Get2Drive



INDEPENDENT RESEARCH / NOVEMBER 2026

Inishowen Driving Attitudes Survey 2026

FULL RESEARCH REPORT

get2drive.ie/research/

REPORT GUIDE

Contents

A visual overview of local driving attitudes, followed by the complete question-by-question data.

Foreword 03

Executive summary 04

Who took part? 05

Overtaking and speeding 06

Road safety perceptions 07

Pedestrians, cyclists and learners 08

Distraction, fatigue and alcohol 09

Driving experience 10

Conclusions and limitations 11

Appendix A: All 18 survey questions 12–17

Appendix B: Data notes 18

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01 / FOREWORD

Why I wanted to ask these questions

Marc Creighton | Owner and RSA-approved driving instructor, Get2Drive

As a driving instructor working across Inishowen, I spend a lot of time talking to people about what makes our roads safe, and what puts others at risk.

We all notice the decisions other drivers make. What interests me just as much is how we judge our own decisions, particularly when we are frustrated, in a hurry or convinced that a manoeuvre is safe.

I wanted this survey to give local people a chance to share their views. It was not designed to catch anyone out or to suggest that every driver in Inishowen thinks the same way.

Some of the results are encouraging, especially the support shown for pedestrians and cyclists. Others raise useful questions about overtaking, speeding and the difference between recognising a risk and accepting it ourselves.

My hope is that these findings start constructive conversations about everyday driving choices. If they encourage even a few of us to question a habit or give someone else a little more space, the exercise will have been worthwhile.

MARC CREIGHTON

Owner and RSA-approved driving instructor, Get2Drive

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02 / OVERVIEW

The findings at a glance

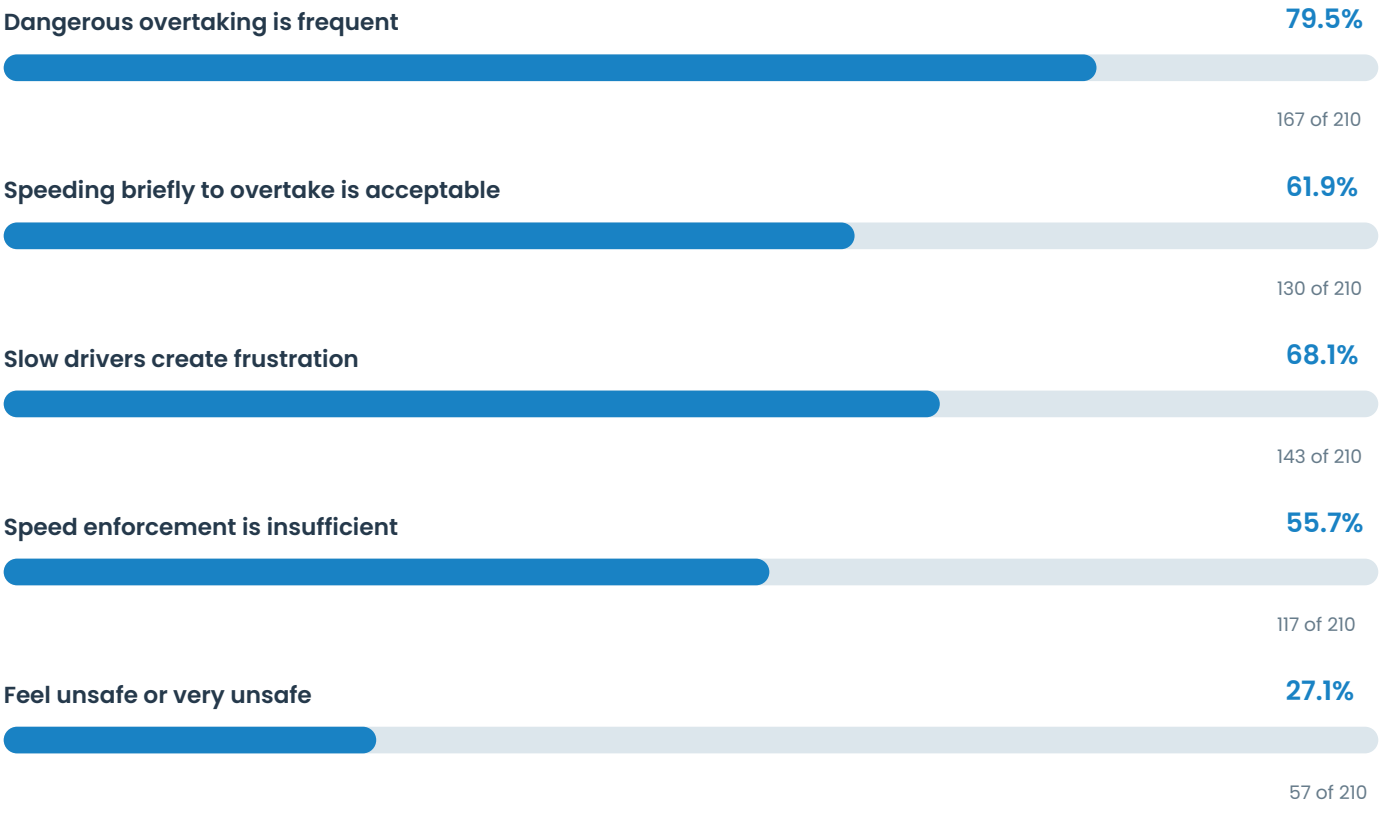
210 voluntary survey responses collected in October and November 2026.

210
Total responses

91.4%
Respondents living in Inishowen

18
Questions analysed

FIGURE 01 **Selected attitudes across the survey**



> The central tension: concern about dangerous overtaking sits alongside acceptance of briefly exceeding the speed limit to overtake. These are stated attitudes, not evidence of actual driving behaviour.

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03 / SAMPLE PROFILE

Who responded?

The survey was open to drivers and non-drivers. Participation was voluntary.

192
Live in Inishowen

143
Full licence for over 10 years

20
Learner drivers

FIGURE 02 **Age profile of respondents**

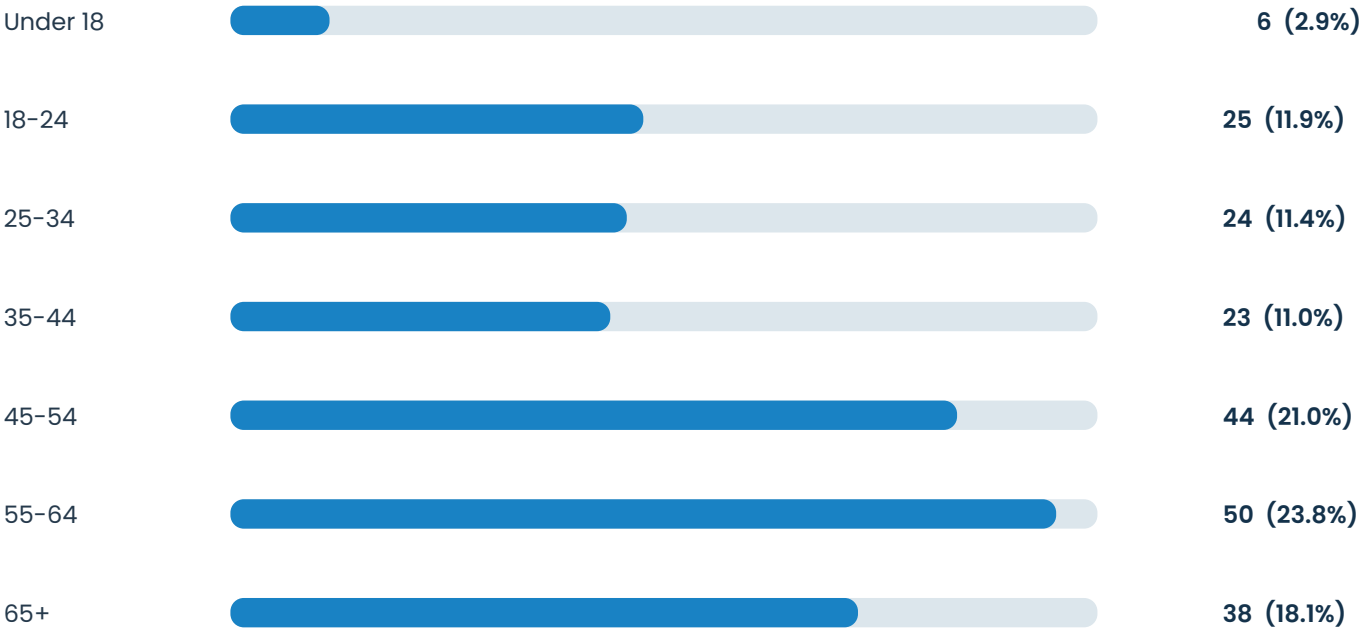
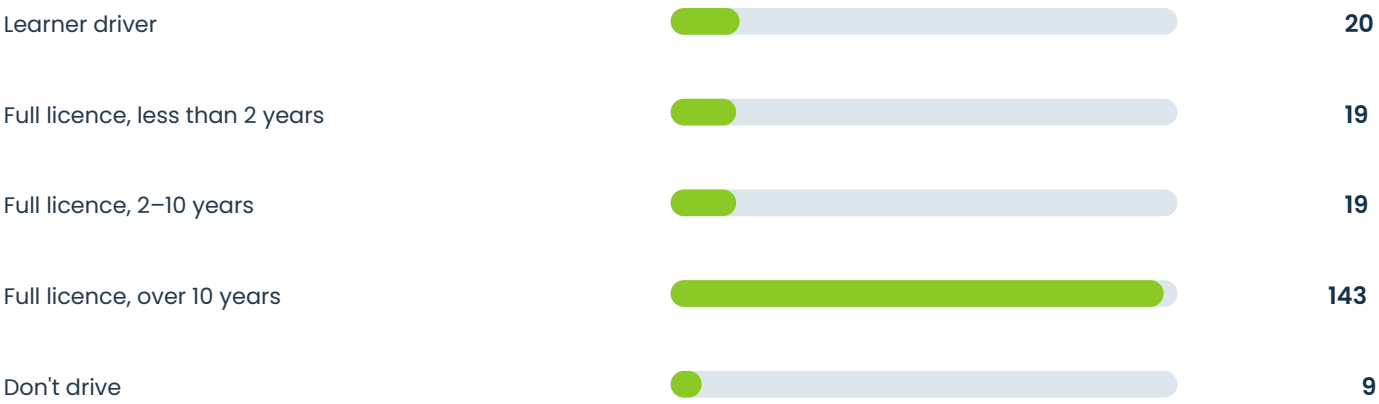


FIGURE 03 **Driving status**



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04 / BEHAVIOUR AND RISK

Overtaking and speeding

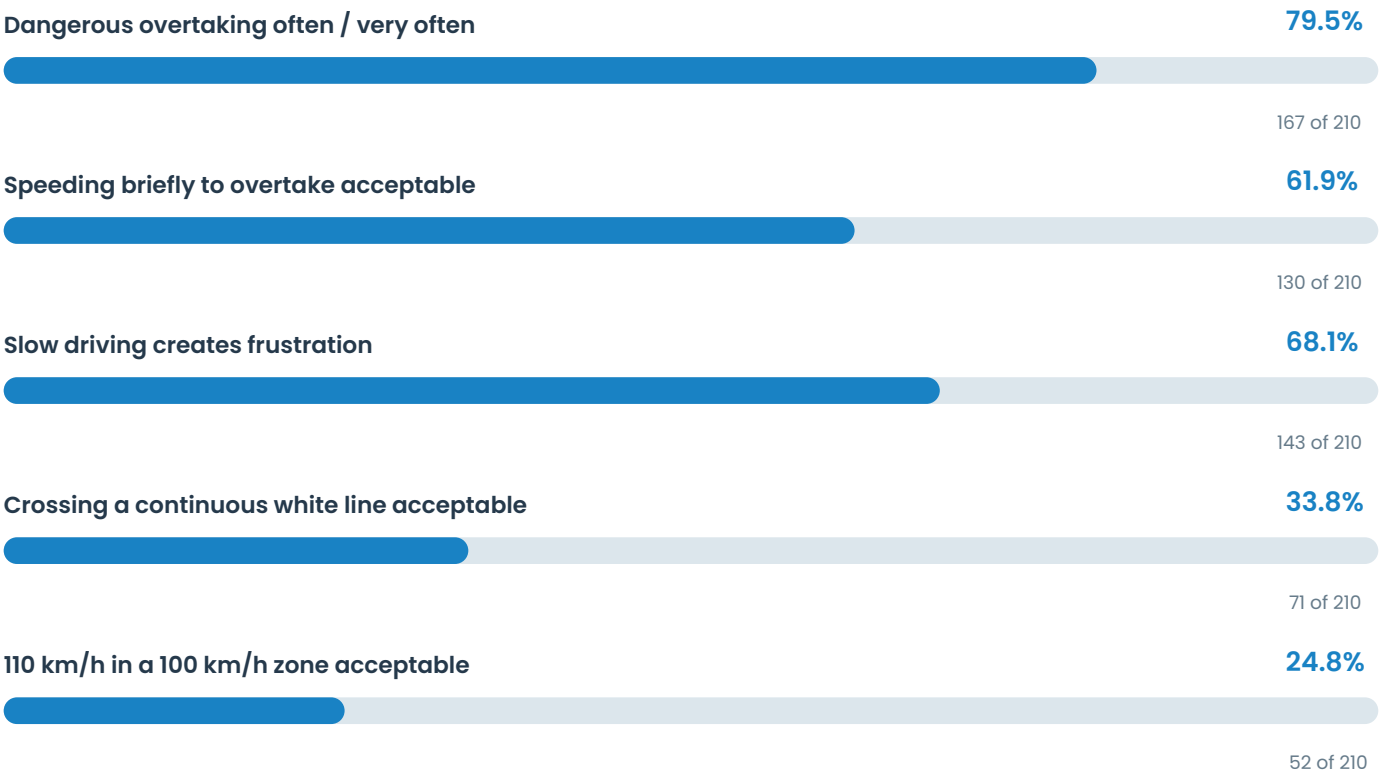
Some practices were widely criticised, while others were accepted by a substantial minority or majority.

79.5%
Say dangerous overtaking is common

61.9%
Accept brief speeding to overtake

33.8%
Accept crossing a continuous white line

FIGURE 04 **Attitudes towards overtaking and speed**



Of the 167 respondents who said dangerous overtaking is frequent, 99 (59.3%) also accepted briefly exceeding the speed limit to overtake.

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05 / FEELING SAFE

How safe do people feel?

Responses show mixed perceptions of road safety on Inishowen roads.

40.5%
Safe or very safe

32.4%
Neither safe nor unsafe

27.1%
Unsafe or very unsafe

FIGURE 05 **Perceptions of safety (n = 210)**



85 respondents felt safe or very safe, 68 were neutral and 57 felt unsafe or very unsafe.

ENFORCEMENT

55.7%

117 respondents said speed enforcement on Inishowen roads is insufficient.

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06 / SHARING THE ROAD

Pedestrians, cyclists and learners

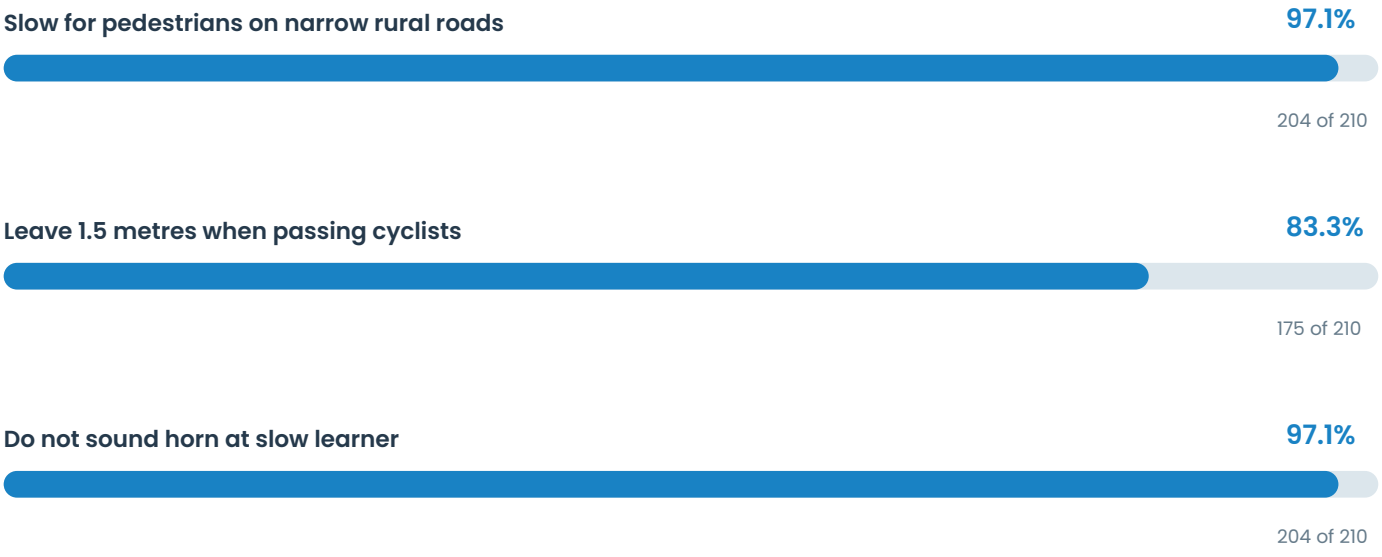
Respondents showed strong support for considerate treatment of vulnerable road users.

97.1%
Agree drivers should slow for pedestrians

83.3%
Support 1.5 m clearance for cyclists

97.1%
Reject sounding a horn at a slow learner

FIGURE 06 **Protecting other road users**



The learner-driver figure represents 204 respondents who answered “No” to whether sounding the horn at a learner slow to move off is acceptable.

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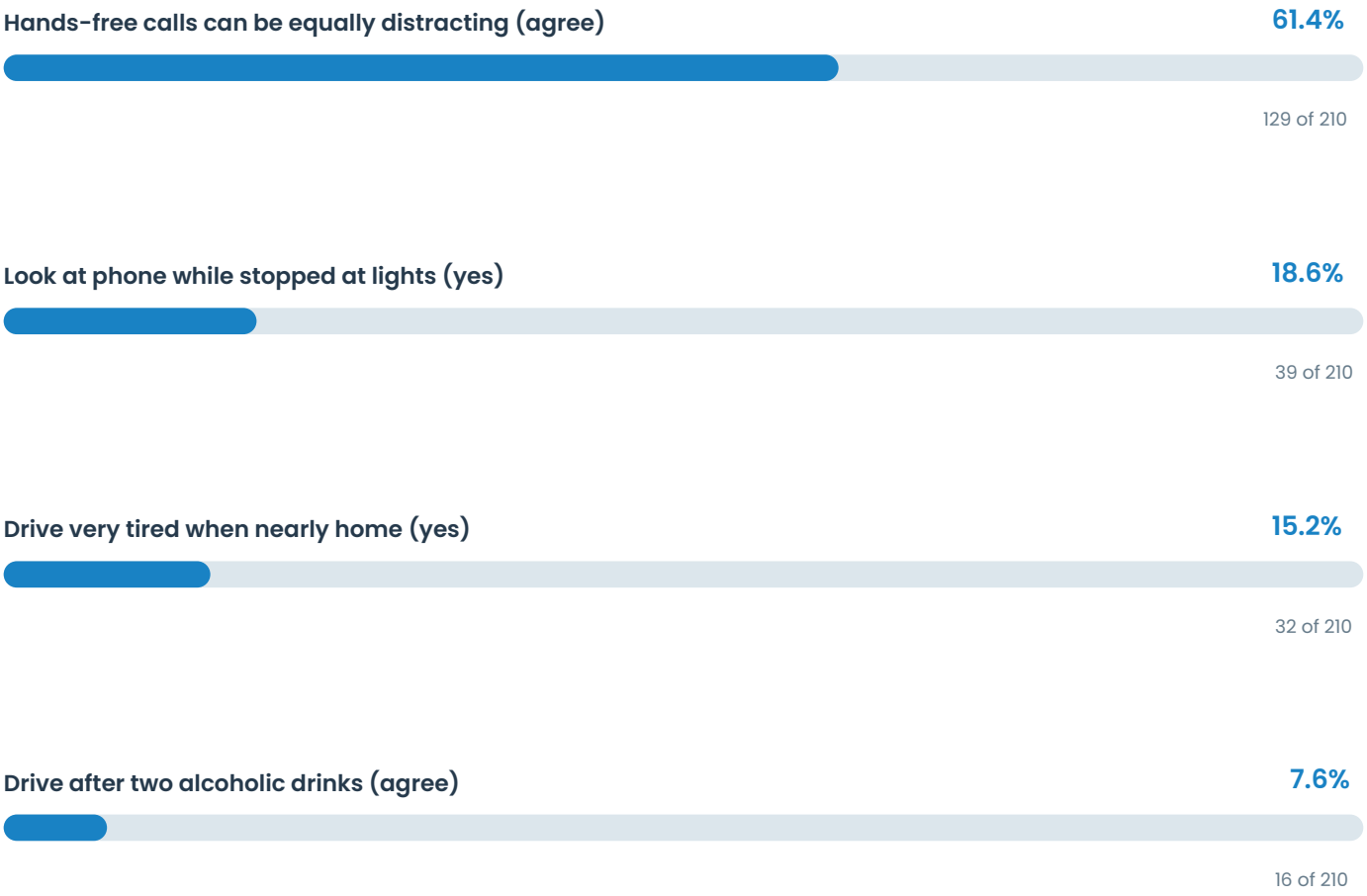
07 / EVERYDAY DECISIONS

Distraction, fatigue and alcohol

A minority of respondents accepted certain behaviours that can increase risk.

FIGURE 07 **Four questions about attention and impairment**



The first measure reflects recognition of distraction. The other three measure acceptance of potentially unsafe behaviours. They should not be interpreted as the same kind of response.

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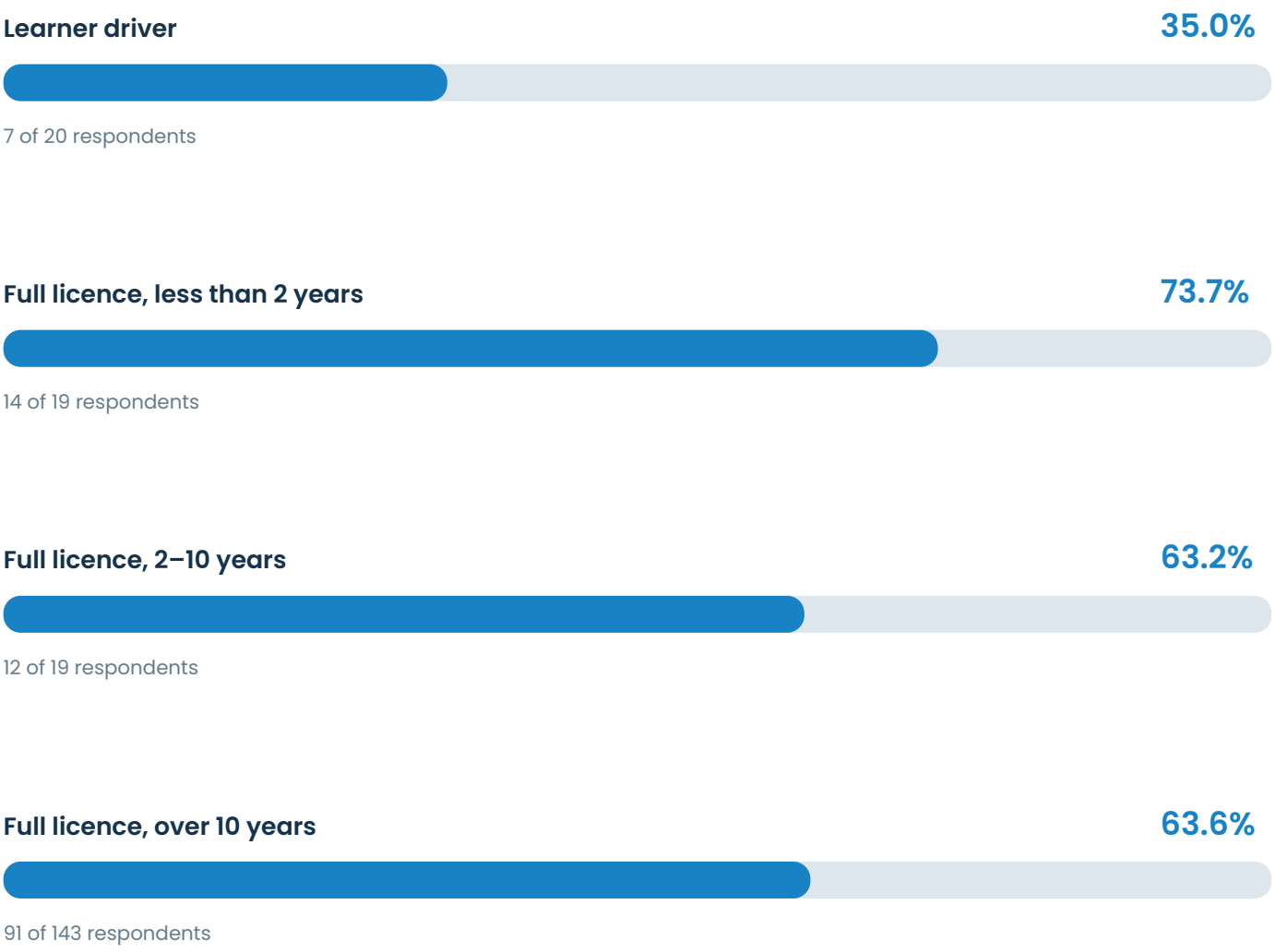
08 / SUBGROUP ANALYSIS

Does experience influence attitudes?

Acceptance of briefly exceeding the speed limit to overtake, by self-reported driver category.

FIGURE 08 **Agreement by licence status**



The groups with 19 or 20 respondents are too small to support confident generalisations about drivers with those licence histories. These are descriptive comparisons only.

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09 / INTERPRETATION

What can we take from this?

The results are useful as a starting point for local discussion, not as a population-wide verdict.

01 **Recognising risk is not the same as rejecting it**

Many respondents recognised dangerous overtaking as common, yet a majority accepted briefly exceeding the speed limit to overtake.

02 **Support for vulnerable road users is strong**

Most respondents endorsed slowing for pedestrians and giving cyclists space.

03 **Road safety perceptions are mixed**

More than one in four respondents felt unsafe or very unsafe travelling on local roads.

IMPORTANT LIMITATIONS

- Self-selected online sample, not representative of Inishowen.
- Stated attitudes are not observed behaviour.
- No weighting or population confidence intervals were used.
- Some licence subgroups have very small sample sizes.

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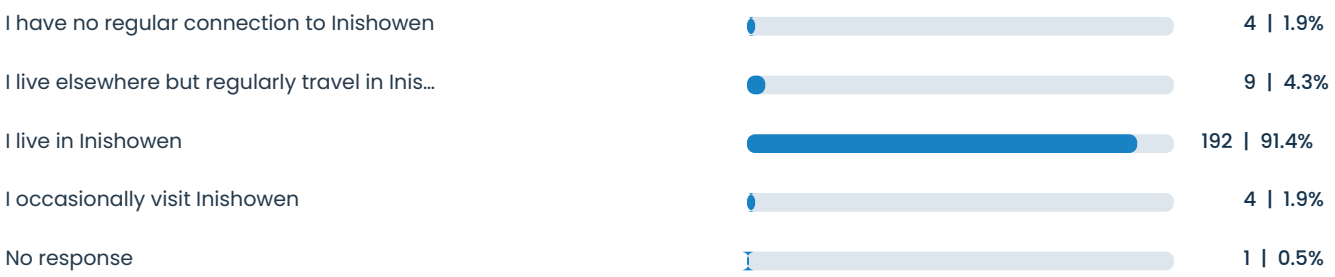
APPENDIX A / FULL DISTRIBUTIONS

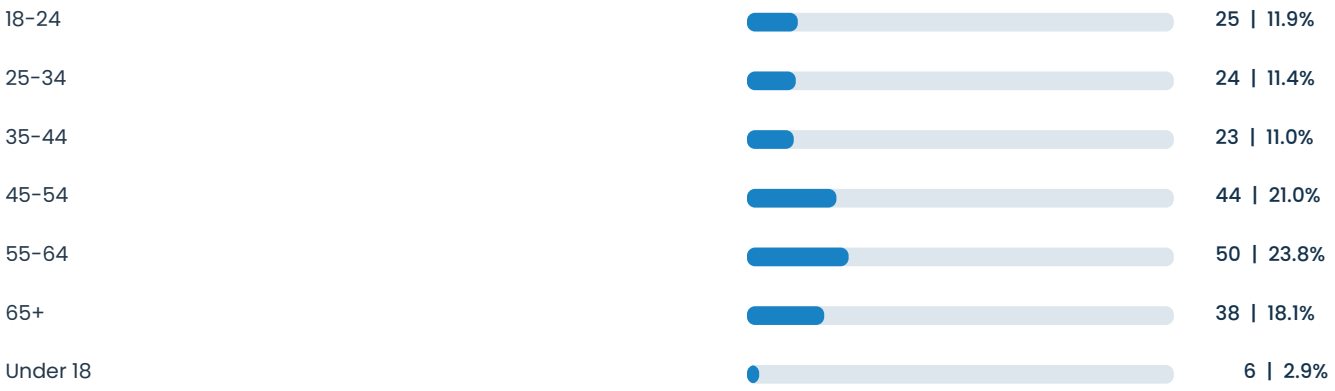
Survey questions 01–03

Unweighted response counts. Percentages are of all 210 respondents.

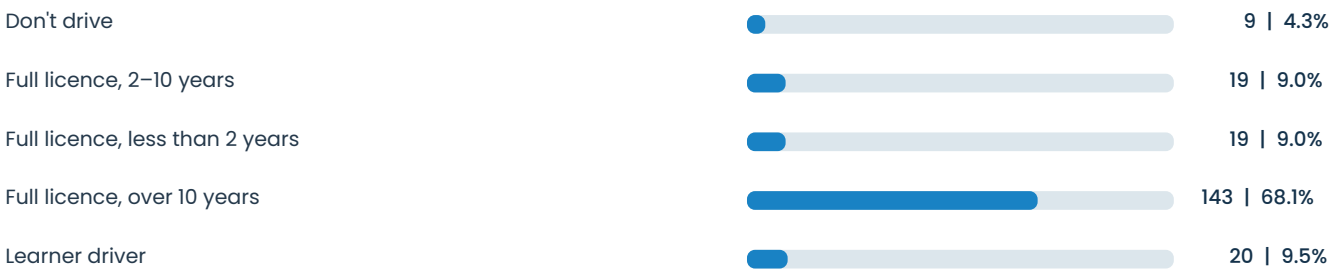
1. What is your connection to Inishowen?



2. Which age group are you in?



3. Which best describes you?



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APPENDIX A / FULL DISTRIBUTIONS

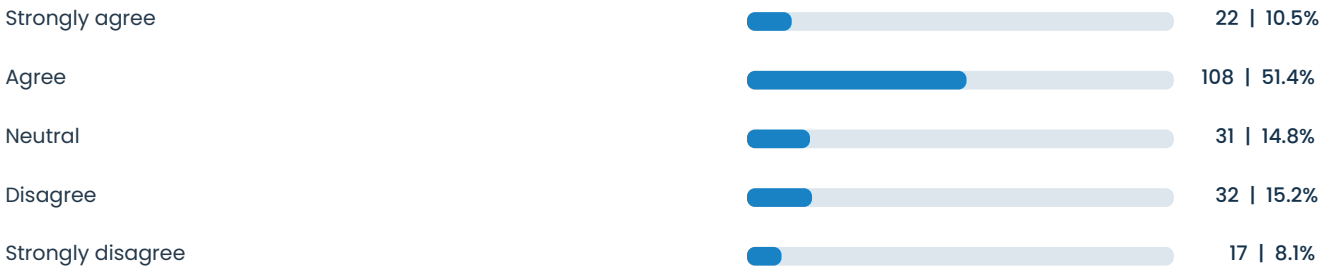
Survey questions 04–06

Unweighted response counts. Percentages are of all 210 respondents.

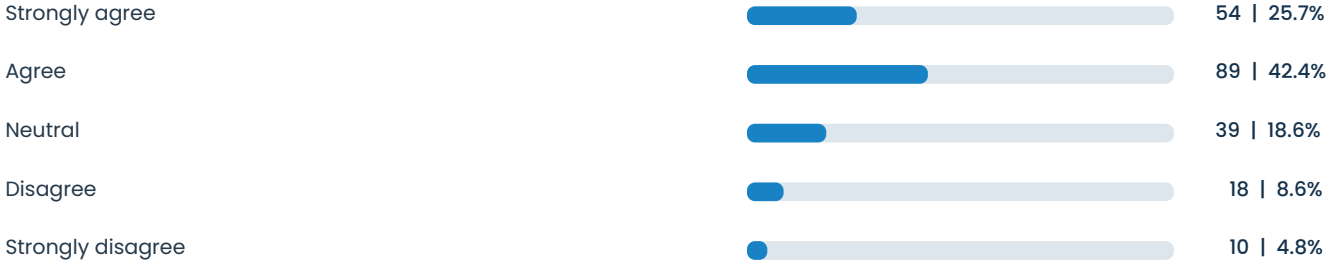
4. Driving at 110 km/h on a road with a 100 km/h speed limit is acceptable when conditions are good.



5. It's acceptable to exceed the speed limit briefly when overtaking another vehicle.



6. Drivers who travel below the speed limit without an obvious reason create unnecessary frustration.



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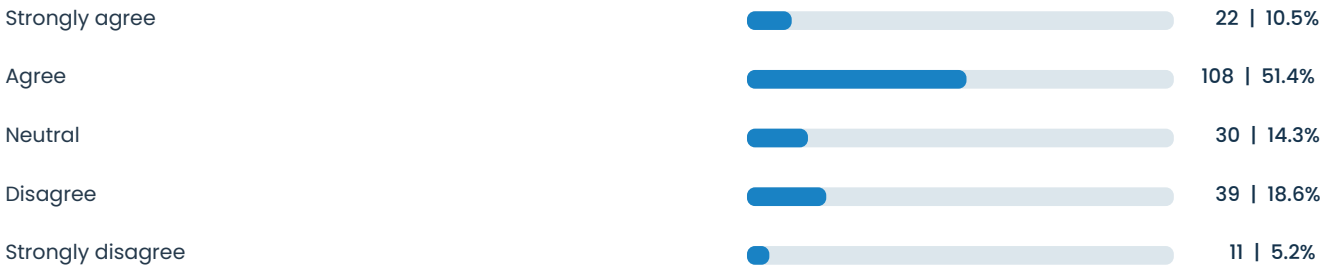
APPENDIX A / FULL DISTRIBUTIONS

Survey questions 07–09

Unweighted response counts. Percentages are of all 210 respondents.

7. Overtaking a learner driver who is travelling slightly below the speed limit is acceptable, provided it's safe.



8. Is it acceptable to cross a continuous white line to overtake a slow-moving vehicle when the road ahead appears clear?



9. Using a hands-free phone while driving can be just as distracting as holding a phone.



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APPENDIX A / FULL DISTRIBUTIONS

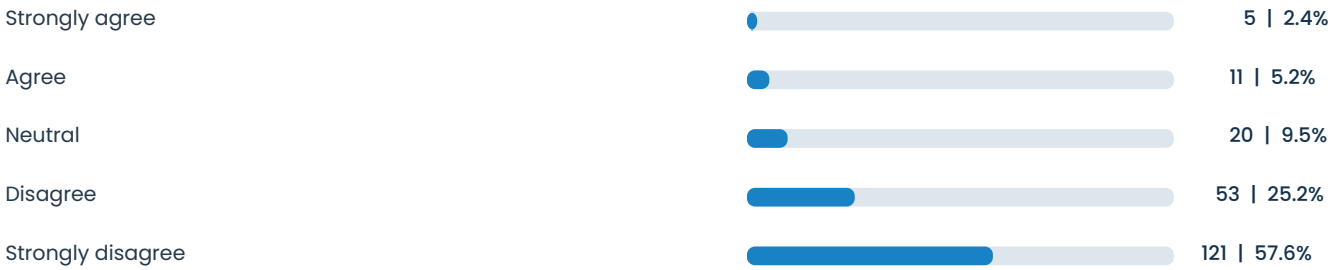
Survey questions 10–12

Unweighted response counts. Percentages are of all 210 respondents.

10. Is it acceptable to briefly look at or change something on your phone while stopped at traffic lights?



11. Driving a short distance after having two alcoholic drinks is acceptable.



12. Is it acceptable to drive when very tired if you're only a few minutes from home?



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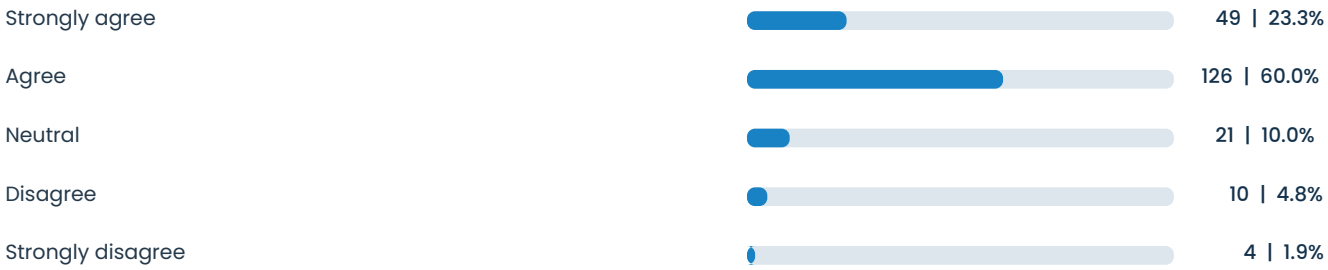
APPENDIX A / FULL DISTRIBUTIONS

Survey questions 13–15

Unweighted response counts. Percentages are of all 210 respondents.

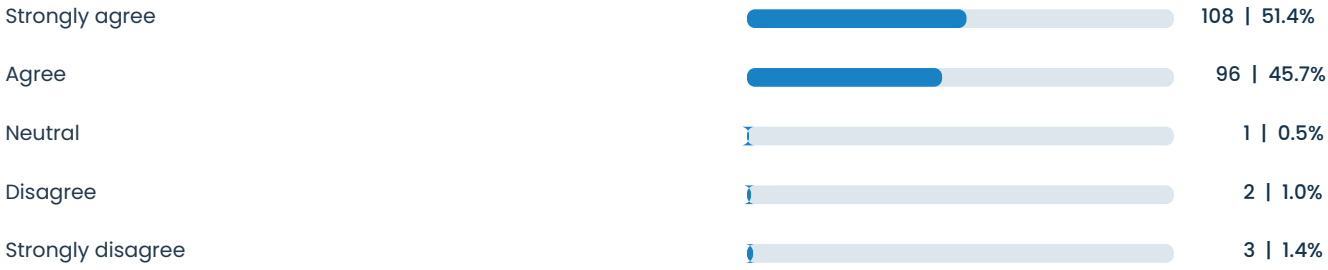
13. Drivers should always leave at least 1.5 metres when overtaking a cyclist on a road with a speed limit above 50 km/h.



14. Is it acceptable to sound your horn at a learner driver who is slow to move off at a junction?



15. Drivers should slow down when passing pedestrians on narrow rural roads, even if it means delaying other traffic.



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APPENDIX A / FULL DISTRIBUTIONS

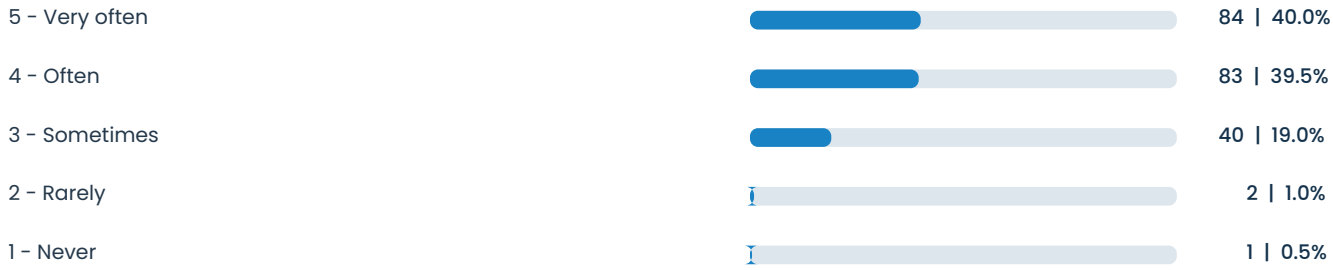
Survey questions 16–18

Unweighted response counts. Percentages are of all 210 respondents.

16. How safe do you generally feel when travelling on roads in Inishowen?



17. How common do you think dangerous overtaking is on roads in Inishowen?



18. Do you think speed enforcement on Inishowen roads is sufficient?



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APPENDIX B / METHOD AND PROVENANCE

Data and analysis notes

Information for readers wishing to interpret or reproduce the reported figures.

Source and fieldwork

The analysis uses the final CSV dated 23 November 2026, containing 210 survey records and 18 analysed questions. The questionnaire was distributed online during October and November 2026.

Sample and denominators

192 of the 210 respondents selected “I live in Inishowen”. All overall percentages use 210 as the denominator. Subgroup comparisons use the number in the relevant driver category.

Grouping rules

For agreement questions, “Agree” and “Strongly agree” are combined. For perceived safety, “4 - Safe” and “5 - Very safe” are combined; “2 - Unsafe” and “1 - Very unsafe” are combined. Dangerous overtaking frequency combines “4 - Often” and “5 - Very often”.

Missing responses

The connection-to-Inishowen question has one missing response. It is shown as “No response” in the appendix and retained in the overall denominator.

Limits of inference

Respondents were not selected using a probability sample. Results cannot establish how common behaviours are in real traffic, whether attitudes cause behaviour or whether subgroups differ in the wider population.

Independence

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FULL RESULTS AND UPDATES

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