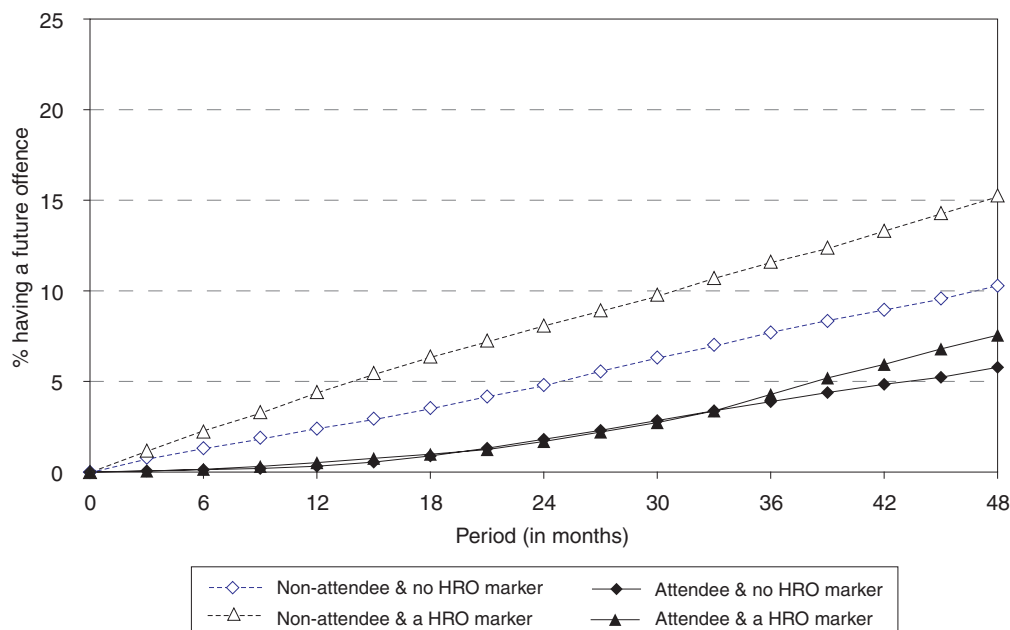


Figure 3.5 Percentage of offenders convicted of a further drink-drive offence

Table 3.4 HROs convicted of a subsequent drink-drive offence up to four years after original conviction

	HRO1	HRO2	HRO3	All HROs
Attendees (A)	6.9%	8.1%	9.3%	7.6%
Non-attendees (B)	12.5%	19.0%	17.7%	15.3%
Difference (B-A)	5.6%	10.9%	8.4%	7.7%

- Offenders with a recent previous motoring conviction (including HROs).
- Younger offenders (aged under 30 years).
- Male offenders.

As with course take-up, the reasons for these differences may vary. However, in all cases the greater effectiveness is largely due to the relatively high level of reconvictions among non-attendees within these groups of offenders. For example, young offenders are reconvicted more often than older offenders if neither group attends a DDR course while the level of reconvictions among this younger age group reduces towards that of older offenders when both have attended a DDR course. The greater effect of course attendance can therefore be explained, at least in part, by its ability to ‘homogenise’ the reconviction rates of both groups.

3.2 Study 2: In-depth study of course provider practices

3.2.1 Course format

The information about course format is summarised in Table 3.5. This table shows the number of course providers offering each different type of format, with 19 providers offering more than one type of format. The most popular structure was one session per week, although the length of sessions ranged from two hours over an eight week course,

Table 3.5 Number of providers per format type

Format	Number of providers that offered this format
One session per week	21
One session every 2 weeks	1
One session every 3 weeks	1
Weekend block	5
Weekday block	1
More than one session per week	7

to sessions of six and a half hours over three weeks. Only one course provider offered a gap of more than a week between sessions. This provider offered a total of three different formats, one of which involved two weeks between sessions and another which involved three weeks between sessions. A block course over weekdays was only offered by one provider.

The formats of the courses differed in terms of times and days of sessions. Sixteen of the 25 course providers included in study 2 stated that their course took 16 hours to complete excluding all breaks. Although the average time was also 16 hours, the answers ranged from 14.5 hours to 20 hours. Course providers were asked whether they kept any record of the format each offender attends, and how that data is kept. Table 3.6 summarises the information found.

Table 3.6 Data held on format attended for the 25 course providers

Form of data	Number of formats offered by course providers		
	One	Two	Three
Paper based	3	2	4
Electronic	1	5	1
Both	1	2	4
No information held	1	1	0

The number of formats offered by the course providers does not seem to influence whether they use an electronic or paper based system. Only two providers did not keep any record of which format each offender attends, one of which stated that they could tell which format an offender had attended by a course reference number. The majority of course providers felt it would be possible for TRL/ DFT to have access to this information. Some thought they would be unable provide access as initial correspondence sent to referrals did not contain a statement relating to the use of their details for research purposes in accordance with the Data Protection Act 1998.

3.2.2 Tutors' qualifications and experience

The number of tutors employed per course provider varied greatly, ranging from 1 to 43. Only one course provider used self-employed tutors. Thirteen of the course providers used two tutors to run each complete DDR course, while eight used just one tutor. The remaining four stated that they would use two tutors if the size of the group exceeded a given limit, otherwise only one tutor is used. The majority of course providers used the same tutor to run every session within a course. Only one course provider used a rota system where the tutor used depends on availability and another employed a system where on a four session format, two sessions would be done per tutor and on a six session format; three sessions would be done per tutor.

Of the 14 course providers who required formal qualifications, the most common were trained counsellor, probation officer, social worker, teacher/trainer for adult education qualifications, or accredited by organisations such as Alcohol Focus Scotland. All course providers required that potential tutors had relevant experience, in areas such as alcohol work, counselling, working with offenders, probation work, teaching in an adult environment or working with groups. A few of the course providers stated that their tutors came mostly from their own staff, and one course provider headhunted all of its tutors.

The other qualifications of tutors covered a wide range, including various degrees, National Vocational Qualifications (NVQs), Diplomas and accreditations. The majority of course providers had tutors who were trained in social work, counselling, and had health qualifications. As would be expected, the larger organisations had a much wider spread of qualifications in many areas such as law, education, management and road safety. The probation service organisations had more tutors qualified in probation work, although other organisations also had tutors trained as probation officers.

Course providers were asked to state how many tutors came from particular professional backgrounds before becoming course tutors. Tutors may have come from more than one background. Other professional backgrounds included mainly probation, but also road safety officer, trainer, police officer and psychologist. As may be expected, the probation service providers had the highest percentage of staff from a probation background, and the charities had the highest percentage of tutors from a health background, such as a nurse. The larger organisations had a wider spread of tutors from different backgrounds.

3.2.3 Tutor training

Table 3.7 gives an overview of the number of course providers who offer training and the types of training available for tutors.

Table 3.7 Number of providers offering training

	<i>Offer training</i>	<i>Internal training only</i>	<i>External training only</i>	<i>Both internal and external</i>	<i>No training offered</i>
Course providers	22	12	2	8	3

Of the three course providers who did not currently offer training to tutors, there was one who felt the tutors did not need training as all current tutors had helped to develop the programme. It was not mentioned whether consideration had been given to the situation if tutors left the course provider. One course provider had also had all their current tutors since the programme began and only recruited probation officers. One course provider which was a small organisation that currently employed only one tutor felt there was no need for training at that time.

The providers who offered both external and internal training did not all employ a larger number of tutors. For example, one course provider that only employed two tutors, yet both external and internal training was offered. The internal training was done by senior or more experienced tutors by the majority of course providers. There was only one course provider offering training from a wide range of organisations, including the police, drug experts and theatre groups.

The areas covered in training included the content of the course for each provider. Training was also given on alcohol and drug misuse for many of the providers, also the legal background to the course, how the course should be taught, group working skills and how to deal with aggressive people. However, not all course providers felt training in these areas was needed, as the tutors they recruited would already have backgrounds in these areas. The majority of course providers used observation of the course as the main form of training. For most course providers, trainee tutors would observe at least one full course, sometimes participating in a course as a client before observing as a trainee tutor. After observing at least one course, most providers let new tutors act as assistant tutors on a course with an experienced tutor until they were ready to become lead trainers. Several course providers also employed training for all their tutors, a few times a year. This consisted of attending conferences, training days or external training courses.

The time estimated to complete training varied from 16 hours to five or six days. Some course providers gave as much time as needed for a tutor to feel confident in their abilities, while others felt training is ongoing and continuous as tutors are constantly learning skills from each other.

3.2.4 Monitoring performance

All course providers were asked to provide information on the methods they use to monitor the performance of their

tutors. Out of the 25 course providers only one did not monitor the performance of their tutors. All but three course providers employed more than one method. Of the two course providers where there was only one tutor, one was aiming to start a tutor monitoring scheme, although a post course evaluation questionnaire was currently used. Table 3.8 shows the number of providers using each method to monitor their tutors.

Table 3.8 Number of providers using each method to monitor tutors

	<i>Method used</i>					
	<i>Post course evaluation questionnaire</i>	<i>Tutors sit in on other's courses</i>	<i>Formal internal assess-ment</i>	<i>Formal external assess-ment</i>	<i>Mystery shopper</i>	<i>Other</i>
Number of course providers	24	21	14	4	2	2

An evaluation questionnaire was issued by all providers who monitor the performance of their tutors. Some course providers issued them at the beginning of a course, or during a course as well as on course completion. Of the copies sent to TRL, the main themes to emerge from the questionnaires were questions on how well the purpose and aims of the course had been met, the quality of the tutor's style of teaching and knowledge, the usefulness of guest speakers/ videos/ content of sessions, the satisfaction with the venue, administration and facilities, the things they enjoyed about the course and any improvements that could be made to the course. Some of the questionnaires also asked clients about their alcohol knowledge or what they feel they have learnt from the course. As well as these evaluation forms, some providers issue alcohol knowledge quizzes at the beginning and end of courses and compare the results as a measure of success.

The majority of course providers also used internal tutors sitting in to observe other tutors' courses, although this is also done by directors, or external professionals in relevant fields at some course providers. For some providers this is only done at the beginning of employment, for others this is done much more frequently and sometimes randomly so the tutor is not warned beforehand. Fourteen of the 25 course providers held formal internal assessments. For the majority of these, assessments were done either after every session or at the end of every course, although for a few this is only done annually, or when a tutor first starts. The assessments normally involve meeting with the senior tutor or manager to review progress, discuss any issues or suggest changes that can be made. One course provider videoed all courses, and groups were watched randomly.

Formal external assessments were only done at four of the course providers. For one course provider this involved a two day audit every three years for the National Training Award and Community Legal Service Award. For another course provider this involved a report produced from external monitors who observe the course once a year.

These external monitors are usually professionals whose work is related to the drink-drive course, for example magistrates, Approved Driving Instructors or advisers in alcohol. They also had two appraisals per year from the local authority, but this did not include the tutors. For one course provider their external assessment was done for their accreditation for ISO 9001. This was done once a year and involved reviewing all paperwork and average marks for the course. Similarly, for one course provider, their external assessment was for accreditation for ISO and Investors in People.

Only two course providers used Mystery Shoppers to monitor tutors. Two other course providers used other methods to monitor tutors. One course provider assigned a practice supervisor to each tutor, who met monthly to consider any practical issues and their performance. One course provider employed a quality control procedure which involves ringing 25-30% of participants for each course, three weeks after course completion. If there are any complaints from the participants, every person on the course is telephoned.

Rewards for good performance of tutors are uncommon, with most providers stating that the reward is found in the nature of the work itself, and in increasing offender's knowledge and awareness of issues surrounding drinking and driving. Only two course providers rewarded their tutors financially for good performance. There were no specific penalties for poor performance, with most providers stating that they would give a tutor a warning and continued poor performance would lead to dismissal.

3.2.5 Beneficial changes and other comments

All course providers were asked if they thought any beneficial changes could be made to the recruitment, qualification or training of tutors. Several course providers simply said that if they felt any changes were necessary, they would have already implemented them. However, a few key issues arising from these comments included a standardisation of the skills required of tutors. Several providers mentioned the DANOS (Drugs and Alcohol National Occupational Standards) scheme as a way forward to ensure all tutors are trained to the same level. This scheme specifies the standards of performance that people in the drugs and alcohol field should work to. It provides the qualifications, knowledge and skills people need in order to deliver services to a required standard and could be used throughout the DDR scheme. Another suggested change was to the payment of tutors. A few providers wished they could pay tutors more, which they felt was linked to the competition over course fees.

Course providers were also asked if they had any additional comments on the issues covered in the interview, or any questions they felt were missing from the interview. Firstly, some course providers suggested that accessible statistics on reconvictions after attending a DDR course would be extremely useful, for providers and course participants. Secondly, many providers felt that the block courses, or full day sessions were not as effective as they do not allow time for reflection or in-depth learning and should therefore remain a small proportion of the

scheme. Some providers also mentioned the problems encountered with the DDR scheme in Scotland, namely making Sheriffs aware of the scheme and that it is not confined to alcoholics. Several course providers thought the questionnaire should have asked about the philosophy behind each provider, as each course has a different emphasis and is influenced in different ways, due to the different background of each provider.

3.3 Study 3: Survey of referred drink-drive offenders

3.3.1 Sample overview

The overall response rate was a disappointing 8.38% (840 out of 10,028) despite sending a reminder survey and allowing additional time to respond. However, the upshot of designing the sampling frame with reference to expected differential response rates was that all sub-groups of referred drink-drive offenders were represented in the achieved sample. This in turn enabled weighting of the sample so that analyses could be conducted based on the population rather than the (potentially biased) achieved sample. The response rates and the common reasons for non-completion can be seen in Appendix B.5. As the achieved sample was self-selected there was some potential for a bias, especially in light of the observation that of those who reported that they had not attended a DDR course, some (at least four) also reported that they intended to or had already booked onto one. The poor response rate and potential bias means that even statistically significant results should be treated with caution as a different picture might have emerged with a fuller response.

In order to correct the balance of respondents (on age group, gender, disqualification period, and whether attended a DDR course), sample weights were taken into account when analysing the findings. Weights were calculated as a ratio of the data that was obtained from the survey to population data and adjusted to sum to unity (and are shown in Appendix B.6). A statistically significant difference was found between the demographic variables of the (weighted) sample between those who had attended a course and those who had not, on gender, age group, disqualification period, ACORN category (but not on HRO status) in line with the take-up rate for DDR courses and that seen in study 1. For further analyses throughout the rest of the report these variables were entered as covariates in statistical analyses in order to control for their potential effects on the outcome, i.e. to be confident that any difference between attendees and non-attendees was as a result of the DDR course rather than these demographic variables.

3.3.2 Circumstances around the offence

Course attendees reported consuming significantly less alcohol prior to their offence (13.39 units) than non-attendees (15.64 units). The findings in respect of self-reported alcohol consumption according to demographic variables were much as expected from previous studies, which gives some confidence in the reliability of the remaining questionnaire responses:

- Men drank significantly more than women, 15.01 units on average compared with 10.79.
- HROs drank significantly more than non-HROs, 17.36 units on average compared with 13.60.
- The lowest and highest ACORN category (wealthy achievers and the hard pressed) drank significantly more than the comfortably-off and those with moderate means.
- Those aged 55 and over drank less than all other age groups (statistically significantly less than all except 40-54) and 40-54 year olds drank significantly less than 21-29 and 30-39 year olds.

There was no statistically significant difference according to course attendance or ACORN category in terms of the reason for driving when over the legal drink-drive limit. More male than female respondents thought they would get away with it (20% and 10%). HROs were more likely than non-HROs to say that they did not think about whether they were under or over the limit (35% and 19%) and, perhaps understandably in light of this, less likely to say that they thought they were still safe to drive (27% and 35%). There seems to be a tendency for older drink-drive offenders to think that they were still safe to drive and less likely to think they would get away with it.

Overall, the six principal reasons given for drinking and driving were:

- 1 I thought I was safe to drive (33%).
- 2 I thought I was under the legal drink-drive limit (26%).
- 3 I did not think about whether I was under the legal drink-drive limit (23%).
- 4 I did not have far to travel (23%).
- 5 I thought I would get away with it (19%).
- 6 I had to go somewhere unexpectedly (17%).

In terms of the reasons given by respondents for being stopped or approached by police, course attendees were more likely than non-attendees to have been involved in an accident (29% of attendees and 16% of non-attendees) and less likely to have had a vehicle fault (11% of attendees and 16% of non-attendees). It is possible this may be interpreted as the accident itself induced shock and possible feelings of guilt (they may have felt responsible for the accident) which provided the motivation for course attendance. HROs and those aged 55 and over were more likely to report that the reason given by police for testing them was that they had been told or suspected that the respondent had been drinking alcohol (20% of HROs compared to 12% of non-HROs, and 35% of those aged 55+ compared to 21% or less for the other age groups).

Of the 42 respondents who refused to provide a sample of blood, breath or urine to the police, the most common reason given was that they thought it was their 'right to refuse' (33%), that they thought they 'would be over the legal drink-drive limit' (23%), that they were 'unable to give a sample with the equipment available' (16%), that they were 'not told it was a serious offence to fail to give a sample' (6%) and that they panicked (4%). The mean self-reported level of alcohol consumed prior to this drinking and driving offence for this sub-group of respondents was

12.41 units. The overall mean was 14.52. For those who felt that they would be over the legal drink-drive limit the mean self-reported units consumed was 28.21.

3.3.3 Alcohol-related knowledge

Attendees scored significantly higher on the alcohol-related knowledge questions than non-attendees (5.7 out of 10 for attendees and 3.8 for non-attendees) and there was no statistically significant difference according to the time lapsed between attending a course and completing the questionnaire (indicating that there were no decay effects over time). There was a tendency for those in higher ACORN categories (i.e. more wealthy) to score higher.

3.3.4 Attitudes towards drinking and driving

There was no statistically significant effect of course attendance on attitudes towards drinking and driving, either overall or when looking at the effect with time. However, all respondents had a high score (at least 3.86 out of 5) showing a very safe attitude. This suggests that the offence or being convicted itself improves someone's attitude towards drinking and driving – or that the sample is biased.

3.3.5 Future drink-drive behaviour

Respondents reported a very strong intention to avoid drinking and driving in future regardless of course attendance with both attendees and non-attendees scoring over 4.4 out of 5. Although there was no difference between non-attendees and attendees overall in terms of behavioural expectation regarding the likelihood of drinking and driving in future, a statistically significant effect was found between groups when divided by time since course completion. Those who had not attended a course reported a greater expectation of their drinking and driving in future compared to those who had attended a course up to two years ago, and a lower anticipated future drink driving compared to those who had attended a course between three and five years ago, suggesting a decay effect of course attendance with time. The pattern was the same when looking at only those who have returned to driving since the end of their disqualification period (current drivers). Figure 3.6 shows this as measured on a five point Likert scale where the higher the figure the greater the expectation that offenders had of drinking and driving in future. This finding has implications for refresher or top-up courses to ensure that lessons to be learnt are remembered over the longer term. However, it should be noted that the four groups consisted of different respondents, so these differences could be due to differences among the respondents themselves or the different DDR courses attended rather than the time delay.

There was a significant difference overall between attendees and non-attendees in that attendees had greater perceived behavioural control (PBC) in relation to the ability to avoid drinking and driving in future (attendees scored 4.5 out of 5 whilst non-attendees scored 4.3). There was no relationship evident between the groups suggesting that there was no effect of time on these variables.

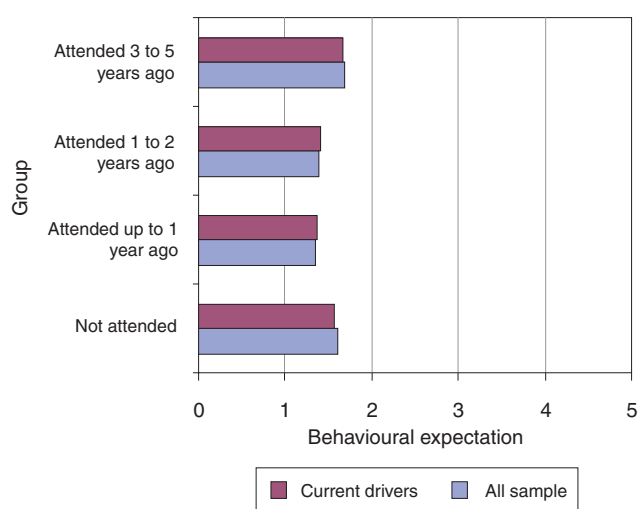


Figure 3.6 Expectation of future drink-drive behaviour

3.3.6 Reported drink-drive behaviour

Among those who had returned to driving, there was no significant difference in reported drink-drive behaviour *after* the conviction between course attendees as a whole and non-attendees. However, there appeared to be a decay effect of course attendance over time. Non-attendees scored 1.28, recent attendees 1.26 and 1.22 and 1.61 for 1-2 years and 3-5 years since course completion respectively, (the higher the score the more drink-drive behaviour reported). Those who had attended a course between 3 and 5 years prior to questionnaire completion reported significantly more drink-drive behaviour than all other groups. This could be due to inherent characteristics in the group or (although there are guidelines on the format of the course and course providers monitor the tutors) to changes in the course over time. Looking at the self-reported drink-drive behaviour *before* and *after* the conviction for this group shows that the behaviour had reduced overall with time. Indeed, there was no statistically significant difference between the groups in the measure of *behaviour change* because all reported less drink-drive behaviour *after* than *before*. Although there were limitations of the study design in that no actual 'before' measures were taken (e.g. in the form of a survey prior to the conviction or even prior to course completion), meaning that there could be inherent differences in the characteristics of offenders who go on to attend a course and those who do not, no differences were evident between the groups in terms of their *reported* drink-drive behaviour before their conviction.

When looking at driving style, as measured by the Guppy scale, those who had attended a course were found to be more attentive, careful, responsible, and safe, but it is not known whether this is due to the course itself or a characteristic of the respondents. Compared to non-attendees, attendees reported driving when they suspected they 'may be over the legal alcohol limit' less frequently. This means that those who did not attend a course reported more frequently drinking and driving than those who did attend a course even though earlier on in the questionnaire,

when respondents were asked how often they drink-drive (measured using three items which included drinking alcohol when planning to drive soon afterwards, driving after drinking alcohol, and driving when over the legal limit), there was no significant difference. Potentially this is due to being a more subtle measure. This second finding also matches the reconviction rates as described in study 1.

3.3.7 Motivation to attend a DDR course

The most common reason given by respondents for not attending a course (multiple responses were allowed) was that they did not want to drive again, and that they could not afford the fee. Stone *et al.* (2003) found that the main deterrent was the cost of the course. The sample from the current survey is compared to that from Stone *et al.*'s study in Figure 3.7. It is worth noting that over half of the respondents who did not attend a course believed that they were not going to drink-drive again and so there was no point in attending a course. There was a tendency for younger respondents to have forgotten to organise it or left it too late, for younger and older offenders to have transport problems and work/family commitments. Respondents in a higher ACORN category were more likely to report that the reason for not attending was because they did not wish to drive again so there was no need. HROs were less likely than non-HROs to report that they 'did not want to attend', although it was not a strong reason for either.

No differences were found by ACORN category, gender, or HRO status for the *level of agreement* with the reasons listed for attending a DDR course in Figure 3.8.

However, younger attendees were more likely than older attendees to report that they received support and that a possible reduction of their car insurance was an incentive (probably because the cost of car insurance is so great for under 25 year old drivers), and were less likely to report that they felt they would learn something useful.

3.3.8 Opinions on reduction of drinking and driving

Figure 3.9 shows the proportion of respondents who agreed that the proposed ways of reducing drinking and driving would work. Course attendance had a significant effect on opinions about ways of reducing drinking and driving, with attendees agreeing with the following significantly more than non-attendees:

- Advertise the amount of alcohol in drinks better.
- Advertise the legal consequences of drinking and driving more widely.
- Landlords to serve cheaper soft drinks.
- Better public transport.

This suggests that course attendance raised awareness of the issues around drinking and driving or that attendees felt that drinking and driving could/should be reduced more than those who did not attend a course. However, non-attendees believed that making the legal consequences of drink-drive offences harsher would be more beneficial than attendees did.

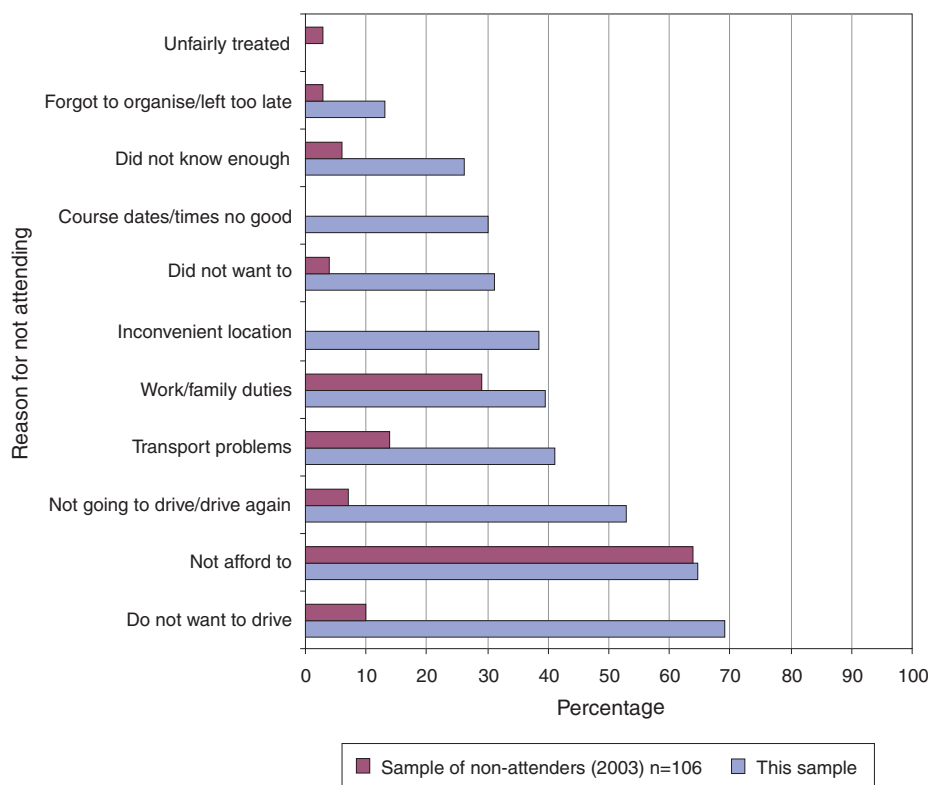


Figure 3.7 Reasons for not attending a DDR course

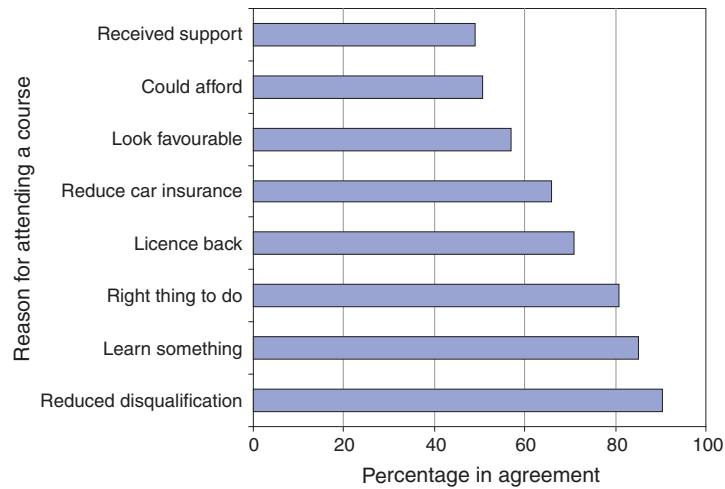


Figure 3.8 Reasons for attending DDR course

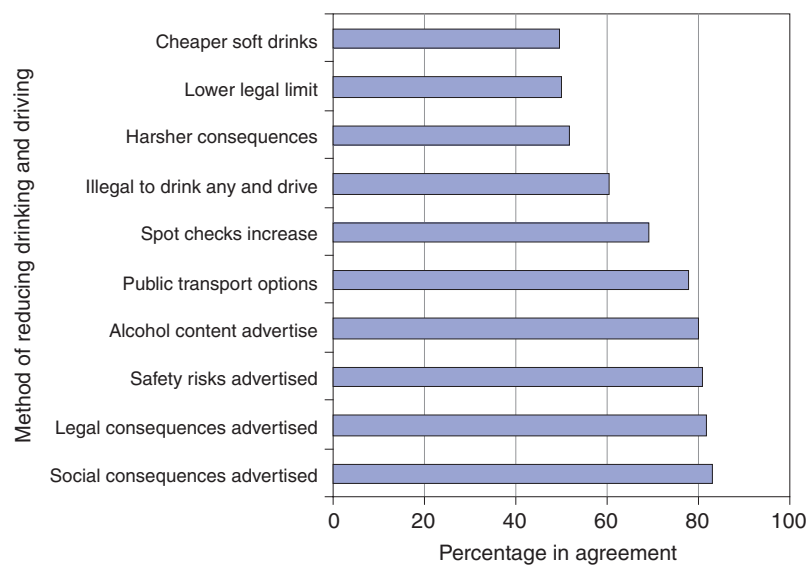


Figure 3.9 Opinions on ways to reduce drinking and driving

4 Discussion

4.1 Study 1

This report presents the results from a continued investigation of the operation and effectiveness of the DfT's DDR scheme. Previous research (Smith *et al.*, 2004) evaluated the effectiveness of the scheme in terms of its ability to encourage referred drink-drive offenders to complete a voluntary DDR course and also in terms of the relative reconviction rates of those attending a course compared with those who do not. Within the earlier study, selected details were collected for all offenders convicted in Great Britain of a drink-drive offence and referred by court officials to a DDR course providing organisation during a two year period. The current study has investigated the DDR take-up and reconviction rates of a national sample of drink-drive offenders up to five years after they were convicted of the offence for which they were referred to the scheme.

Up to five years after sentencing for their original drink-drive offence, 44% of those referred to the scheme during the two year sampling period had completed a DDR course. An additional 0.1% (118) referred offenders within the national sample had attended a DDR course in the previous year compared with an additional 6% (5,623) whose disqualification period had ended during the previous year but who had not attended a course. The remaining 1% (1,075) of referred offenders were still able to attend a course.

This investigation has identified those groups where at least one half of the sample attended a DDR course once referred:

- Female offenders.
- Older offenders (aged 40+).
- Offenders of higher social status (wealthy achievers ACORN category).

The reasons behind these groups' over-representation in the course attendance figures are likely to vary and can only

be hypothesised. For example, the above average rate of attending among these groups may be due to personal circumstances, such as increased income and ability to pay to attend a course, or increased reliance on their vehicle and a need to return to driving as soon as possible. At the other end of the scale, only one in three HROs attended a course.

The main conclusion from this analysis of the subsequent drink-drive offences committed by this group of drivers is that over the long-term, course non-attendees are about 1.75 times more likely than attendees to be convicted of a subsequent drink-drive offence. The analysis reported by Smith *et al.* (2004) used the same set of drivers but over a shorter period; the result reported there was higher for the reasons discussed above.

The analysis of the rehabilitation experiment (Davies *et al.*, 1999) also found a higher figure, although it was recognised that selection bias had probably inflated the figure and that the actual figure was probably slightly more than 2. Table 4.1 compares the overall reconviction rates after 36 months with those reported by Davies *et al.* During the rehabilitation experiment, magistrates had considerable discretion when deciding which offenders should be offered the opportunity of attending a course, so the percentage of attendees re-offending may be higher in the current study because the range of offenders who attended courses has been wider. On the other hand, the current rules mean that the scope for selection bias has reduced.

Table 4.1 Percentage of offenders re-offending within 36 months

	<i>Davies et al. (1999)</i>	<i>This study</i>
Attendees (a)	3.4%	3.9%
Non-attendees (b)	9.6%	8.4%
b/a	2.80	2.15

The picture in terms of any motoring offence is less clear. Whilst investigation of the reconviction rates for any motoring offence had previously shown a positive effect of course attendance, the latest results demonstrate that course attendees' and non-attendees' offence rates are similar between four and five years after their original drink-drive convictions. Since course attendees are generally disqualified for shorter periods, which are further reduced by course attendance, it is likely that they regain their licences earlier and thus have driven more. This may tend to increase the reconviction rate.

Complementing the overall effectiveness of the DDR scheme, the results of the present study have demonstrated that several groups benefit more from course attendance. DDR course attendance has been shown to be more effective in reducing reconvictions among the following groups:

- Offenders with a recent previous motoring conviction (including HROs).
- Younger offenders (aged under 30 years).
- Male offenders.

As with course take-up, the reasons for these differences may vary. However, in all cases the greater effectiveness is largely due to the increased level of reconvictions among

these groups of offenders who have not attended a DDR course (compared with other non-attendees). For example, young offenders are reconvicted more often than older offenders if neither group attends a DDR course, while the level of reconvictions among this younger age group reduces towards that of older offenders when both have attended a DDR course. The greater effect of course attendance can therefore be explained, at least in part, by its ability to 'homogenise' the reconviction rates of both groups.

In conclusion, this study has shown that the DDR scheme is operating satisfactorily in terms of the numbers of referred offenders who go on to complete a DDR course and its effectiveness as an intervention to reduce re-offending.

4.2 Study 2

The practices of course providers for the DDR course scheme were investigated in this study through telephone interviews with a representative from each provider. The interviews have provided detailed information on the formats of courses offered by each provider, the qualifications and experience of course tutors and also the training they receive, as well as the methods employed to monitor tutors' performance.

Although there were apparent differences between course providers depending on the background of their organisation, some common practices emerged. The majority of providers favoured a course format consisting of one session per week, allowing time between sessions to reflect on the material learnt and to take in what has been taught in each session; it also allows time to complete homework. Weekend or weekday blocks are only offered by a quarter of all course providers and, even then, do not seem to be favoured as the best method by course providers and are mainly offered for the convenience of course participants. Over half of course providers used two tutors to run sessions, with the majority of providers always using the same tutor to run every session within a course, to ensure consistency and familiarity to the participants.

Providers tended to favour experience over qualifications when recruiting tutors, in particular looking for experience in alcohol work, probation services or adult education. The most common qualifications looked for in tutors involved those obtained by trained counsellors or probation workers, or teaching qualifications, although not all providers felt qualifications were a vital ingredient for a successful tutor. The course providers from a probation service background tended to employ tutors exclusively from the probation services, while the charities or private companies had tutors from social work, health or road safety backgrounds. All these professions will give tutors valuable knowledge and experience in the health and psychological aspects related to drinking and driving as well as experience dealing with offenders.

Of the 25 course providers, 22 offered training to their tutors, which was mostly internal, with senior tutors or management. External training was also provided by ten course providers, as a way of ensuring all their tutors felt fully competent before leading a course, particularly in specific areas. The training offered covers all areas of the course content, to ensure that trainers have in-depth

knowledge of what they will teach in the course, as well as how the course is set out. Other training on skills such as group work is found to be useful in some of the providers, to ensure their tutors feel fully prepared to teach the course. However, some providers feel this is not necessary, as they recruit tutors who already have experience in these areas. In order to maintain this competency and improve tutor skills, the majority of providers made use of methods to monitor tutors' performance. The most commonly used method was a post course evaluation questionnaire, with tutors observing other tutors' courses also widely used. Formal external assessments and mystery shoppers were only used by the larger providers, possibly because other providers could not afford such measures.

Although there were variations between course providers, common practices were found. The background of a provider is likely to affect their view of the best practice for course delivery, although all providers are dedicated to raising the awareness of participants of the issues surrounding drinking and driving. The competition between course providers may prove to be detrimental to the quality of the course offered, as most offenders will choose to attend the course with the lowest course fee. However, if a course fee is lower, the staff and tutors employed will not be paid as well, and there may not be enough money for monitoring methods such as mystery shoppers. Some providers have suggested that Magistrates who have a preferred course which they recommend to each drink-drive offender may reduce the competition between course providers.

4.3 Study 3

A survey of drink-drive offenders which investigated the circumstances around their offence, alcohol-related knowledge, attitudes, future and reported drink-drive behaviour, motivations to attend a DDR course, and opinions on reducing drinking and driving was reported. The response rate was a disappointing 8.38%, so the sample was potentially biased towards the more positive/safe/conscientious section of the target population. Those who responded were essentially a self-selected sample and more of those who attended a course than those who did not returned a questionnaire. There were also limitations of the design of the study in that there was no 'before' measure, which is a potential area for future research. The analyses weighted the responses to reflect demographic variables (age group, gender, disqualification period, course attendance) in an attempt to ensure that the findings reflected the actual population of referred drink-drive offenders.

There were very few reported differences in the circumstances in which the drink-drive offence occurred in those who attended and did not attend the course, and these mainly refer to those attending a course being more likely to have been accident-involved and reporting less alcohol consumption compared to those who had not attended a course. Other findings concerning alcohol consumption prior to the offence were intuitive and point to the reliability and accuracy of the other responses to the survey. Nearly a third of offenders gave as the rationale for driving when over the legal drink-drive limit that they

thought they were still safe to drive (particularly older offenders), one in four thought they were under the limit, one in five did not think about it, had to go somewhere unexpectedly, did not have far to go, or thought they would get away with it (especially HROs, younger and male offenders). HROs and older offenders were more likely to report being told by police that they were stopped or approached because they were suspected of drinking alcohol. Potentially these are individuals who are known by the police for regularly drinking and driving and are followed. A third of those who had not given an evidential sample explained that they thought it was their 'right to refuse', a quarter thought they would be over the limit (and indeed, the reported amount of alcohol consumed supported this) and a sixth struggled with the equipment available. Some also reported that they were not told that it was a serious offence not to provide a sample or that they panicked.

Those who attended a DDR course had significantly more alcohol-related knowledge and more perceived behavioural control over drinking and driving in future than those who had not attended a course. All referred drink-drive offenders, regardless of course attendance, expressed a strong intention to avoid drinking and driving in future, reported a reduction in drink-drive behaviour (of those who had returned to driving) and had a highly positive or safe attitude towards drinking and driving. This is possibly an indication that the sample was biased or it could be that the offence and subsequent conviction 'shocks' an offender into this way of thinking and behaving. There were indications of possible decay effects of course attendance on drink-drive behaviour and behavioural expectation of drinking and driving in future with implications that refresher or top-up training may be beneficial. A subtle measure of establishing drink-drive behaviour found that HROs and those who had not attended a course tended to report driving when they suspected they were over the legal drink-drive limit more often than non-HROs and those who attended a course. Those who had completed a course also reported having a driving style which was more careful, attentive, responsive and safe than did those who had not completed a course, though it is not known whether this is an inherent characteristic or whether course attendance caused this difference.

The most common motivation given by offenders for attending a DDR course was the reduction in the disqualification period from driving, but also that they would learn something (more likely for older offenders), it was the right thing to do, needed their driving licence back, possible reduction in car insurance premiums (particularly for younger offenders for whom it is more expensive), look favourable in Court, or received support (more likely for the younger offenders). The most frequent reason given by offenders for not attending a DDR course was that they no longer wished to drive and so there was no point, but a huge secondary reason was the financial cost. Over half of those who did not attend a course also felt that there was no point because they were not going to drink-drive again. Those who attended a course reported drinking more alcohol (currently) than those who had not

attended a course. This is possibly symptomatic of a biased sample in that those who did not attend a course may have been so affected by the conviction itself that their drinking habits have changed, particularly in light of the finding that attendees reported lower alcohol consumption than non-attendees prior to committing their offence. Alternatively it could mean that those who do not go on to attend a DDR course drank a large amount of alcohol (in comparison to those who go on to attend a course) on the occasion of their offence but they do not normally drink that much and therefore considered it a one-off occurrence. This could have led these individuals to think that it was unnecessary to attend a course, and indeed this was the second most common reason (after cost) for not attending a course.

Those who had not attended a course were more likely than those who had attended to think that making the legal consequences of drinking and driving more severe would be effective in reducing drink-drive behaviour. This has implications for the reconviction or re-offending rate of non-attendees, in that education about drinking and driving may have little impact. It may also indicate that this group of referred offenders weighs up the risks or conduct a cost/benefit style analysis of drinking and driving, so that increasing the severity of the consequences would make this behaviour less worthwhile. Overall, referred offenders considered educational measures to be most effective in reducing drink-drive behaviour (i.e. advertising social and legal consequences and safety risks and alcohol content of drinks), followed by improving public transport, tackling enforcement (i.e. increasing spot checks), making legislative changes (i.e. making it illegal to drink any alcohol and drive, making the legal consequences more harsh, and lowering the limit), and lastly by landlords reducing the price of soft drinks.

4.4 Overall

The results from this investigation of the DDR scheme have shown that drink-drive offenders who are female, older or of higher social status (ACORN) are more likely to complete a DDR course. Reconvictions for a further drink-driving offence were reduced in course attendees and those who benefit most from course attendance are either male, younger offenders or those with a previous motoring conviction. Those who do not attend a course may be more likely to take risks and drive while disqualified.

The types of courses offered vary but the most effective were considered to be those run by the same experienced tutors/counsellors for all sessions, at the rate of one session per week and with a total contact time of, on average, 16 hours. Course providers expressed concerns over the need to keep their fees affordable without compromising the experience and quality of their tutors. Also, it was considered desirable for the drink-drive rehabilitation scheme to be publicised more, especially in Scotland.

The survey of referred drink-drive offenders achieved a disappointing response which was potentially biased towards a safer or more conscientious type of driver. Course attendees were more likely to have been involved in an accident and to have drunk less at the time of their offence.

Many drove because they thought they were still safe to do so (especially older offenders) or thought they were under the limit but a lot did not think about it at all and there was also some (especially males) who believed they would not get caught. A common motivation for attending a course was the reduction in disqualification period. The main reasons for not attending a course, in addition to financial constraints, were not wanting to drive again or a belief that their offence was a one-off. Supporting the findings of the first study, course attendees were less likely than non-attendees to report renewed drinking and driving. The survey found that non-attendees believed more strongly than attendees that making the legal consequences harsher would be effective in reducing drink-drive behaviour.

5 Conclusions and recommendations

The DDR scheme continues to be effective as measured by the lower drink-drive reconviction rates of course attendees. The course attendees appreciated the reduction in their disqualification period and the alcohol-related knowledge gained. The most effective DDR courses appear to be those that run for 16 hours at the rate of one session per week. The course providers expressed a desire for support from government and to standardise their courses while keeping the costs low.

The following suggestions cover possible improvements to the DDR course scheme, *some of which have already been implemented by individual course providers and the Magistrates' Courts:*

- All courses should include a warning that drivers are still impaired even if they think they are not over the limit (offenders commonly think they are still safe to drive when their alcohol level approaches the limit).
- Include ways to calculate alcohol consumption and how this translates to the drink-drive limit (as many offenders thought they were still under the limit);
- Introduce top up or refresher courses or modules to reinforce the benefits of course attendance and reduce future willingness to drink-drive.
- Run condensed DDR courses for novice or newly qualified drivers to increase their awareness of the risks of drinking and driving.
- Run DDR courses for driving instructors so that they can cascade alcohol-related information to their pupils.
- Make DDR course attendance compulsory for all drink-drive offenders. This would require expansion of course providers at a time when some are withdrawing from the scheme. This would also mean that all offenders would have to be referred to a DDR course by the court.
- DfT should keep in close contact with a variety of course providers in order to explore ways to increase support, to monitor type and content of courses and to advise all providers about best practice,
- Introduce standard criteria of experience or qualifications expected by all tutors employed by course providers.

The following suggestions cover ways to encourage a greater take-up rate of DDR courses amongst referred drink-drive offenders, *again some of these may already have been implemented by individual course providers and Magistrates' Courts*:

- Advertise that attendance may reduce the cost of car insurance (especially to younger offenders).
- Advertise that attendance reduces the disqualification period from driving.
- Advertise the potential consequences of drink-drive behaviour (especially in relation to accidents).
- Provide information that every driver is at risk or susceptible to drinking and driving and not just those who drink often or a particular type of person (and therefore that their offence may not be a one-off).
- Advertise the financial options and possible discounts of course attendance and explore ways to actually reduce the cost.
- Widen publicity provided to Magistrates and Sheriffs in Scotland in order to ensure the DDR scheme is used to its full potential.

The findings also have implications for drinking and driving generally, including the following:

- More information could be provided on the High Risk Offender programme, particularly by the police at the point of providing an evidential sample. The consequences of refusal (classification as HRO) could be highlighted.
- Alcohol knowledge could be brought into the school curriculum as part of general health education. There seems to be a lot of focus on the use of drugs but alcohol use is still prevalent.
- Information about the risks of drinking and driving could be provided during the training of driving instructors so that they can disseminate the information to pupils.
- More serious consequences for drink-drive offences could be introduced and publicised.

Although there may be difficulties with recruitment of subjects, future studies could follow groups of referred offenders through the rehabilitation process with different course providers. Offenders would be interviewed at different stages: prior to Court appearance, at conviction, during course attendance, on return to driving and 3-4 years later. Greater incentive for participation in the research may allow more detailed exploration into sensitive issues and reduce the potential for response bias.

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Appendix A: Description of ACORN categories

CACI Ltd (2003) has classified a set of 56 ACORN types using all 1.9 million UK postcodes, which have been described using over 125 demographic statistics and 287 lifestyle variables. As the great majority of DVLA driver records contain the driver's postcode, it is possible to associate each driver with the ACORN type of the area where he or she lives. The 56 ACORN types are grouped into 17 ACORN Groups, which are further grouped into 5 ACORN Categories:

Wealthy achievers

Wealthy executives

- 1 Affluent mature professionals, large houses.
- 2 Affluent working families with mortgages.
- 3 Villages with wealthy commuters.
- 4 Well-off managers, larger houses.
- 5 Older affluent professionals.
- 6 Farming communities.

Affluent greys

- 7 Old people, detached houses.
- 8 Mature couples, smaller detached houses.

Flourishing families

- 9 Larger families, prosperous suburbs.
- 10 Well-off working families with mortgages.
- 11 Well-off managers, detached houses.
- 12 Large families and houses in rural areas.

Urban prosperity

Prosperous professionals

- 13 Well-off professionals, larger houses and converted flats.
- 14 Older professionals in detached houses and apartments.

Educated urbanites

- 15 Affluent urban professionals, flats.
- 16 Prosperous young professionals, flats.
- 17 Young educated workers, flats.
- 18 Multi-ethnic young, converted flats.
- 19 Suburban privately renting professionals.

Aspiring singles

- 20 Student flats and cosmopolitan sharers.
- 21 Singles and sharers, multi-ethnic areas.
- 22 Low income singles, small rented flats.
- 23 Student terraces.

Comfortably-off

Starting out

- 24 Young couples, flats and terraces.
- 25 White collar singles/sharers, terraces.

Secure families

- 26 Younger white collar couples with mortgages.
- 27 Middle income, home owning areas.
- 28 Working families with mortgages.
- 29 Mature families in suburban semis.
- 30 Established home owning workers.
- 31 Home owning Asian family areas.

Settled suburbia

- 32 Retired home owners.
- 33 Middle income older couples.
- 34 Lower income people, semis.

Prudent pensioners

- 35 Elderly singles, purpose built flats.
- 36 Older people, flats.

Moderate means

Asian communities

- 37 Crowded Asian terraces.
- 38 Low income Asian families.

Post industrial families

- 39 Skilled older family terraces.
- 40 Young family workers.

Blue collar roots

- 41 Skilled workers, semis and terraces.
- 42 Home owning, terraces.
- 43 Older rented terraces.

Hard pressed

Struggling families

- 44 Low income larger families, semis.
- 45 Older people, low income, small semis.
- 46 Low income, routine jobs, unemployment.
- 47 Low rise terraced estates of poorly-off workers.
- 48 Low incomes, high unemployment, single parents.
- 49 Large families, many children, poorly educated.

Burdened singles

- 50 Council flats, single elderly people.
- 51 Council terraces, unemployment, many singles.
- 52 Council flats, single parents, unemployment.

High rise hardship

- 53 Old people in high rise flats.
- 54 Singles and single parents, high rise estates.

Inner city adversity

- 55 Multi-ethnic purpose built estates.
- 56 Multi-ethnic, crowded flats.

CACI Ltd (2003). <http://www.caci.co.uk/acorn/>

Appendix B: Study 3

B.1 Sampling frame

The following sampling frame characteristics were observed:

- Male / female (12% of offenders are female).
- Age (50% of offenders are 29 or under), but of total referred:
 - 27% 16-29 attend;
 - 28% 30-39 attend;
 - 34% of 40-54 attend;
 - 43% of 55+ attend.
- HRO status – not able to tell from contact details in terms of sampling and so not able to pre-sample, however it is known that 18%+ HRO attend and 33% non-HRO attend.

Note that offenders whose age was not known were not included, but the sample was adjusted to take this into account for the overall sample size selected. Applying these sampling rates shows:

Age group	Disqualification period	Attendance	Female	Male	All
16-20	<=12mths	No	123	402	525
		Yes	113	305	418
		Potential	16	65	85
	>12mths	No	109	432	541
		Yes	149	349	498
		Potential	88	236	324
21-29	<=12mths	No	80	392	472
		Yes	92	290	382
		Potential	21	49	70
	>12mths	No	109	558	667
		Yes	158	436	594
		Potential	89	393	482
30-39	<=12mths	No	90	258	348
		Yes	108	236	344
		Potential	24	41	65
	>12mths	No	157	457	614
		Yes	177	384	561
		Potential	106	400	506
40-54	<=12mths	No	58	142	200
		Yes	103	235	338
		Potential	19	40	59
	>12mths	No	130	348	478
		Yes	186	343	529
		Potential	108	276	384
55+	<=12mths	No	11	55	66
		Yes	29	82	111
		Potential	5	13	18
	>12mths	No	15	78	93
		Yes	44	112	156
		Potential	20	80	100
Total			2537	7491	10028

It was necessary to over-sample the 16-20 year age group to ensure adequate representation in the selected samples.

The sample was selected using the following rates:

- Females: select 11.5% of population if >20years and 44.4% if 16-20years of age.
- Males: select 4.9% of population if >20years and 11.2% if 16-20years of age.

B.2 Population data

Age group	Disqualification period	Attendance	Female	Male	All
16-20	<=12mths	No	279	3741	4020
		Potential	46	557	603
		Yes	261	2785	3046
	>12mths	No	245	3865	4110
		Potential	179	2112	2291
		Yes	341	3190	3531
21-29	<=12mths	No	786	7678	8464
		Potential	164	1250	1414
		Yes	754	5556	6310
	>12mths	No	1003	11335	12338
		Potential	721	7710	8431
		Yes	1218	9171	10389
30-39	<=12mths	No	789	4883	5672
		Potential	144	863	1007
		Yes	915	4486	5401
	>12mths	No	1345	9399	10744
		Potential	944	7164	8108
		Yes	1496	7881	9377
40-54	<=12mths	No	476	3220	3696
		Potential	148	676	824
		Yes	828	4666	5494
	>12mths	No	1043	6789	7832
		Potential	914	5516	6430
		Yes	1594	7066	8660
55+	<=12mths	No	93	1030	1123
		Potential	29	234	263
		Yes	235	1896	2131
	>12mths	No	150	1580	1730
		Potential	135	1463	1598
		Yes	340	2352	2692
n/k	<=12mths	No	61	607	668
		Potential	6	53	59
		Yes	11	76	87
	>12mths	No	100	766	866
		Potential	51	396	447
		Yes	24	132	156
Total			17868	132144	150012

B.3 Summary of exploratory phase findings

Focus group 1

This focus group consisted of nine offenders, eight of whom were male and one female. The offenders ranged in age from 21-55, with an average age of 30, modal age of 21, and the median age was 24. The employment status of the offenders included a wall and floor tiler, sheet metal worker, plumber, fork lift truck driver, electrician, and an 'engineer'. Another two stated that they were employed but did not give their job title. One was unemployed. Four of the nine offenders had been disqualified from driving for 18 months, three for 12 months, one for 16 months and one for 48 months. There were two High Risk Offenders, one of whom had two drink-drive convictions in 10 years and was an alcoholic, and the other had refused to give a sample but did not realise they would be classed as an HRO.

Details of the offences included two who were driving the day after a night out drinking and did not realise that they were over the limit. Seven of the offenders had been driving after drinking the same evening. In one of these cases the police were waiting outside the pub but the offender had not realised how much (s)he had drunk, in two cases the offender had been involved in an accident, two had been informed on, and two offenders had been stopped by police for another reason and alcohol had been smelt on their breath. One offender had refused to give a sample, but would not say whether (s)he thought (s)he would have been worse off if (s)he had.

The main motivation for attending the drink-drive course was to reduce the period of disqualification from driving. Other common reasons included potentially cheaper insurance and in order to learn more. The majority were invited to attend a course at court but understood that they were not forced to go. They thought it was expensive and should be off-set against the fine but balanced this against the money they might save on insurance premiums. A differential amount of information about the course prior to attendance was reported.

Focus group 2

The six offenders in this group were all male and ranged in age from 19-47 with an average of 36. The job titles of the offenders included team leader, plumber, logistics co-ordinator, machinist, airport operations worker, and national transport and trucking manager. The length of disqualification from driving was 3 years for three attendees, 20 months for another, 18 months for another, and 12 months for the sixth offender. There were four HROs within the group, two of whom were over two-and-a-half times the legal drink-drive limit and the other two had a previous drink-drive conviction in the previous 10 years.

The circumstances around the offence could be classified into same night driving after drinking (four), involvement in an accident (two), not actually being in a car but having been informed on (two), and driving the next day (one of the two was informed on).

Most of the offenders knew very little about the course

beforehand, but it was suggested to them by their solicitor to reduce the disqualification period from driving. One was referred by court and believed that it was a condition of getting their driving licence back they were to attend. Most thought the cost of the course was fair because they considered the offence to be their own fault so they should pay. They also reported that the reduction in the disqualification period and reduced insurance premiums would make up for this.

Interviewee 1

This interviewee was male, aged 22, and had a 20 month disqualification and £600 fine. At the time of the interview he was a part time cleaner, but he used to be manager at Dominos Pizza. His drink-drive offence was just before Christmas, and he was drinking with friends and got into the car to go into town. He was aware that he was over the drink-drive limit, but was '*not thinking*'. He also claimed that he was hanging around with a 'bad' crowd. The police had seen lots of people in the car, pulled the interviewee over, smelt alcohol and so breathalysed him.

He was told about the drink-drive course but did not see the point in attending because he was not going to do it again and felt stupid about doing it now. The benefits of the drink-drive course were not recalled initially, but the interviewee had thought that insurance premiums would be too expensive anyway (due to his age). He considered the course to be very expensive, especially in the light of already borrowing from his parents to pay for the fine.

Interviewee 2

This interviewee was female, aged 43, and was classed as an HRO. This was because she had two drink-drive convictions in the previous 10 years. She was working as a staff nurse. She had suffered domestic violence, had a glass eye, and used to be an alcoholic. The length of her disqualification from driving was 24 months plus an additional 2 years for driving without licence/insurance, to run concurrently. The previous disqualification from driving was 12 months.

During the most recent conviction the interviewee had got into car to chase her husband who had taken their daughter. At the time she was having a party with a '*bottle or two of wine*' in the garden with friends. She had an accident which was damage only but the police had got involved. Her first conviction was six years before the recent one, when she was driving to get away from her husband and he informed the police that she had been drinking. The interviewee claimed that she had turned to go back home because she realised she was not safe to drive but the police were waiting for her when she returned. She was then breathalysed after being questioned.

The solicitor/Magistrate offered her the drink-drive course but she felt she could not afford it. She claimed she would have gone on a course, but then she was caught for driving without licence/insurance and was disqualified for another 2 years. Attendance on the course would therefore not reduce the length of her disqualification from driving.

Interviewee 3

This male interviewee was aged 38 or 39 (he could not remember) and had been disqualified for 15 months as well as receiving a fine. He was a self-employed plasterer. He admitted to drink-driving 'all the time' for the past 10 to 15 years, but had never been caught before. The interviewee also reported that he will not change his behaviour when he gets his licence back except that he will not let the police catch him. His offence was on the last working day before Christmas. He was in the pub for a few drinks with work mates and had more to drink than he realised. He claimed that his friends had spiked his drinks. He then drove the van from the pub with police 'cruising' outside apparently waiting for him. The interviewee was not motivated to go on a course because he thought it was the equivalent of another fine, although he felt that he would have attended if it was free. The interviewee also thought the course was not right for him because he is a good driver and the course '*would go on about road safety*'.

Interviewee 4

This interviewee was also male. He was 37 years of age and had a 12 month disqualification from driving. It was his first offence for drinking and driving but he had been disqualified for six months previously for speeding and having no insurance. The interviewee used to be a market trader in summer but was unemployed now as he cannot use his car. The fine was waived due to the interviewee being held in custody for 11 hours.

His offence involved him driving in the afternoon after a night drinking at a barbeque. He did not think he was over the limit and had deliberately put off driving in the morning because he had not felt fit enough to drive. The police pulled him over because they were doing random driving licence/tax checks. They smelt alcohol and told him he was '*just over the limit*' at 50 mcg breath reading. The interviewee had not realised that he would still be over the limit that long after he had finished drinking and will be more careful when he gets his licence back. He also reported that he would never drive, and has never driven, the same night as drinking alcohol. He did think that he had driven in a worse state than that the day after drinking, though.

The interviewee was told about the drink-drive course in court, but was given no details and so did not think it was aimed at him. He thought he had been told about payment plans if unemployed and had intended to take the course but got '*lazy and forgetful*' and the deadline passed for attending the course. He also thought that the course would be better in a central location as the local one was eight miles away from his home.

Drink-Drive Questionnaire

Please complete this questionnaire by ticking the appropriate boxes and filling in the spaces as required. It will only take about 20 minutes to complete as you may not be required to answer all questions. Any information you provide will be treated in the **strictest confidence** and used for research purposes only.

SECTION 1: DRINK-DRIVE CONVICTIONS

Q1.1 In total, how many drink-drive offences have you been convicted of in the last 10 years?

Number of drink-drive convictions

Q1.2 On what date were you **convicted of your most recent (or only) drink-drive conviction?**
(If unsure of exact date please give at least the month and year)

^D ^D / ^M ^M / ^Y ^Y (e.g. 14/04/02)

Q1.3 How many months were you disqualified from driving as a result of your **most recent (or only) drink-drive conviction?**

(Please do not include any reductions for completing a drink-drive rehabilitation course)
 Months

SECTION 2: ABOUT YOUR MOST RECENT (OR ONLY) DRINK-DRIVE CONVICTION

Q2.1 Where had you been drinking on that occasion?

(Please tick all that apply)

- At home
- At a friend's or family member's home
- In a pub/club/wine bar
- At a restaurant
- At work
- In a non-licensed outside area (e.g. park or car park)

Other (please specify) _____

Q2.2 What alcohol had you drunk on that occasion?

(Please give approximate amounts and types of all alcohol drunk, e.g. number of pints of beer or number of small or large glasses of wine or total in units)

Q2.3 Why had you driven a vehicle on this occasion when over the legal drink-drive limit?
(Please tick all that apply)

- I thought I was under the legal drink-drive limit
 - I thought I was still safe to drive
 - I did not think about whether I was under or over the legal drink-drive limit
 - I thought I would get away with it and would not get caught
 - I did not have very far to travel
 - Friends/family were encouraging me to drive
 - I had to go somewhere unexpectedly after I had been drinking
 - Other means of transport were too expensive/I did not have enough money
 - It was more convenient/safer to drive than to travel by other means
 - I did not have any other option available
- Other (please specify) _____

Q2.4 How long before being stopped or approached by police had you *last* drunk any alcohol?
(Please tick one box only)

- Less than 20 minutes before
- 20 minutes to 3 hours before
- 3 to 6 hours before
- 6 to 12 hours before
- More than 12 hours before

**Q2.5 At what time of day or night were you stopped or approached by the police before being arrested
For this drink-drive offence?**
(Please tick one box only)

- 12.01am-6am (early hours)
- 6.01am-12pm (morning)
- 12.01pm-6pm (afternoon)
- 6.01pm-12am (evening)

Q2.6 When the police stopped or approached you, were you?
(Please tick one box only)

- Driving a vehicle
 - In a vehicle with the engine on
 - In a vehicle with the engine off
 - Out of a vehicle having just left it
 - In a house or other building having left a vehicle some time before
- Other (please specify) _____

Q2.7 What reason did the police give at first for stopping or approaching you?
(Please tick all that apply)

- I was involved in an accident
 - I was driving erratically
 - I was driving without due care and attention
 - I was driving too fast
 - Something was wrong with the vehicle (e.g. faulty lights or indicators)
 - I was driving particularly slowly
 - The police had been told that I had been drinking alcohol
 - It was a routine police roadside check
- Other (please specify) _____

Q2.8 Did you give the police either a blood, breath or urine sample for this drink-drive offence?
 Yes Go to Q2.9
 No Go to Q2.10

Q2.9 What sample(s) did you give and what was the alcohol reading?
(Please tick the box to indicate whether a sample was taken and then write the reading in the space provided, or an estimate of the reading if unsure)

Blood	<input type="checkbox"/>	mg/100 ml	Go to Q2.11
Breath	<input type="checkbox"/>	mcg/100 ml	Go to Q2.11
Urine	<input type="checkbox"/>	mg/100 ml	Go to Q2.11

Q2.10 Why did you not give a sample?
(Please tick all that apply)

I thought I would be over the legal drink-drive limit

I thought it was my right to refuse

I was not told that it was a serious offence to fail to give a sample

I was not able to give a sample with the equipment available

Other (please specify) _____

Q2.11 How much do you agree or disagree with the following statements now (after your offence)?
(Please tick one box on each line)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
(a) My drink-drive offence was a 'one off'	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) I am likely to drive after drinking <u>any</u> alcohol	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) I am likely to drive when I think I might be over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) I am likely to be arrested for drink-driving again	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) I intend to avoid driving after drinking any alcohol	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) I intend to avoid driving when I think I might be over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) I am able to avoid driving after drinking any alcohol	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) I am able to avoid driving when I think I might be over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 3: DRINKING AND DRIVING

The following section asks about your attitudes, opinions and behaviour towards drinking and driving. There are no right or wrong answers.

Q3.1 How much do you agree or disagree with the following statements about drinking and driving?
(Please tick one box on each line)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
(a) It is quite safe for me personally to drive after one or two drinks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) It is quite safe for most other people to drive after one or two drinks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Even one drink makes me drive less safely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Some people can drive safely after 3 or 4 pints of beer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) The only person who could be affected by my drinking and driving is me	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Speeding is a much more serious problem than drink-driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) Nothing will stop me from drinking and driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q3.2 How much do you agree or disagree that the following would reduce drink-driving?

(Please tick one box on each line)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
(a) Landlords serve cheaper soft drinks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Better public transport	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Increase spot checks for breathalysing people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Lower the legal drink-drive limit so the amount of alcohol allowed in your body whilst driving is less	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Make it illegal to drink <u>any</u> alcohol before driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Advertise the <u>legal</u> consequences of drink-drive offences more widely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) Advertise the <u>social</u> consequences of drink-drive offences more widely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) Make the legal consequences of drink-drive offences more harsh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Advertise the <u>safety</u> risks of drinking and driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(j) Advertise the amount of alcohol in drinks better	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q3.3 BEFORE your drink-drive conviction, how often did you...?

(Please tick one box on each line)

	Daily	Several times a week	At least once a week	At least once a month	Less than once a month	Never
(a) Find yourself in situations where there would be alcohol when you needed to drive afterwards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Drink alcohol when planning to drive soon afterwards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Drive after drinking <u>any</u> alcohol	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Drive when you believed you were over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q3.4 Have you now returned to driving?

Yes Go to Q3.5
No Go to Q4.1

Q3.5 When did you return to driving?

Month Year

Q3.6 SINCE your drink-drive conviction, how often do you now...?

(Please tick one box on each line)

	Daily	Several times a week	At least once a week	At least once a month	Less than once a month	Never
(a) Find yourself in situations where there will be alcohol when you need to drive afterwards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Drink alcohol when planning to drive soon afterwards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Drive after drinking <u>any</u> alcohol	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Drive when you believe you are over the legal drink-drive limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 4: DRINK-DRIVE REHABILITATION COURSES

Q4.1 Have you attended a drink-drive rehabilitation course?

Yes Go to Q4.2
 No Go to Q4.4

Q4.2 To what extent do you agree or disagree with the following statements about your reasons for attending a drink-drive rehabilitation course?

(Please tick one box on each line)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
(a) I thought it would look favourable if I agreed to attend in court	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) I received support/encouragement to attend from family/friends	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) I knew attendance reduces period of disqualification from driving by up to 25%	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) I knew attendance may reduce the cost of car insurance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) I could afford to pay the fees in order to attend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) I thought it was the 'right thing' to do	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) I thought I would learn something useful on the course	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) I needed to get my driving licence back as soon as possible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q4.3 When did you attend a drink-drive rehabilitation course?

Month Year

Q4.4 To what extent do you agree or disagree with the following statements about your reasons for not attending a drink-drive rehabilitation course?

(Please tick one box on each line)

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree
(a) I did not want to attend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) I did not know enough about it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) I could not afford/did not want to pay to attend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) I had transport problems getting there	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) The location was not convenient	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) The available course dates/times were no good	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) I had work/family commitments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) I am not going to drink-drive again so no need	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) I do not want to drive so there was no point	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(j) I forgot to organise it/left it too late	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 5: DRIVING EXPERIENCE

Q5.1 When driving, how often do you do each of the following...? If you have not yet returned to driving, please answer how often you think you would do each of the following.
(Please tick one box on each line)

	Never	Hardly ever	Occasionally	Quite often	Frequently	Nearly all the time
(a) Overtake a slow driver on the inside	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Sound your horn to indicate your annoyance with another road user	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Pull out of a junction so far that the driver with the right of way has to stop and let you out	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Cross a junction knowing that the traffic lights have already turned against you	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e) Become angered by another driver and give chase with the intention of giving him/her a piece of your mind	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f) Ignore the speed limit on a residential road	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g) Stay in a motorway lane that you know will be closed before forcing your way in at the last minute	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h) Drive when you suspect you may be over the legal alcohol limit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Become angered by a particular type of driver and show your anger by whatever means you can	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(j) Race away from traffic lights with the intention of beating the driver next to you	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(k) Drive so close to the car in front that it would be difficult to stop in an emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(l) Ignore the speed limit on a motorway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q5.2 Please show what kind of driver you are, or (if you have not yet returned to driving) what kind of driver you think you would be, by putting a tick somewhere on each of the lines below. At either end of each line there is a word that describes a way of driving, which are opposites.
(Please put your tick nearer to the word that best describes your driving. The closer your tick is to the word, the more you agree with this description of the way you drive)

Attentive								Inattentive
Careful								Careless
Decisive								Indecisive
Experienced								Inexperienced
Irritable								Placid
Nervous								Confident
Patient								Impatient
Responsible								Irresponsible
Safe								Risky
Selfish								Considerate
Slow								Fast
Tolerant								Intolerant

Q5.3 How important do you think each of the following factors are in causing road accidents on a scale of 1-7 (where 1=not at all important and 7=very important)?

(Please tick one box on each line)

		Not at all important						Very important
		1	2	3	4	5	6	7
(a)	Driving when tired	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Damaged road surfaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Following too closely	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Drinking and driving	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	Faulty vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f)	Bad weather conditions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g)	Speeding	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h)	Not signalling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i)	Lack of experience	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 6: YOUR DRINKING NOW

Q6.1 How often do you now drink alcohol in the following situations?

(Please tick one box on each line)

		Daily	Several times a week	At least once a week	At least once a month	Less than once a month	Never
(a)	At home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	At a friend or family home	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	At a pub/club/wine bar	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	At a restaurant or hotel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	At work	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(f)	In a non-licensed outside area (e.g. park)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g)	Alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h)	With friends or family	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i)	With a small group of people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(j)	With a large group of people	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q6.2 On average, how often do you now drink the following?

(Please tick one box on each line)

		Daily	Several times a week	At least once a week	At least once a month	Less than once a month	Never
(a)	<u>Any</u> alcohol at all	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	A <u>small</u> amount of alcohol (e.g. 1 or 2 drinks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	A <u>medium</u> amount of alcohol (e.g. 3 or 4 drinks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	A <u>larger</u> amount of alcohol (e.g. 5+ drinks)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SECTION 7: KNOWLEDGE OF ALCOHOL AND DRINK DRIVE LAWS

Q7.1 If you have **1 ½ pints of standard strength bitter (3.5% ABV)** and then a **double whisky (25ml)** at the pub, how many units of alcohol will you have consumed?
(Please tick one box only)

- 4 units
- 5 units
- 6 units
- 8 units
- Don't know

Q7.2 The legal limit for drinking and driving is:
(Please tick one box only)

- 35mcg of alcohol in 100ml of breath
- 50mcg of alcohol in 100ml of breath
- 80mcg of alcohol in 100ml of breath
- 100mcg of alcohol in 100ml of breath
- Don't know

Q7.3 Which of these is an effective way of sobering up?
(Please tick one box only)

- A cup of strong coffee
- Cold shower
- Fresh air
- Make yourself vomit
- None of these
- Don't know

Q7.4 How much ordinary beer (3.5% ABV) drunk in 2 hours would put an 'average', 11 stone, man at the legal drink-drive limit?
(Please tick one box only)

- One and a half pints
- Two and a half pints
- Three and a half pints
- Four and a half pints
- It is impossible to tell
- Don't know

Q7.5 One pint of standard strength beer (3.5% ABV) has as much alcohol as:
(Please tick one box only)

- One small (125ml) glass of wine (12% ABV)
- One double whisky (25ml x 2)
- One single tot of rum (25ml)
- Two pints of strong lager (5% ABV)
- Don't know

Q7.6 After drinking one pint of ordinary beer (3.5% ABV), how long will it take for the alcohol to be eliminated (removed) from your bloodstream?
(Please tick one box only)

- Up to one hour
- 1-2 hours
- 2-3 hours
- 3-4 hours
- It is impossible to tell
- Don't know

Q7.7 Alcohol is:
(Please tick one box only)

- A stimulant drug
- A depressant drug
- A non-toxic beverage
- Not a drug
- Don't know

Q7.8 What is the medically recommended (low risk) daily limit in alcohol units for a man?
(Please tick one box only)

- 1 unit
- 2 units
- 3 units
- 4 units
- 5 units
- Don't know

Q7.9 What is the medically recommended (low risk) daily limit in alcohol units for a woman?
(Please tick one box only)

- 1 unit
- 2 units
- 3 units
- 4 units
- 5 units
- Don't know

Q7.10 "One unit" is the amount of alcohol in:
(Please tick one box only)

- Half a pint of beer (3.5% ABV)
- A double whisky (125ml x 2)
- One pint of beer (3.5% ABV)
- Two small glasses (125ml x 2) of wine (12%)
- Don't know

SECTION 8: ABOUT YOU

This section asks for some background information about you and will be used for research purposes only.

Q8.1 Are you:

- Male
Female

Q8.2 What is your date of birth?

D	D	/	M	M	/	Y	Y

 (e.g. 31/10/75)

Q8.3 What is your *current* job title, or (if unemployed for less than 6 months or retired) your last main job? Please state highest qualifications, responsibilities and type of industry.

(a) *Job title:*

(b) *Highest qualifications:*

(c) *Responsibilities:*

(d) *Type of industry:*

Q8.4 How would you classify your *current* main job, or (if not working now) your last main job?
(Please tick one box only)

- Top level civil servant
- Very senior manager
- Highly professional job e.g. psychiatrist or Judge
- Middle management executive in a large organisation
- Principle officer in local government or civil service
- Top manager or owner of small business, educational or service establishment
- Junior manager
- Owner of small establishment
- Non-manual job
- In full-time higher education
- Skilled manual worker
- Manual worker with responsibilities for other staff
- Semi-skilled or un-skilled manual worker
- Apprentice or trainee to skilled worker
- Housewife or husband (e.g. not employed)
- Dependent on the state long-term (e.g. through sickness, unemployment, or old age)
- Casual worker or an irregular income

Q8.5 Please write any other comments in the space below about drinking and driving or your offence:

Thank you. Please return the completed survey in the pre-paid envelope provided by 30 November 2004. There is no need for a stamp.

B.5 Response rates and reasons for non-completion

<i>Age group</i>	<i>Disqualification period</i>	<i>Female</i>	<i>Male</i>	<i>All</i>
16-20	<=12mths	10/252 = 3.97%	17/756 = 2.25%	27/1008 = 2.68%
	>12mths	18/346 = 5.20%	17/1017 = 1.67%	35/1363 = 2.57%
	Total	28/598 = 4.67%	34/1773 = 1.92%	62/2371 = 2.61%
21-29	<=12mths	32/193 = 16.58%	63/731 = 8.62%	95/924 = 10.28%
	>12mths	59/356 = 16.57%	112/1387 = 8.07%	171/1743 = 9.81%
	Total	91/549 = 16.58%	175/2118 = 8.26%	266/2667 = 9.97%
30-39	<=12mths	17/222 = 7.66%	25/535 = 4.67%	42/757 = 5.55%
	>12mths	52/440 = 11.82%	94/1241 = 7.57%	146/1681 = 8.69%
	Total	69/662 = 10.42%	119/1776 = 6.70%	188/2438 = 7.71%
40-54	<=12mths	32/180 = 17.78%	38/417 = 9.11%	70/597 = 11.73%
	>12mths	56/424 = 13.21%	99/967 = 10.24%	155/1391 = 11.14%
	Total	88/604 = 14.57%	137/1384 = 9.90%	225/1988 = 11.32%
55+	<=12mths	7/45 = 15.56%	27/150 = 18.00%	34/195 = 17.44%
	>12mths	15/79 = 18.99%	48/270 = 17.78%	63/349 = 18.05%
	Total	22/124 = 17.77%	75/420 = 17.86%	97/544 = 17.83%
Unknown	<=12mths	0	0	0
	>12mths	1	1	2
Total		299/2537 = 11.79%	541/7491 = 7.22%	840/10028 = 8.38%

<i>Reason for non-completion</i>	<i>Number</i>
Undelivered - addressee has gone away	494
Undelivered - addressee unknown	292
Undelivered - no longer at this address	96
Undelivered	80
Undelivered - address incomplete	31
Returned not completed	27
Undelivered - address inaccessible	22
Recipient does not wish to complete (upset/wants to forget)	22
Involved in pilot	21
Recipient deceased	19
Felt not guilty of charge	12
Undelivered - no such address	9
Recipient in prison	3
Undelivered - not called for	1
Riding not driving	1
Unable to complete (dementia)	1
Grand total	1131

B.6 Weights used for analysis

<i>Age group</i>	<i>Disqualification period</i>	<i>Attendance</i>	<i>Female</i>	<i>Male</i>
16-20	<=12mths	No	0.501	2.685
		Yes	0.312	2.855
	>12mths	No	0.293	3.082
		Yes	0.204	2.862
21-29	<=12mths	No	0.564	2.505
		Yes	0.246	0.973
	>12mths	No	0.720	2.199
		Yes	0.178	0.878
30-39	<=12mths	No	1.888	7.009
		Yes	0.469	1.610
	>12mths	No	0.690	2.498
		Yes	0.283	0.844
40-54	<=12mths	No	0.311	2.568
		Yes	0.283	1.155
	>12mths	No	0.440	1.477
		Yes	0.293	0.768
55+	<=12mths	No	0.222	1.478
		Yes	0.422	0.619
	>12mths	No	0.296	0.756
		Yes	0.222	0.512

Abstract

This report presents the findings of a three year TRL evaluation of the Department for Transport's (DfT) drink-drive rehabilitation (DDR) scheme. Since January 2000, the scheme permitted courts throughout Great Britain to refer drink-drive offenders to one of a number of organisations providing DfT approved DDR courses. This evaluation has included several studies that investigated the scheme in terms of (i) the effect of course attendance on subsequent reconviction rates, (ii) the differences in course provider practices, and (iii) the attitudes, behaviours and opinions of referred offenders in order to consider the implications for the future design and development of the scheme. The report concludes that the drink-drive rehabilitation course scheme is effective in reducing subsequent drink-drive convictions. Recommendations are made for the future development of the scheme.

Related publications

- TRL613 *The drink/drive rehabilitation scheme: evaluation and monitoring. Final report* by L R Smith, G S Buckle, M Keigan, S Buttress and J Stone. 2004 (price £50, code JX)
- TRL575 *Drink/drive rehabilitation courses: survey of non- attenders* by J Stone, S Buttress and G P Davies. 2003 (price £30, code A)
- TRL524 *High Risk Offenders' reconviction patterns* by J Broughton. 2002 (price £30, code A)
- TRL426 *Drink/driver rehabilitation courses in England and Wales* by G P Davies, G Harland and J Broughton. 1999 (price £45 code H)
- CT42.3 Alcohol drugs and driving update (2001-2003). *Selected abstracts from TRL Library's database* (price £30)

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