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Road Safety Courses for Drink-Drive Offenders

Working Group Report
2019 and 2020

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Executive Summary

The courts in Northern Ireland can offer drink drive offenders the opportunity to attend a drink drive rehabilitation course as a sentencing option. Where an offender is disqualified for 12 months or more in respect of an alcohol-related driving offence, the court will¹ order that the period of disqualification be reduced if the offender satisfactorily completes an approved Course for Drink Drive Offenders (CDDO). More detail on the courses can be found at [Annex A](#).

The scheme is managed by the Department for Infrastructure (the Department) through a Working Group which has responsibility for overseeing and monitoring the delivery of the scheme throughout Northern Ireland. The Working Group is chaired by the Department and its membership drawn from a range of organisations from across the criminal justice system.

The success of the CDDO scheme can be measured in terms of its use by courts as a sentencing option i.e. number of referrals, number of course completions and the effect of course attendance on subsequent reconviction rates. This report provides details on the operation of the scheme during 2019 and 2020. A summary of performance indicators is provided in the table below.

Table 1: Performance Indicators

	2019	2020
Courses Delivered	46	28
Numbers Trained	539	283
Referral Rate ²	46%	47%
Take-up Rate ³	52%	30%

Covid-19 brought significant challenges to training providers with many having to find alternative ways to deliver programmes. In line with government guidelines, CDDO courses were suspended from March to September 2020 and an online course was developed by the course provider as an alternative to classroom based training. This has provided an opportunity to consider different ways in which rehabilitation training could be delivered in the future i.e. in person, online or a blend of both.

¹ A legislative change making referral onto the courses automatic (except for special reasons) took effect on 28 June 2021 – see page 8 for further information

² Referral Rate – number of convicted drink drivers who were referred by a court to attend a course as a percentage of convictions.

³ Take-up Rate – course completions as a percentage of referrals.

1. Introduction

The CDDO Working Group, established by the Department, has responsibility for overseeing and monitoring the delivery of the scheme throughout Northern Ireland. The Working Group, chaired by the Department for Infrastructure, comprises of representatives from the Department's Safe and Accessible Travel Division (SATD), Analysis Statistics and Research Branch (ASRB), the Driver Vehicle Agency (DVA), the Police Service of Northern Ireland (PSNI), the NI Courts and Tribunals Service (NICtS), and the Public Prosecution Service (PPS). The course provider is also represented at meetings.

The Working Group's primary role is to ensure that the operation of courses is carried out by the provider in line with the terms and conditions of its contract and that activities and processes remain effective. In particular, it must ensure the effectiveness of the scheme is regularly measured and evaluated. The current contract for course provision is with the TTC Group. This commenced on 1 October 2018 for a period of three years and includes an option to extend for two further periods of one year each. The terms of reference for the Working Group is provided at [Annex C](#).

The CDDO Working Group report provides an overview of how the effectiveness of the scheme is regularly measured and evaluated. It also outlines how the Working Group, on an ongoing basis, considers how drink driving in Northern Ireland can be reduced through remedial training and other measures.

This report provides details on the operation of the scheme during 2019 and 2020. Amongst other things, it details the disruption to training during the initial months of the Covid-19 pandemic and, in particular, the roll out of an online course to enable offenders to take-up and benefit from rehabilitation training during continued periods of lockdown restrictions.

Moving to an online classroom raised a number of issues including the challenge of delivering traditional face to face learning in a way that would maintain interaction among participants so they would engage with the trainer and, each other, in order to share and learn from each other's experience.

2. Delivery of Courses in Northern Ireland

2.1 Aim

The underlying aim of the scheme is to provide offenders who are referred onto a course with expert training, in a group situation, about the problems associated with drink-driving; enabling them to develop future non-offending behaviour and thereby reducing re-offending. Details of the course which runs in Northern Ireland can be found on the nidirect website – <https://www.nidirect.gov.uk/articles/courses-drink-drive-offenders>

2.2 Course Venues

During 2019 there were eleven course venues in Northern Ireland. Details of the number of courses run at each of the venues and course completions are shown below.

Table 2: Courses Run / Completions, by venue

Venue	Courses Run	Completions
Ballymena	5	56
Ballynahinch	2	24
Belfast	12	145
Coleraine	4	50
Dundonald	5	61
Dungannon	1	5
Enniskillen	2	20
Londonderry	4	44
Newry	4	49
Omagh	3	35
Portadown	4	50
	46	539

During 2020, course delivery was suspended from March to September. Initially, the course provider was given permission to complete training already commenced (prior to restrictions) using an online platform. [Those involved had already committed to a rehabilitation course, completed a substantial proportion of the training and benefited from an element of face to face interaction both with the trainer and the group as a whole]. It was important to minimise learning disruption in this situation and meet timescales stipulated on the referral orders. This measured approach to remote learning was also an important step in helping to inform the suitability of any longer term digital solution that could be required.

As restrictions eased, approval was given for the resumption of new classroom-based courses subject to current Covid-19 regulations. The potential for further lockdown measures remained an issue and, therefore, the course provider was given the discretion to provide full on-line delivery of any or all CDDO courses.

To summarise, a total of 28 courses were run in 2020. Nine of these took place prior to Covid-19 restrictions and were classroom based (using existing venues). Three online courses followed in order to complete training already commenced. Following the easing of restrictions in September, five classroom courses ran in succession and an additional eleven online courses were completed.

2.3 Course Completers

The table below shows the overall number of people who completed a course in 2019 and 2020. A breakdown of gender and age groups is also provided.

Table 3: Course Completers - Gender and Age Groups

Year	Completion numbers	Male	Female	17-24	25-64	65+
2019	539	73% (391)	27% (148)	12% (66)	83% (449)	4% (24)
2020	283	70% (199)	30% (84)	17% (47)	80% (225)	4% (11)

The Working Group aims to promote greater take-up of courses amongst all offenders – and is particularly interested in any areas of under-representation. The Group continues to monitor available drink driving statistics to determine where resources or new initiatives might need to be directed. For example, the five year average – 2016 to 2020 shows 16.6% of drink drive convictions were people aged under 25. Whilst

those attending a course from this age band dipped in 2019 (12%), representation has improved in 2020 (17%).

3. Performance Indicators

The table below provides a summary of the performance indicators. These are discussed in more detail throughout this section.

Table 4: Performance Indicators

	2018	2019	2020
Courses Delivered	51	46	28
Numbers Trained	558	539	283
Referral Rate (number of convicted drink drivers who were referred by a court to attend a course as a percentage of convictions)	45%	46%	47%
Take-up Rate (course completions as a percentage of referrals)	54%	52%	30%
Non-Completion Rate (number of non-completions as a percentage of referrals)	42%	40%	63%

3.1 Referral Rates – 2019

Between 1 January and 31 December 2019 a total of 1,042 **referrals** were made. This represents an increase of less than 1% compared to 2018 (1,036).

Court data⁴ obtained from NICtS report that during 2019, there were 2,289 **convictions** for relevant drink drive offences at courts throughout Northern Ireland. This represents a decrease of less than 1% from 2018 (2,305) and a 2.5% increase from 2017 (2,234).

This is equivalent to a **referral rate** for the period 1 January to 31 December 2019 of approximately 46% which is a slight increase on the previous year at 45%.

⁴ These data are generated on the basis of defendants convicted at the Crown and Magistrates Courts of at least one offence relating to drink driving. Official statistics on criminal convictions are published by the Department of Justice using a 'primary offence' methodology. Consequently, these data are not directly comparable with Official Statistics published on criminal convictions.

3.2 Referral Rates – 2020

Between 1 January and 31 December 2020 a total of 959 **referrals** were made. This represents a decrease of almost 8% compared to 2019 (1,042).

There were 2,026 **convictions** for relevant drink drive offences at courts throughout Northern Ireland. This represents a decrease of almost 12% from 2019 (2,289).

This is equivalent to a **referral rate** for the period 1 January to 31 December 2020 of approximately 47% which is a slight increase on the previous year at 46%.

By way of comparison - the average referral rate over the past five years (2016 to 2020) is 46%.

When considering referral data it is important to consider the number of convictions for drink-driving over the last few years. The proportional decrease in year-on-year convictions was quite large up to 2013, but more recent years have seen this trend tailing off slightly. This most recent report shows that between 2018 and 2019 there was less than a 1% decrease in convictions. However 2020 sees the number of convictions dip by almost 12% compared to the previous year. The reduction should be seen in the context of overall traffic volumes which were estimated to have more than halved following the initial lockdown in March 2020.

Tables 5 and 6 have been included to provide a further breakdown of referral rates by individual court areas. Taking steps to increase referral rates in all Court areas is a key priority for the Working Group but it will of course remain essential to the scheme that referrals can be converted into attendance and ultimately course completions.

While the Working Group continues to monitor referral numbers, the introduction of automatic referrals following legislative changes to the drink drive regime will perhaps have the greatest impact.

Note: Automatic Referral to Courses took effect on 28 June 2021. This will be reported on in the 2021 Annual Report. In the meantime details can be found using the following [link](#).

Table 5: Referral rate, by court 2019

Court	Convictions 2019	Referrals 2019	Referral Rates 2019 (%)	Referral Rates 2018 (%)
Antrim	81	42	52%	51%
Armagh	68	25	37%	39%
Ballymena	96	48	50%	45%
Banbridge	51	31	61%	43%
Coleraine	127	76	60%	53%
Craigavon	154	42	27%	18%
Downpatrick	96	46	48%	50%
Dungannon	151	61	40%	34%
Enniskillen	83	23	28%	58%
Laganside Courts	560	241	43%	51%
Limavady	40	22	55%	48%
Lisburn	146	77	53%	51%
Londonderry	154	72	47%	47%
Magherafelt	51	25	49%	67%
Newry	173	79	46%	46%
Newtownards	161	78	48%	50%
Omagh	61	43	70%	30%
Strabane	36	11	31%	24%
TOTAL	2,289	1,042	46%	45%

Table 6: Referral rate, by court 2020

Court	Convictions 2020	Referrals 2020	Referral Rates 2020 (%)	Referral Rates 2019 (%)
Antrim	77	42	55%	52%
Armagh	65	30	46%	37%
Ballymena	115	39	34%	50%
Banbridge	46	19	41%	61%
Coleraine	104	49	47%	60%
Craigavon	143	77	54%	27%
Downpatrick	61	32	52%	48%
Dungannon	124	69	56%	40%
Enniskillen	80	46	58%	28%
Laganside Courts	448	192	43%	43%
Limavady	26	8	31%	55%
Lisburn	117	69	59%	53%
Londonderry	164	76	46%	47%
Magherafelt	40	18	45%	49%
Newry	172	67	39%	46%
Newtownards	134	59	44%	48%
Omagh	64	40	63%	70%
Strabane	46	27	59%	31%
TOTAL	2,026	959	47%	46%

3.3 Take-up Rate 2019

Of the 1,042 referrals made during 2019, a total of 539 took up and completed a course. This represents a **take-up rate of 52%** which is a reduction of 2 percentage points compared to 2018.

The non-completion rate in 2019 has decreased by 2 percentage compared to 2018 i.e. a reduction from 42% (2018) to 40% (2019)⁵.

3.4 Take-up Rate 2020

Of the 959 referrals made during 2020, a total of 283 took up and completed a course. This represents a **take-up rate of 30%** which is a reduction of 22 percentage points compared to 2019.

While the take-up rate fell by two percentage point in 2019 compared to the previous year, a much more significant reduction can be seen in 2020. This is not unexpected due to the interruption to training provision as a result of Covid-19. Applying the 2019 take-up rate (52%) to the number of 2020 referrals (959) suggests that a further 215 people could have potentially completed training during 2020 had it not been for the impact of Covid-19 restrictions.

The non-completion rate in 2020 has also increased by 23 percentage points compared to the previous year i.e. an increase from 40% (2019) to 63% (2020). Again, not unexpected due to the interruption to training provision.

In Northern Ireland, anyone convicted of a drink driving offence and disqualified for a minimum period of 12 months is 'disqualified until tested' – meaning he/she must pass both the Theory and Practical driving test before receiving a full driving licence again. During 2020, access to both the Theory and Practical tests were disrupted by Covid-19 restrictions and while services were restored later in 2020, applicants faced lengthy waiting times for an appointment. The issue featured widely in local media discussions.

⁵ Please note that the non-completion rate plus the take up rate will not total 100% as some of those referred in the latter part of 2019 would have completed the course in 2020. By the same count, some of the completions in 2019 would have been referred in 2018. Likewise there will be some referrals made but not processed in 2019 as offenders (depending on the length of their ban) will still have adequate time to apply / complete within the timeframe stipulated on the court order.

It is important to note that the take-up rate during 2020 may have been adversely affected by the disruption to both the Theory and Practical tests. Many potential course applicants may have decided that any reduction in the period of their disqualification would be lost due to the lengthy waiting list for appointments that persisted at the time.

The Working Group continues to monitor the numbers of offenders who choose not to attend or complete a course following referral and are keen to determine the influencing factors in non-attendance.

A new process was initiated in 2019 by the course provider i.e. to actively contact individuals to ascertain the reasons for non-attendance / completion. It was hoped that the findings could inform changes within service delivery that could lead to an increase in course completions. Unfortunately, the success rate at making contact with these individuals was low and, as a result, it was not possible to obtain enough qualitative data to provide any trends for non-completion. Nevertheless work will continue in this area. This is an important course which provides expert training about the problems associated with drink driving. The Working Group will continue to work towards increasing take-up rates and ensure that there is sufficient training capacity to meet any increased demand.

The course provider supports the Working Group in achieving these goals by maintaining regular contact with the courts to ensure a quality service is being delivered. There is also an important focus on client feedback in order to maximise the numbers undertaking the course and to continuously improve the experience of course participants. Notices of non-completion are also monitored in order to identify any emerging issues e.g. the potential for new areas where additional course venues may further improve take-up of the course. Appropriate PR continues to be used to help raise the profile of the course in local areas using press, radio etc.

One issue that the Working Group has been keen to address is late booking onto the course. When the court makes a course referral, a completion date will be stipulated at the time of conviction. The course must be completed by this date and neither the course provider nor the Department has the legal authority to extend this date, irrespective of the reasons.

The course provider has reminders built into its process to encourage clients to book, including a reminder three months before the course completion date. Early booking ensures a place on the course can be secured at a convenient time for the client and, importantly, before the completion date stipulated by the court has expired. Steps will continue to be taken to ensure the 'prompt booking' message reaches potential course participants.

3.5 Reconviction Rate

The main criterion for judging whether the scheme has been successful is whether offenders who attend a course are less likely to re-offend than those who do not. A reconviction study was carried out in Northern Ireland to assess the value of courses for drink drive offenders during 2019. This was completed by the Department of Justice (on behalf of the Department) using the Northern Ireland Data Lab Methodology. This methodology uses a range of statistical controls and procedures in order to make these comparisons meaningful.

The headline findings shows that **people who completed a CDDO course were less likely to reoffend than those who did not attend** the course and that is true up to four years after the course was completed.

Offenders who had completed a course were up to 3.5 times less likely to reoffend in Year 1 than those who had not attended the course; up to 2.1 times less likely in Year 2; up to 1.6 times less likely in year 3; and up to 1.4 times less likely to reoffend in year 4.

The study also highlighted that there is a clear gradient of likelihood to complete a course based on disqualification period. Fifty-five per cent of those disqualified for up to one year completed the CDDO course. This decreased to 50% where the disqualification period was over 12-18 months and fell again to 42% for those referrals who had received a ban greater than 18 months. The full report, published in September 2019, can be accessed on the DOJ website by using this [link](#).

Note: A further reconviction study has now been commissioned and it is anticipated that this will be completed during 2023.

3.6 Pre and Post Course Questionnaires

A knowledge check at the beginning and end of each course is used to assess effectiveness of education in changing participants' understanding of drink driving issues. This is done by way of a quiz-formatted questionnaire in which the pre and post course scores are recorded to demonstrate the level of achievement by each participant. An analysis of pre and post course questionnaire scores is carried out by ASRB and more detail can be found in [Annex D](#).

4. The CDDO Working Group

During 2019 the Working Group met and dealt with a range of drink drive educational related issues. The meetings provide an opportunity for members to meet directly with the course provider and to hear first-hand about the operation of the scheme. It provides a forum to discuss any problems or concerns around the successful rollout of the training and members have the opportunity to help generate solutions using contacts and experience from their respective work areas.

4.1 Working Group Meetings

2019

The Working Group met formally on two occasions during 2019: 22 May and 20 November. All other business was dealt by correspondence with the understanding that additional meetings could be called, if required.

Issues addressed by the Working Group throughout this period included discussion on potential barriers to course participation. For example, there was concern that having to return to a classroom setting could be a potential barrier to participation for some people. A new course leaflet to coincide with the launch of TTC's rebranded website was approved by the group; this was also used to address the 'return to the classroom' concern by highlighting that learning on the course is informal with no tests or exams required in order to satisfactorily complete training.

The Group welcomed feedback from course attendees who highlighted that they had been provided with a course leaflet at the police station or had viewed a poster promoting the scheme. This highlights the important role of the new promotional material in circulation.

Practical issues around the operation of the courses were considered including the potential to increase the size of classes in order give more clients the opportunity to attend a course within the timescales stipulated at sentencing.

Wider legislative issues also featured on the agenda such as progress towards the reduction of the drink drive limit in Northern Ireland and new research in Great Britain to consider the possible development of drug driving rehabilitation training.

2020

While there were no formal working group meetings held during 2020, the course provider and members worked collectively to minimise, where possible, the impact of Covid-19 on the delivery of the courses.

During this period there were significant challenges as courses were suspended from March to September 2020 (in line with government regulations). To enable restoration of the scheme in Northern Ireland an online course was developed by the course provider as an alternative to classroom based training.

The Department worked closely with its counterparts in the Driver and Vehicle Standards Agency and the Welsh Government who manage the Drink Drive Rehabilitation Scheme across Great Britain. This important engagement, that continues to date, enabled each party to share experiences and learn together.

On-line courses

The aim of this course is to encourage group learning through the shared acceptance of the offending behaviour and the development of personal strategies to avoid repeating these behaviours. Before extending online delivery options in Northern Ireland it was important for the Working Group to ensure this objective could still be achieved in a virtual classroom.

Initial feedback from course participants and the course provider has been positive; early indications suggest online courses are capable of delivering the course syllabus and achieving desired learning outcomes.

The Working Group also wanted to ensure that any barriers to online learning were identified e.g. accessibility / adequate internet connection. Since the rollout of the online courses the number of offenders who have been unable to commit to a course or have had exceptional difficulties in completing a course due to either poor internet connection or no access have been monitored by the course provider. We are currently aware of only one offender who struggled to complete the course and was rebooked on four occasions before finally being able to successfully complete.

Feedback also suggests that most offenders like the course being delivered using Zoom, with many commenting that it made it more accessible due to not having to rely on public transport or organising travel arrangements, which can be problematic if

living in a rural area. Some participants also noted that they felt more comfortable in their own environment, which allowed them to openly express their views and fully engage within the course.

As and when necessary, changes were identified and implemented by the course provider to enhance the learning experience and improve the value of future delivery to offenders. A practical example of this involved the introduction of two shorter breaks and a shortened recap by trainers at the start of each session.

The pandemic not only impacted access to courses but also access to the driving and theory tests. This meant that the reduced period of disqualification (as a result of completing a course) could have potentially been impacted by unavoidable delays in obtaining access to the necessary driving and theory test. Effective and timely communication by the course provider was essential to ensure an informed decision could be made by perspective participants before committing to a course.

A blended delivery approach, offering both online and in person classroom courses is an option moving forward. The Working Group will work closely with the course provider in planning future delivery. Independent long-term evaluation will be conducted to evaluate the effectiveness of course delivery.

4.2 Quarterly Reports

Updates are routinely provided to the Working Group through quarterly reports prepared by the course provider. The reports assist the Working Group to assess trends in take up of the course and to identify and address any emerging issues and potential risks to the successful delivery of the scheme.

4.3 Annual Report

The course provider provides an annual report for the Working Group containing statistical information relating to the number of courses, referrals, completions and non-completions during a 12 month period. Details of venues, syllabus, internal quality control mechanisms, staff training and action taken in response to any quality control or disciplinary issues during that period are provided. Summary sheets are also included for each venue highlighting gender and age demographics as well as pre and post course questionnaire scores. The report is also a useful vehicle to highlight any

new issues that may have arisen throughout the reporting period – providing details of how these were managed, evaluated and any lessons learned.

ANNEX A: More Course Details

<p>Background</p>	<p>Courses for Drink Drive Offenders have been used as a sentencing option in courts across Northern Ireland since January 2006⁶. Where an offender is disqualified for 12 months or more in respect of an alcohol-related driving offence, the court will order that the period of disqualification be reduced if the offender satisfactorily completes an approved CDDO course⁷. Currently attendance is voluntary, costs are met by the offender and those successfully completing the course receive a reduction of up to 25% in the period of disqualification.</p>
<p>Course Policy</p>	<p>Completion of a course, and the subsequent reduction in the period of disqualification, will depend on regular attendance and completion of all sessions, payment of the appropriate course fee and compliance with the course provider's reasonable requirements. It is important that all course attendees participate and contribute within the sessions and in doing so respect and keep confidences shared on the course. It is important also that those attending the course do not turn up under the influence of alcohol or drugs and do not consume alcohol or drugs before or during the course (including break times). Measures are in place to ensure the attendee is the offender and not an imposter.</p>
<p>Eligibility</p>	<p>To be eligible to attend a course, a person must be at least 17 years old and have been convicted of a relevant drink-driving offence for which they have been disqualified from driving for 12 months or more. A relevant conviction is one made under any of the following provisions of the Road Traffic (NI) Order 1995⁸:</p> <ul style="list-style-type: none"> • Article 14 (causing death, or grievous bodily injury, by careless driving when under influence of drink or drugs);

⁶ It had previously operated as a pilot scheme in restricted court areas since 1996.

⁷ Unless for special reasons the court decides attendance would be inappropriate.

⁸ Although some of the offences relate to both drink and drug-driving, the Department has approved no courses in respect of drug driving. People convicted solely of drug-driving offences should not be referred to an approved drink drive course as this would not serve the purpose of the legislation and bring no gains for road safety.

	<ul style="list-style-type: none"> • Article 15 (driving or being in charge when under influence of drink or drugs); • Article 16 (driving or being in charge with excess alcohol); or • Article 18 (failing to provide a specimen).
Referral	<p>A change to legislation means that from 28 June 2021 referral to the course has become automatic - unless for special reasons - the court decides attendance would be inappropriate. Prior to this change, referral to the course was at the discretion of the District Judge (Magistrates' Courts). The decision to enrol on a course remains voluntary. There is no penalty for not attending and the original period of disqualification, as stated in court, is applied.</p>
Course Fees	<p>Each attendee must pay the course fee. The course fee is £155 and you can pay by instalments.</p> <p>There is a reduced fee of £110 if you are on benefits, in full-time education or receive a pension. You can ask about this when you speak to the training provider.</p>

ANNEX B: Northern Ireland Course Venues Up to December 2020

Ballymena	Adair Arms Hotel, 1 Ballymoney Road, Ballymena, BT43 5BS
Ballynahinch	Millbrook Lodge Hotel, 5 Drumaness Road, Ballynahinch, BT24 8LS
Belfast	North City Business Centre, 2 Duncairn Gardens, Belfast, BT15 2GG
Coleraine	Causeway Rural & Urban Network, 1 Brook Street, Coleraine, BT52 1PW
Dundonald	Inspire Business Park, Carrowreagh Road, Dundonald, BT16 1QT
Dungannon	The Junction, 12 Beachvalley Way, Dungannon, BT70 1BS
Enniskillen	Fermanagh House , Broadmeadow Place , Enniskillen , BT74 7HR
Londonderry	Holywell Trust, 10/14 Bishop Street, Londonderry, BT48 6PW
Newry	Ballybot House, 28 Cornmarket, Newry, BT35 8BG
Omagh	Omagh Library, 1 Spillars Place, Irishtown Road, Omagh Co. Tyrone, BT78 1HL
Portadown	Portadown Town Hall, 15 Edward Street, Portadown, BT62 3LZ

ANNEX C: Terms of Reference for CDDO Working Group

The Working Group's role is to:

- ensure the content and operation of courses are carried out in line with the terms and conditions stipulated in the current contract;
- ensure current activities and internal processes remain effective; agreeing or proposing corrective action as appropriate;
- in conjunction with the course provider, seek to identify appropriate marketing and PR activity aimed at raising the profile of the scheme and thereby maintaining and/or increasing the referral and take-up rates;
- ensure the delivery of related action measures contained in the Road Safety Strategy to 2020;
- ensure the effectiveness of the scheme is regularly measured and evaluated, namely,
 - the proportion of convicted drink/drive offenders referred to the scheme by courts ('referral rate'),
 - the proportion of referred offenders who go on to complete a course ('take-up rate'), and
 - the effect of course attendance on convictions for a subsequent drink/drive offence ('reconviction rate');
- consider 1) the annual reports on the operation of the CDDO scheme and 2) periodic reconviction rate analyses reports produced by the Department of Justice;
- consider, on an ongoing basis, how best drink driving in Northern Ireland can be reduced through the use of remedial training; and
- consider how best drink driving in Northern Ireland can be reduced through other measures.

ANNEX D: Pre and Post Course Questionnaires

1. To assess the effectiveness of the course in improving knowledge, attendees are asked to complete a pre and post course quiz questionnaire. The 'Questionnaire and Alcohol Knowledge Quiz' asks respondents about their attitudes to drinking and driving and drink/drive legislation; their drinking behaviour; and their knowledge of alcohol and its effects on the body.
2. A single summary sheet is completed by TTC following the completion of each course. The summary provides overall scores obtained on the alcohol knowledge pre and post quizzes split by gender and age. Results can be analysed to identify changes in levels of the participants understanding of the issues covered. Offenders typically score significantly higher in the post course questionnaire.

2019 Questionnaire

3. Results from the 2019 questionnaires, provided by TTC to ASRB for analysis, are detailed below.
4. During 2019, pre and post course quiz sheets were completed by offenders who completed the course. Overall scores are recorded from the pre and post quizzes for each participant. During 2019, the average score on the pre course quiz was 18 out of a possible 30. On completion of the course the average score on the post course quiz was 27 correct answers out of a possible 30, an increase of 48%.

Chart 1 – Histogram illustrating pre-course quiz scores

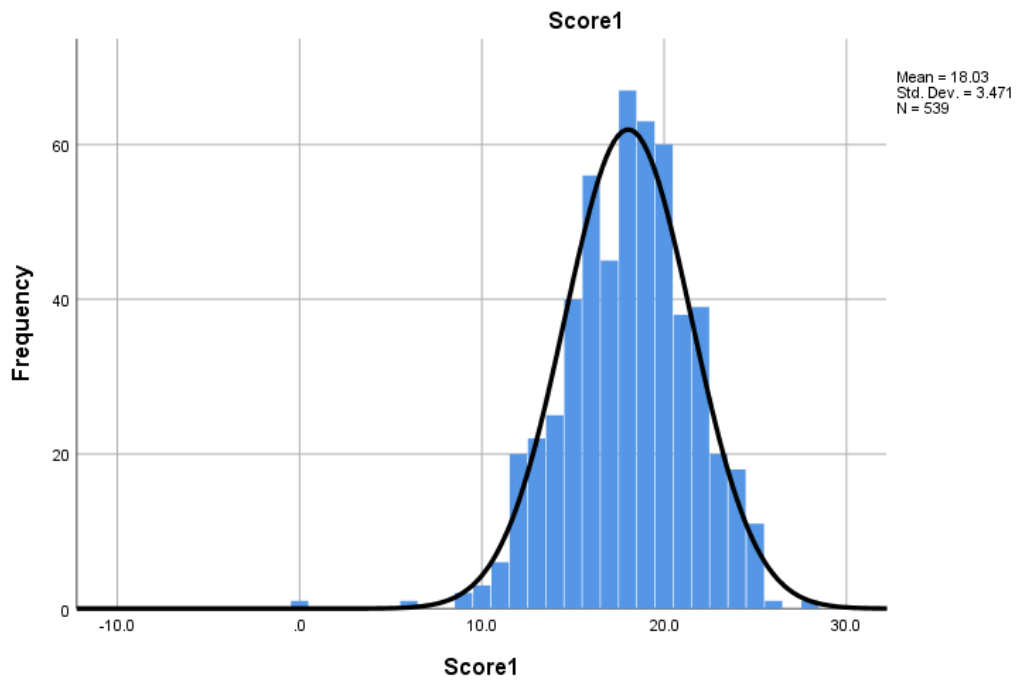
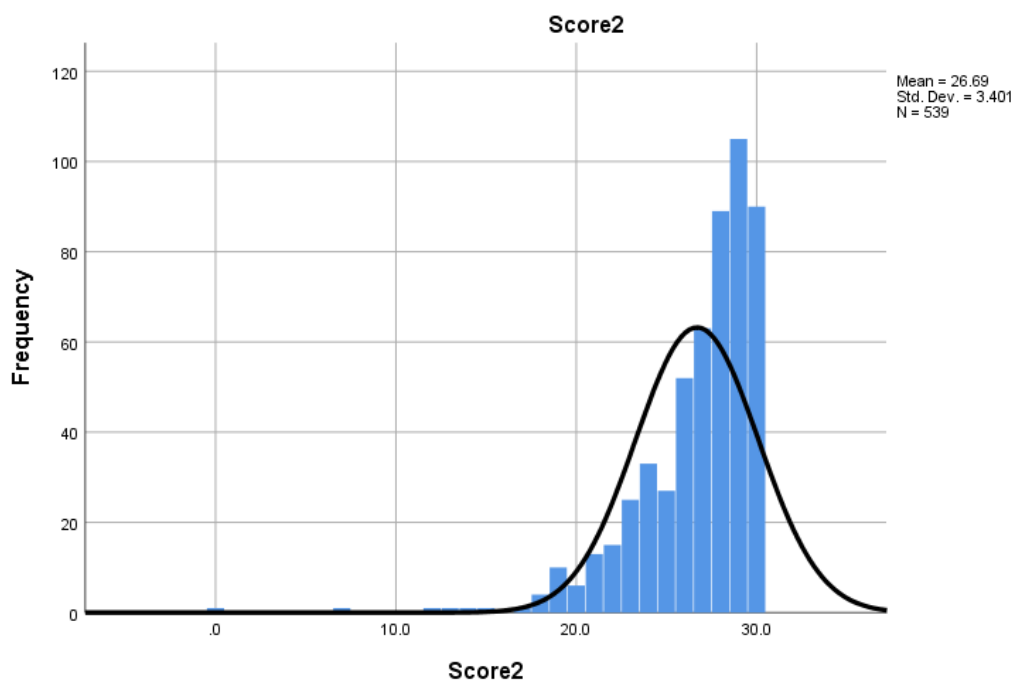


Chart 2 – Histogram illustrating post-course quiz scores



5. Twenty-two percent of attendees (119) achieved a score of 15 or less in the pre course quiz. In contrast, after completing the course, 0.9% of attendees (5) obtained a score of 15 or less. Of these, three scored higher than their pre-course result.
6. Overall, 0.9% (5) scored less on the post course quiz, with a further 1.1% (6) remaining unchanged. Ninety-eight percent of attendees' scores improved between the pre and post quizzes, with 49% (263) improving their scores by 50% or more.

2020 Questionnaire

7. Results from the 2020 questionnaires, provided by TTC to ASRB for analysis, are detailed below.
8. During 2020, pre and post course quiz sheets were completed by offenders who completed the course. Overall scores are recorded from the pre and post quizzes for each participant. During 2020, the average score on the pre course quiz was 18 out of a possible 30. On completion of the course the average score on the post course quiz was 27 correct answers out of a possible 30, an increase of 47%

Chart 1 – Histogram illustrating pre-course quiz scores

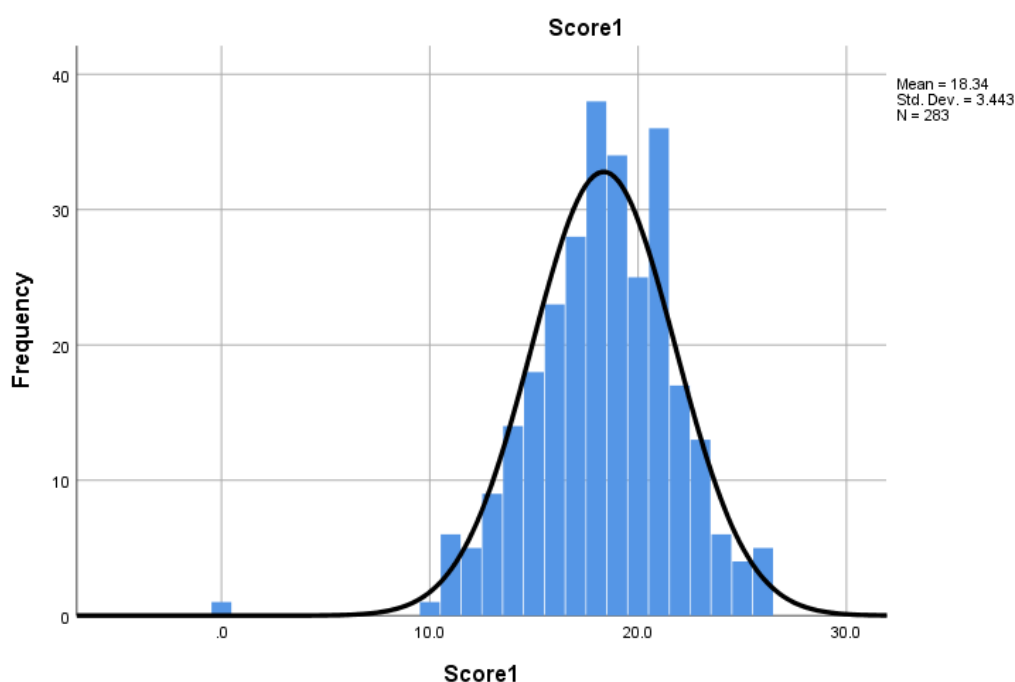
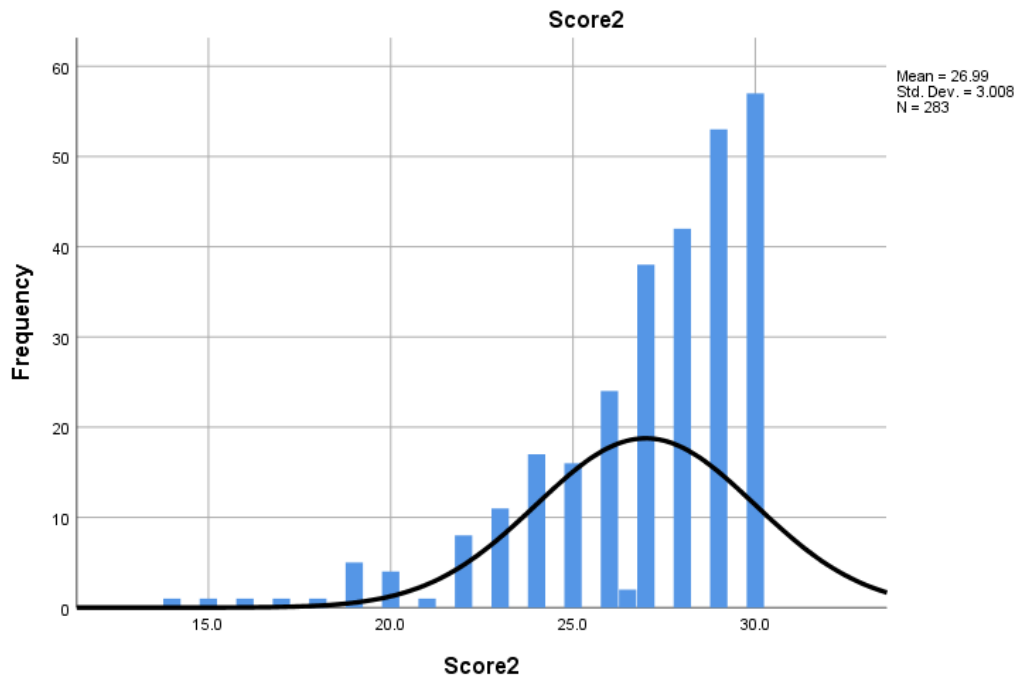


Chart 2 – Histogram illustrating post-course quiz scores¹



9. Nineteen percent of attendees (53 out of 282 who posted a pre-test score²) achieved a score of 15 or less in the pre course quiz. In contrast, after completing the course, 1% of attendees (2) obtained a score of 15 or less.

10. Only one person scored less on the post course quiz and one person's scores remained unchanged. Ninety-nine percent of attendees' scores improved between the pre and post quizzes, with 48% (134 of the 282 who posted a pre-test score²) improving their scores by 50% or more.

² One person had no pre-test score recorded



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