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Graduated Driver Licensing (GDL) - Monitoring Report, 2021

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Monitoring GDL - Collision statistics involving young drivers, 2021

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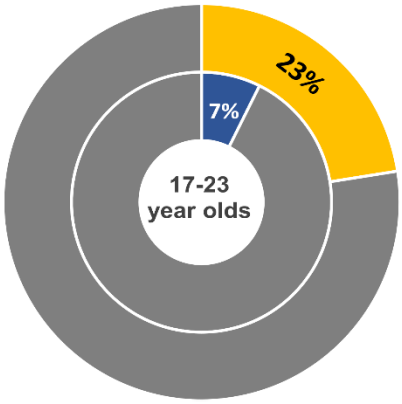
Licences held compared with KSI collisions, 2021



Young drivers are **over-represented** in collision statistics. In 2021, 17 to 23 year old drivers were deemed **responsible for 23%** of all fatal or serious **(KSI) collisions,** yet they accounted for just 7**% of car driving licence** holders. These proportions are slightly lower than the 2012-2016 baseline proportions of 25% and 9%, respectively.

■ Proportion of Licences ■ Proportion of KSI collisions responsible for

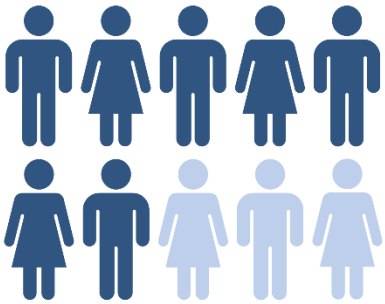
KSIs from collisions involving young drivers, 2021

193 from 2012-16 baseline (218)

11%

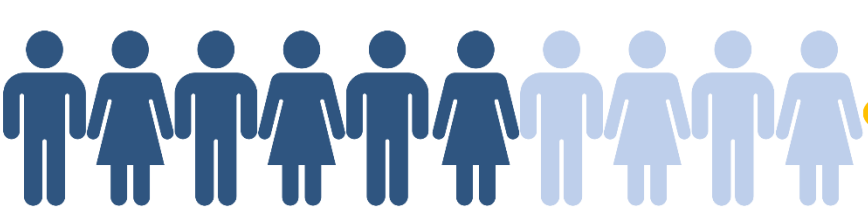
In 2021, 193 **KSIs** resulted from collisions **involving** car drivers **aged 17 to 23**.

KSIs from collisions caused by young drivers, 2021



Young drivers were **responsible** for **73%** of these casualties - **140** out of 193.

Young passenger KSIs and Young drivers, 2021

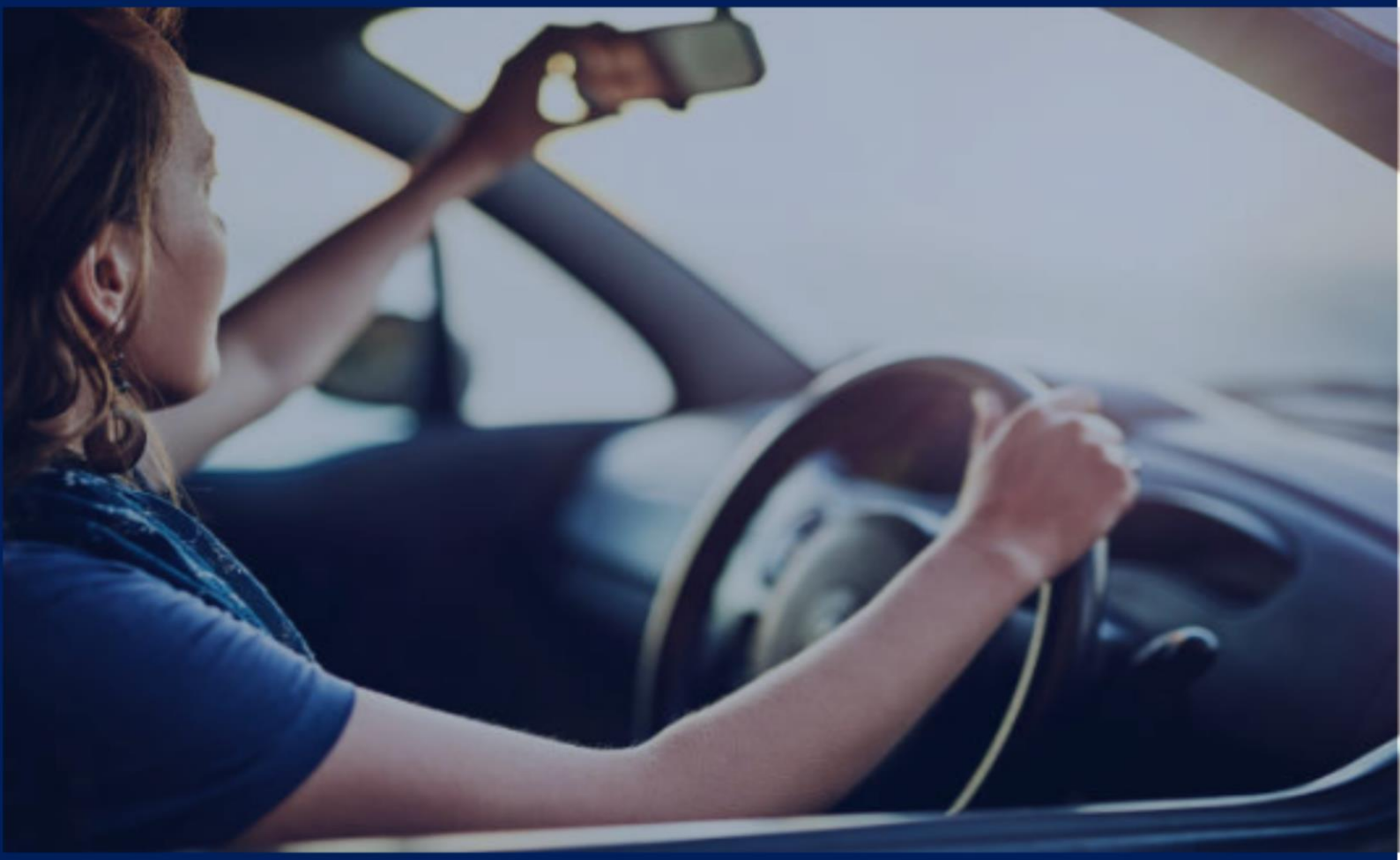


3%

from 2012-2016 baseline (61%)

In 2021, just under **three fifths** (59%) of passengers injured while travelling with a young driver aged 17 to 23 were aged 14 to 20.

Introduction and Background



Graduated Driver Licensing (GDL) – Monitoring Report

Introduction

The Road Traffic (Amendment) Act (NI) 2016 ('the Act') received Royal Assent in March 2016. The Act makes provision for the introduction of Graduated Driver Licensing (GDL) in Northern Ireland. It was planned that GDL would be introduced in late 2020, but this has been delayed to due to the Covid-19 situation.

To assess the impact of GDL on road safety, overall statistics for collisions involving, and caused by drivers and motorcyclists aged 17-23 will be examined. Future trends in these data will help determine how the introduction of GDL has contributed to changes in collisions statistics. This report presents the most recently available data, highlighting the five years 2016-2020 and providing the current picture ahead of the launch of GDL. The current data is compared to a baseline of 2012-2016. This is the sixth report in the series with the first four editions reporting the age-band of 17-24, rather than 17-23. It is intended that this report will be updated annually.

Information is presented in relation to the Publicity and Communications Strategy, which derived from the Continuous Household Survey (CHS). Due to the coronavirus (COVID-19) pandemic, data collection moved from face-to-face interviewing to telephone mode with a reduction in questions. Questions in relation to the GDL were not included in the 2020/21 CHS so consequentially results from 2021/22 are compared with 2019/20.

Previously information was presented in relation to learning to drive and driving tests; however, this section has been excluded due to issues extracting the data from the DVA systems.

Background

Fatal and serious collisions constitute one of the biggest public health threats in Northern Ireland, particularly among young and inexperienced drivers. Drivers aged 17-23 are over-represented in collision statistics: between 2017 and 2021, although 17-23 year olds accounted for only 8% of all car driving licence holders they were deemed responsible for 23% of all fatal or serious (KSI) collisions, and 19% of all collisions, where a driver was deemed responsible. In the period 2012-2016 they were responsible for 25% of KSI collisions and 20% of all collisions.

Key Findings

In 2021:

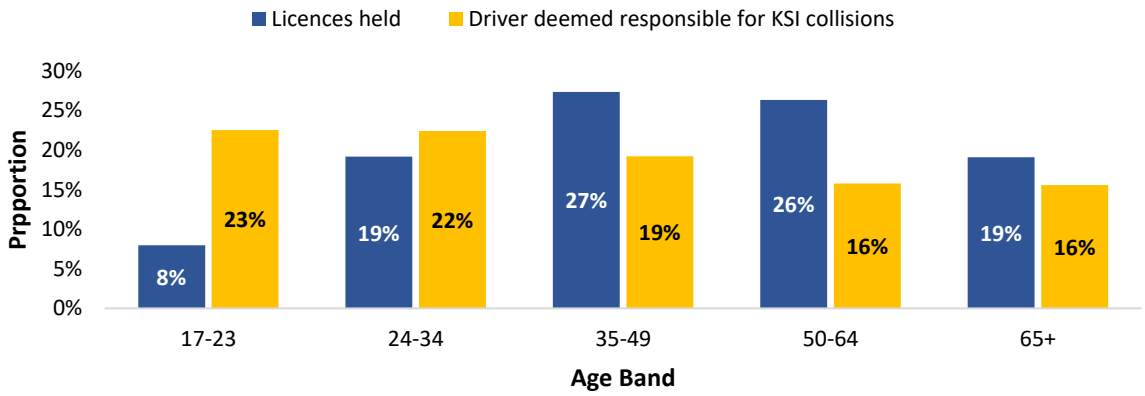
- Drivers aged 17 to 23 were deemed responsible for 23% of all fatal or serious (KSI) collisions, yet they accounted for just 7% of car driving licence holders. Therefore, drivers aged 17 to 23 are over-represented in collision statistics. These proportions are slightly lower to the 2012-2016 baseline proportions of 25% and 9%, respectively.
- There were 193 KSI casualties that resulted from collisions involving a car driver aged 17 to 23. This is a reduction of 11% from the number recorded in 2012-2016 (218).

- There were 140 KSI casualties that resulted from collisions where a car driver aged 17 to 23 was responsible for the collision – a reduction of 5% on the 2012-2016 baseline average of 147.
- There were 49 car passengers killed or seriously injured in 2021 while travelling with a car driver aged 17 to 23, and of these, nearly three-fifths (59%) were aged 14-20. This is down from the 2012-2016 baseline average proportion of 61%.
- There were 14 KSI casualties resulting from collisions involving motorcyclists aged 17 to 23. This was 32% lower than the 2012-2016 average of 20.6.
- There were 7 KSI casualties resulting from collisions involving motorcyclists aged 17 to 23 who were responsible for the collision. This was 35% lower than the 2012-2016 average of 10.8.

In 2017-2021:

- A car driver aged 17 to 23 was involved in an annual average of 128 of the 423 (30%) KSI casualties that were injured on rural roads, and in an annual average of 15% (50 of 321) urban KSIs, 25% (9 of 38) dual carriageway KSIs and 33% (4 in 12) of motorway KSIs.
- 51% of young passenger KSIs aged 14 to 20 travelling in a car with a driver aged 17 to 23, occurred at the weekend and 41% occurred between the hours of 11pm and 6am.
- The most frequently reported principal causation for KSI collisions caused by drivers aged 17 to 23 was 'Excessive speed' with just over one-fifth (21%) of all KSI collisions with a driver aged 17 to 23 responsible reported this principal causation. The most frequently reported principal causation for KSI collisions by motorcyclist aged 17 to 23 was "Inattention or attention diverted", just under one-fifth (18%) of all KSI collisions with a motorcyclist aged 17 to 23 responsible reporting this principal causation.
- Just under one-third (32%) of all KSI casualties injured in 2017-2021 occurred in darkness. A lower proportion of KSIs that were caused by motorcyclists aged 17-23 occurred in the dark – 30%. In comparison, however, a much greater proportion of KSIs that were caused by car drivers aged 17-23 occurred in the dark – nearly half (47%). The equivalent proportions in 2012-2016 were 35%, 30% and 48%, respectively.

Figure 1. Proportion of car drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2017-2021



The aim of GDL is to reduce the number of people killed or seriously injured attributed to drivers in the age range 17-23 and to new drivers in general.

GDL will introduce:

- A Programme of Training for learner drivers/riders which must be evidenced in a Logbook;
- A mandatory minimum learning period (MMLP) of 6 months (drivers only);
- Post-test new driver period of 2 years (to align with the New Drivers Order), during which novice drivers/riders must display a post-test plate;
- A time bound passenger restriction for those new drivers under 24 years old for the first 6 months after passing their test (drivers only).

Other changes are required to give effect to the Act, namely:

- Removal of the 45mph speed limit for learner and newly qualified drivers;
- Allowing learner drivers and riders to take lessons on motorways, when accompanied by an approved driving / motorcycle instructor (ADI/AMI).

Changes to the driving test

In tandem with GDL, changes to the driving test will also be introduced. Changes include:

- Extending the hours during which driving tests can be conducted;
- Develop test routes based on collision causation factors;
- Increase independent driving section with use of sat nav.

Where possible, the test will encourage learner drivers and riders to develop their self-evaluation in the hope that behaviours and attitudes will change for the positive.

Section 1:
Road traffic collisions involving and caused by drivers and motorcyclists aged 17-23

Monitoring the Impact of the GDL

Section 1: Collision statistics

As stated in the introduction, statistics for collisions involving, and caused by, drivers and motorcyclists aged 17-23 will first be examined.

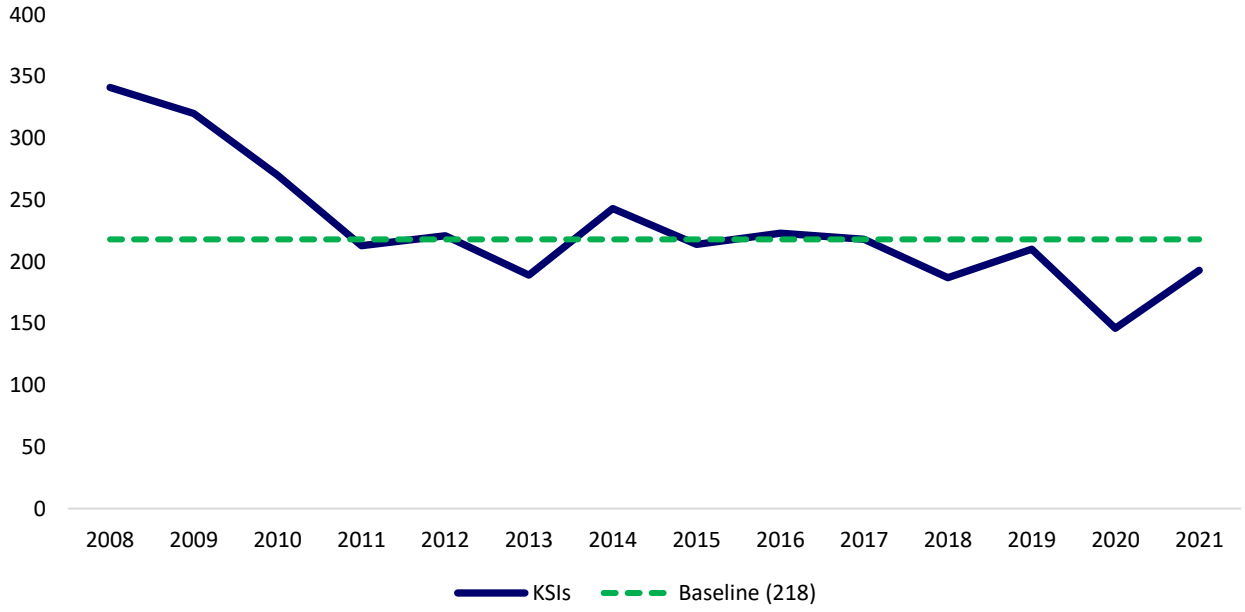
1.1 KSI casualties from collisions involving car drivers aged 17-23

From 2008 to 2011, the number of killed or seriously injured (KSI) casualties from collisions involving drivers aged 17-23 fell considerably (there were 341 in 2008 falling to 213 in 2011). However, between 2011 and 2019 this trend levelled off somewhat and fluctuated near the baseline. There was a significant decrease (30%) observed in 2020, and the number has subsequently increased by 32% to 193 in 2021.

In the five years 2012-2016, there were an average of 218 KSIs resulting from collisions involving car drivers aged 17-23 – this number is the baseline figure against which future trends are monitored. In 2021, there were 193 KSI casualties resulting from collisions involving drivers aged 17-23 – a reduction of 11% from 2012-2016.

The rise of KSI casualties involving car drivers aged 17-23 should be seen in the context of the overall rise in KSIs in 2021. In 2021, there were 859 KSIs in total, a rise of 32% from 2020. This increase will predominantly be a consequence of the increase in journeys due to the easing of restrictions applied during the Covid-19 pandemic.

Figure 2: Number of KSIs resulting from collisions involving car drivers aged 17-23
Northern Ireland (2008-2021)

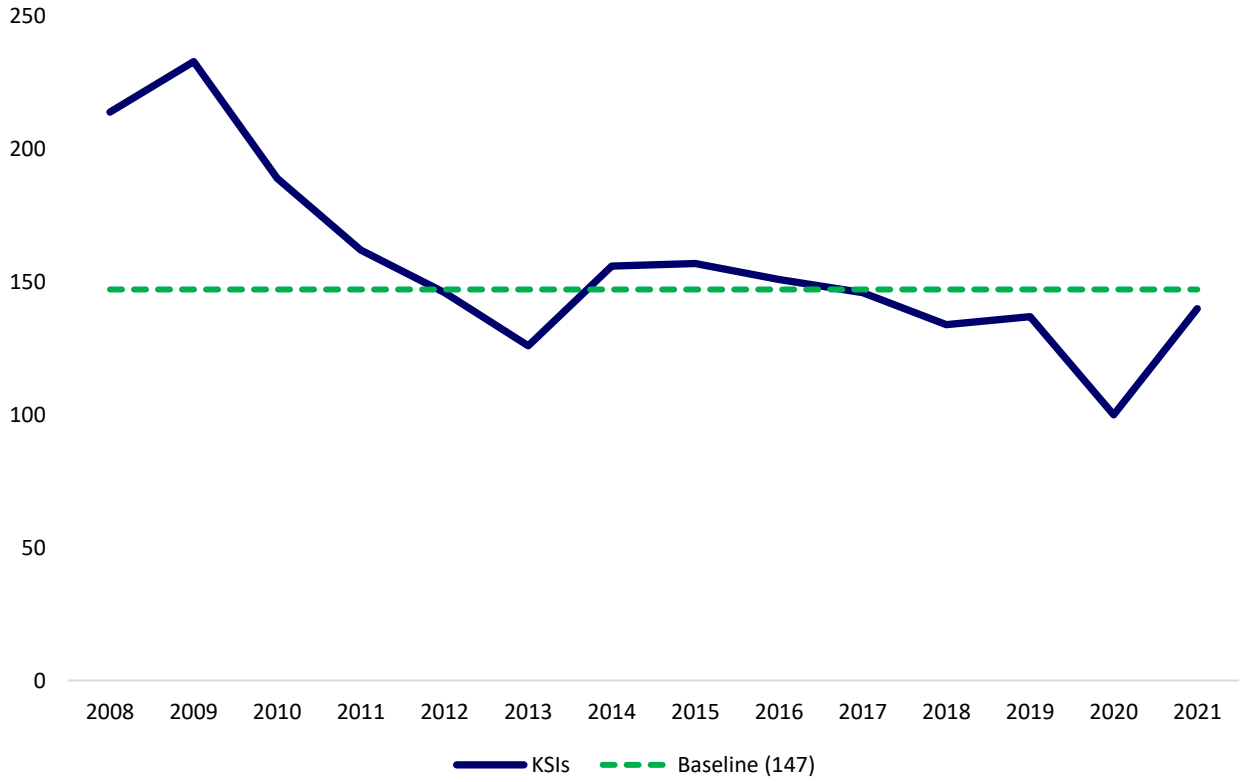


1.2. KSI casualties from collisions caused by car drivers aged 17-23

Similar to collision involvement, KSI casualty numbers from collisions where a car driver aged 17-23 was responsible fell early in the series, and then the trend reversed. In this case, KSI numbers decreased in the years to 2013 and then began to rise to the year 2015. Since 2015 the numbers fell steadily to 2018, with a small increase to 2019 and a large decrease to 2020, followed with a large increase to 2021.

In the five years 2012-2016 (baseline), there were an average of 147 KSI casualties resulting from collisions involving car drivers under the age of 24 who were responsible for the collision (68% of KSI casualties in these collisions). In 2021 drivers aged 17-23 were responsible for 140 of the 193 KSIs resulting from collisions they were involved in. Therefore, drivers aged 17-23 were responsible for nearly three-quarters (73%) of the KSI casualties that resulted from collisions they were involved in, an increase of 5 percentage points from the baseline. In 2021, there were 140 KSI casualties – a decrease of 5% on the 2012-2016 baseline average.

Figure 3: Number of KSIs resulting from collisions involving car drivers aged 17-23 who were responsible for the collision Northern Ireland (2008-2021)



1.3. Young passengers travelling in cars with drivers aged 17-23

2021

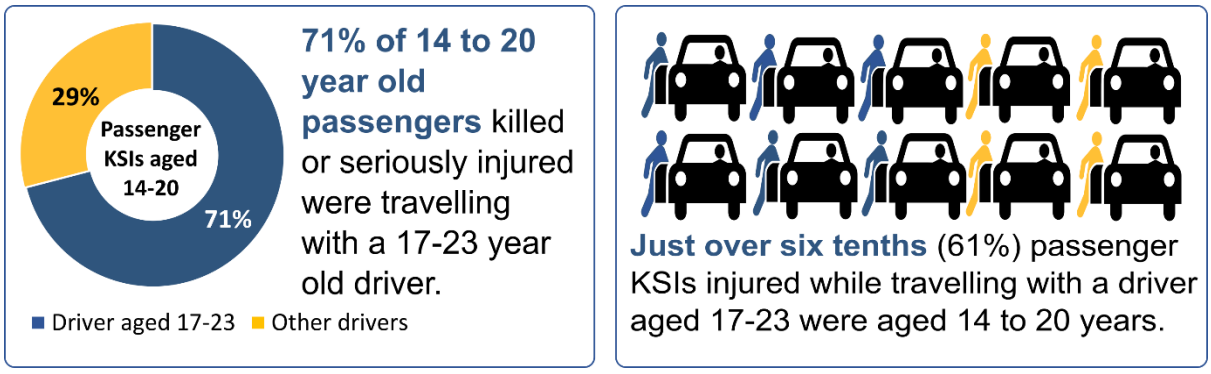
There were 49 car passengers aged 14-20 killed or seriously injured in 2021, and of these, 29, or 59% were injured while travelling with a car driver aged 17-23. This is lower than the 2012-2016 baseline average proportion (74%). Additionally, these 29 young passengers aged 14-20 who were killed or seriously injured while travelling with a driver aged 17-23 made up 59% of all passenger KSIs that were injured travelling with a 17-23 year old driver.

Five Year Figure

Examining the five year average is better used to illustrate long term trends, as any annual fluctuations will be smoothed out. In the five years from 2017-2021, there were 186 car passengers aged 14-20 killed or seriously injured. The majority of these young passengers (132, or 71%) were injured while travelling with a driver aged 17-23. Comparing this five year total with the baseline, there has been a 19% reduction in the overall number of car passengers aged 14-20 killed or seriously injured (from 231 in 2012-2016 to 186 in 2017-2021); also, the proportion that were injured travelling with a driver aged 17-23 has decreased slightly from 74% to 71%.

The association of young passengers KSIs while travelling with drivers aged 17-23 is further evidenced by the fact that the 132 young passengers who were injured with a 17-23 year old driver make up over three-fifths (61%) of all passengers that were killed or seriously injured while travelling with a driver in this age range. This number is down from the 171 recorded in 2012-2016; however the latest proportion (compared to 61% in 2012-2016) is the same.

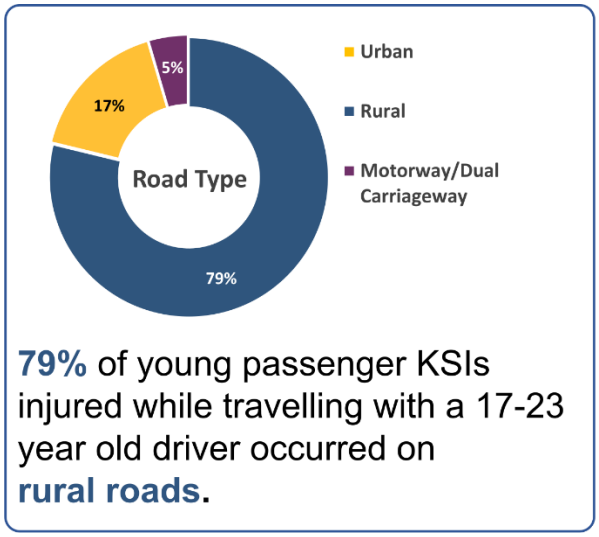
Figure 4: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23
Northern Ireland (2017-2021)



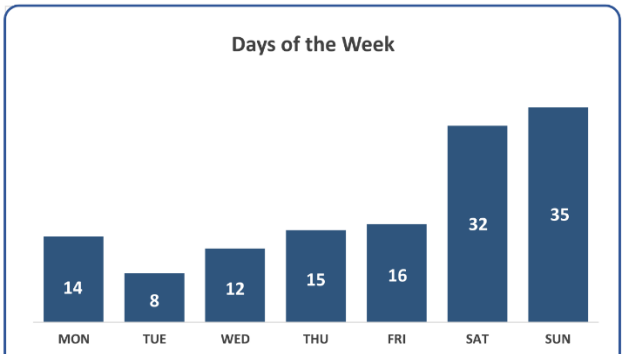
The vast majority of these young KSI casualties are injured in collisions on rural roads. In 2017-2021, 79% of car passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23, were travelling on a rural road, which is just below the baseline of 81% (2012-2016).

Large proportions occurred both at the weekend and late at night: in 2017-2021, 51% of these passenger KSIs happened at the weekend and 41% happened between the hours of 11pm and 6am. In 2012-2016, 40% of young passengers KSIs injured while travelling with a driver aged 17-23, occurred at the weekend and 41% between the hours of 11pm and 6am. See tables 7-8 in the acompanying spreadhseet for full details.

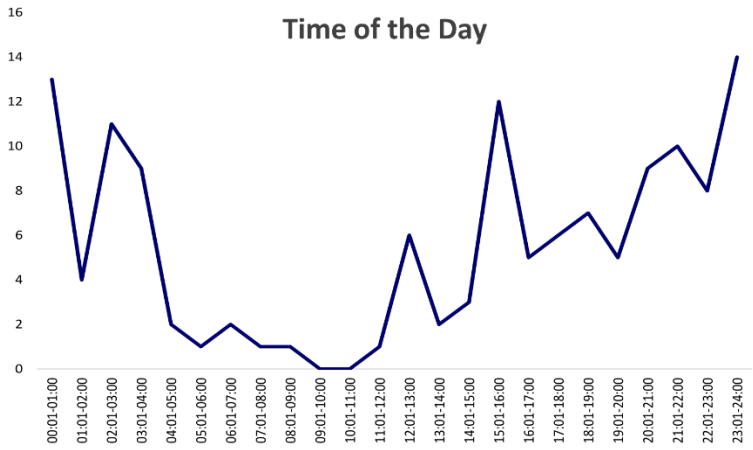
Figure 5: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23, by Road Type, Day of the Week and Time of the day Northern Ireland (2017-2021)



79% of young passenger KSIs injured while travelling with a 17-23 year old driver occurred on **rural roads**.



Just **over half** (51%) of young passenger KSIs injured while travelling with a 17-23 year old driver occurred at **the weekend**.

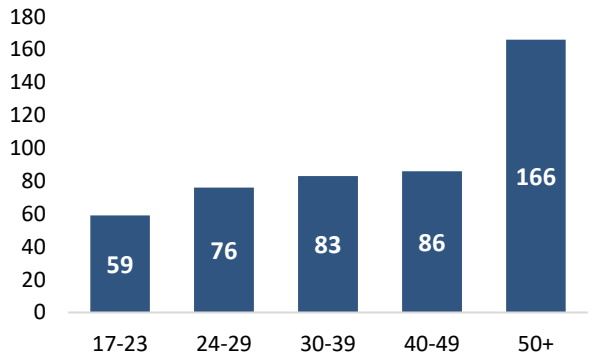


Over two fifths (41%) of young passenger KSIs injured while travelling with a 17-23 year old driver occurred between the hours of **11pm and 6am**.

1.4. Motorcyclist KSI casualties

In the five years 2017-2021, there were a total of 482 motorcyclist KSI casualties. This is ten more than in 2012-2016. Those aged 17-23 accounted for 12% of all casualties. Just over half (53%) of motorcyclist KSI casualties were responsible for the collisions in which they were injured, and this proportion is similar for those aged 17-23 (54%). Persons aged 24 to 29 were more likely to be responsible than other age groups.

Figure 6: Motorcyclist KSIs, Northern Ireland 2017-2021

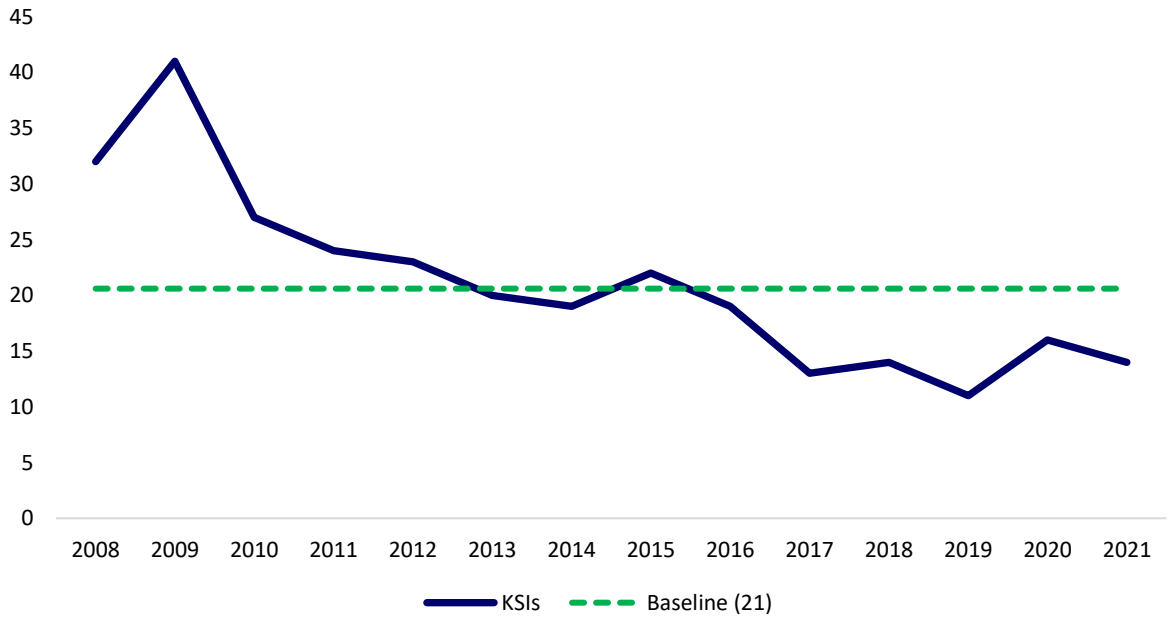


Age group	Proportion of motorcyclist KSIs responsible for the collisions in which they were injured
17-23	54%
24-29	66%
30-39	58%
40-49	50%
50+	44%
Total	**53%**

1.5. KSI casualties from collisions involving motorcyclists aged 17-23

In 2010, the number of KSIs from collisions involving motorcyclists aged 17-23 fell considerably. The decreasing trend stabilised somewhat between 2010 and 2015, before decreasing again in 2016 and 2017, with a slight rise in 2018 and fall in 2019. In 2020 there was a rise of five (45%) to sixteen, followed by a fall of two in 2021. In the five years 2012-2016, there were an average of 21 KSIs that resulted from collisions involving a motorcyclist aged 17-23; the number in 2021 was 32% below this baseline average.

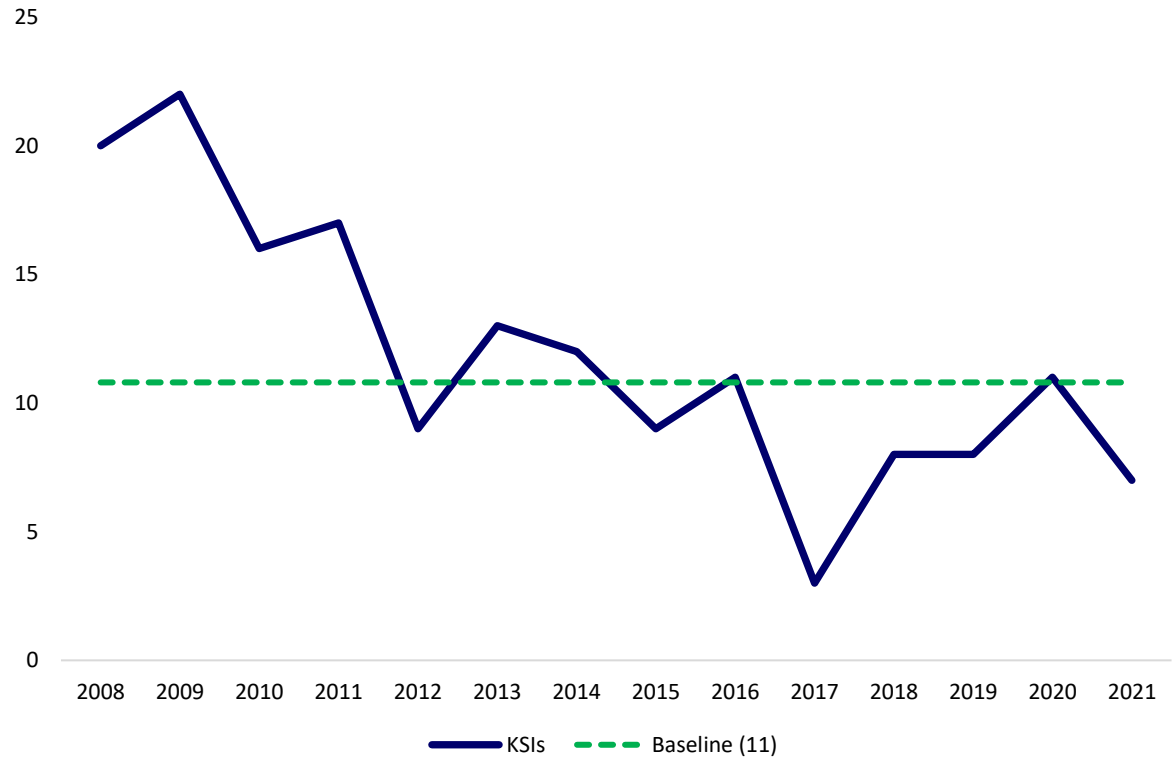
Figure 7: Number of KSIs resulting from collisions involving motorcyclists aged 17-23, Northern Ireland (2008-2021)



1.6. KSI casualties from collisions caused by motorcyclists aged 17-23

KSI casualty numbers from collisions where a young motorcyclist was responsible tend to fluctuate; however, this is not unexpected given the small numbers involved. The overall trend is generally downward. In the five years 2012-2016, there were an average of 11 KSIs resulting from collisions involving motorcyclists under the age of 24 who were responsible for the collision. The equivalent number reported in 2017-2021 (7) was 31% below this baseline average. As noted at figure 6 the data would indicate that young motorcyclists were responsible for over half (53%) of the KSI casualties that resulted from collisions they were involved in.

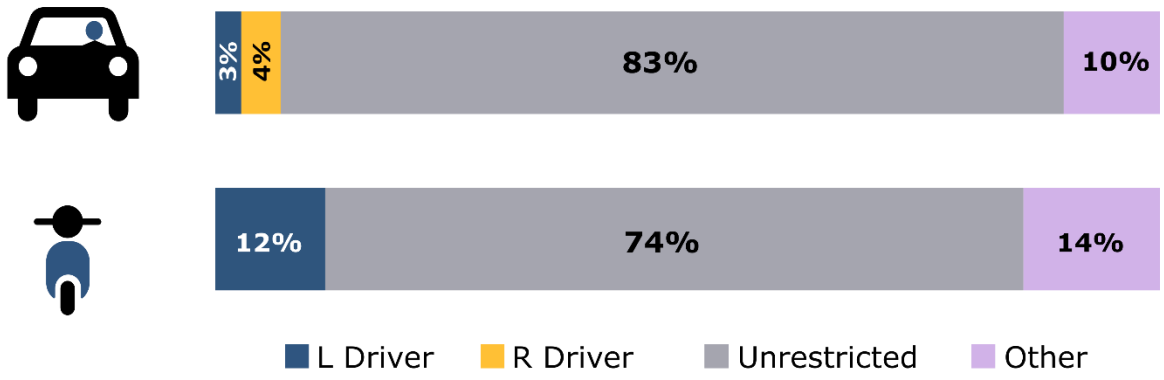
Figure 8: Number of KSI casualties resulting from collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland (2008-2021)



1.7. Driver and Motorcycle KSI casualties by License Type

Figure 9a below shows driver and motorcyclist KSI casualties in 2017-2021 who were responsible for the collisions in which they were injured, by their driving licence type. Unsurprisingly, the greatest proportion of both KSI casualty groups are made up of 'Unrestricted' license holders. However, over one in ten (12%) of all motorcyclist KSIs who were responsible for their collisions were learner riders. This compares with car driver KSIs, where only 3% of those responsible for the collisions in which they were injured were learners. The proportion of motorcyclist KSIs that were learners fell from 14% in 2012-2016 to 12% in 2017-2021 over the same period the proportion of motorcyclist KSIs that were unrestricted rose from 68% to 74%.

Figure 9a: Driver and motorcyclist KSIs responsible for the collisions in which they were injured, by License type Northern Ireland 2017-2021

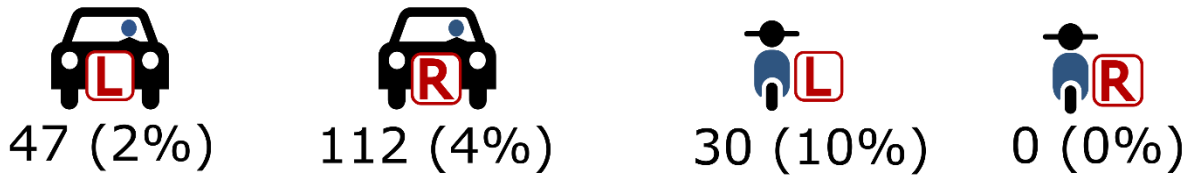


Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV

Figure 9b shows the number of KSI casualties that were caused by learner and restricted license holders. Learner riders were responsible for 10% (30) of the 286 KSI casualties caused by motorcyclists in the five years 2017-2021. The equivalent proportion for learner drivers was 2% (47 out of 2,704). 'R' drivers were responsible for 112 KSI casualties (4%); 'R' riders were responsible for none (0%).

There were no noteworthy changes in the data in 2017-2021 compared with 2012-2016.

Figure 9b: KSI casualties caused by learner and restricted drivers and riders Northern Ireland 2017-2021



The numbers are reported as a proportion of KSIs that are caused by all drivers or motorcyclists.

Section 2: Monitoring the impact of the Programme of Training

Section 2: Monitoring the impact of the Programme of Training

The fundamental goal of learning to drive and the licensing process should be to create drivers and riders who are safe, and not just technically competent, by the time they are permitted to drive or ride unsupervised. The introduction of GDL plans to achieve this with a Programme of Training (the 'Programme'). The Programme details the practical skills and knowledge the learner must know, and helps learners understand how human factors such as their attitude, personality, behaviour and feelings impact on their driving style.

This section sets out the data that will be used to monitor the impact of the Programme - as with previous, an average across 2012-2016 is presented as a baseline against which the current year (or five year average) is compared.

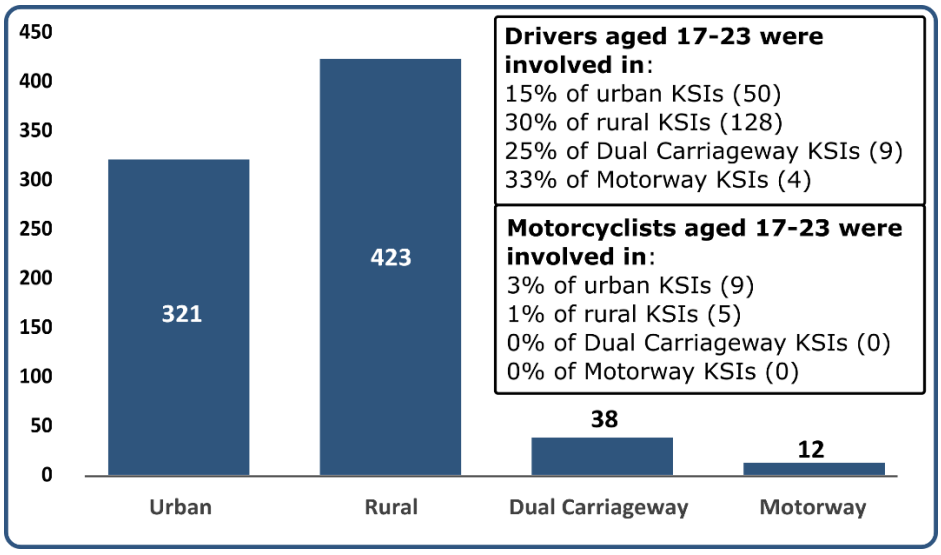
2.1: Programme of Training

Amendments introduced by GDL enable learner drivers/riders to take lessons on motorways and provides for removal of the 45mph restriction on learner and novice drivers and riders. As such, it will be important to monitor KSIs by road type and by principal causation, particularly with respect to speeding, to determine if these changes have any impact.

Figure 10 below shows analysis by road type. **Motorways have the fewest recorded KSI casualties**: in the five years 2017-2021, an average of 12 (2%) KSI casualties per year were injured on a motorway. An average of 423 **(53%)** KSI casualties per year were **injured on rural roads**, with a further average of 321 (40%) occurring on urban roads and 38 (5%) occurring on dual carriageways. There were no noteworthy differences between 2017-2021 and 2012-2016.

A car driver aged 17-23 was involved in an average of 128 of the 423 rural KSIs (30%), and in an average of 33% of motorway KSIs. The small numbers of motorway KSIs mean the figures will fluctuate year-on-year and caution should be taken when considering any trends. A motorcyclist aged 17-23 was involved in an average of nine of the 321 urban KSIs (3%). In 2021 there were nine KSIs from collisions involving a car driver aged 17-23 on motorways, after there were zero in 2020, this was also the highest number in the series.

Figure 10: Number of KSIs by road type, Northern Ireland (average for 2017-2021)



Figures 11 and 12 below show principal causation of KSI collisions with, respectively, drivers aged 17-23 and motorcyclists aged 17-23 responsible. There were a total of 484 KSI collisions in the five year period 2017-2021 caused by car drivers aged 17-23, 33 fewer than in 2012-2016. There were 34 KSI collisions caused by motorcyclists aged 17-23 in 2017-2021, sixteen fewer than in 2012-2016. The most frequently reported collision causation for drivers was 'Excessive speed' (21%), while the most frequently reported causation for motorcyclists was "Inattention or attention diverted" with 18%.

Figure 11: Principal causation of KSI collisions involving car drivers aged 17-23 who were responsible for the collision Northern Ireland (2017-2021)

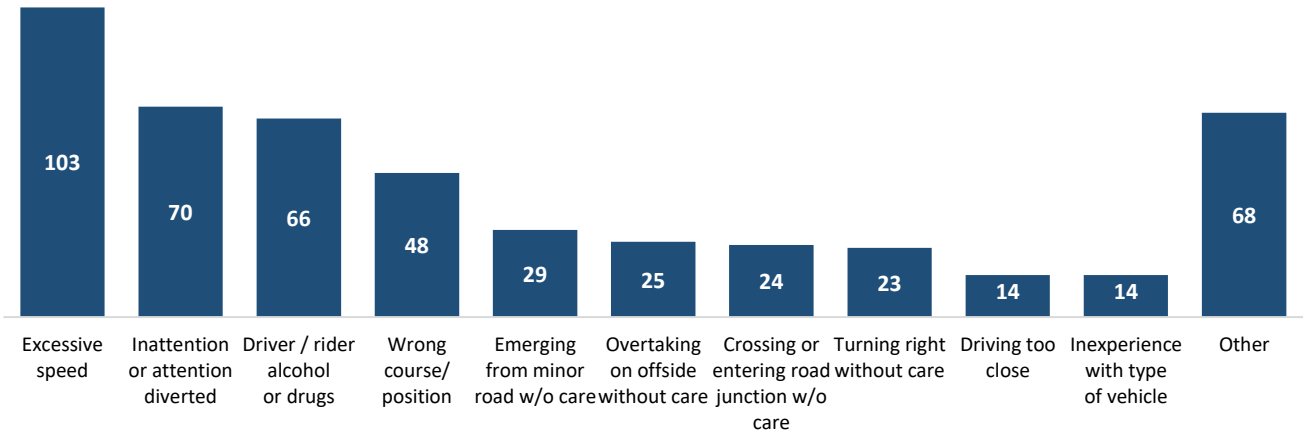
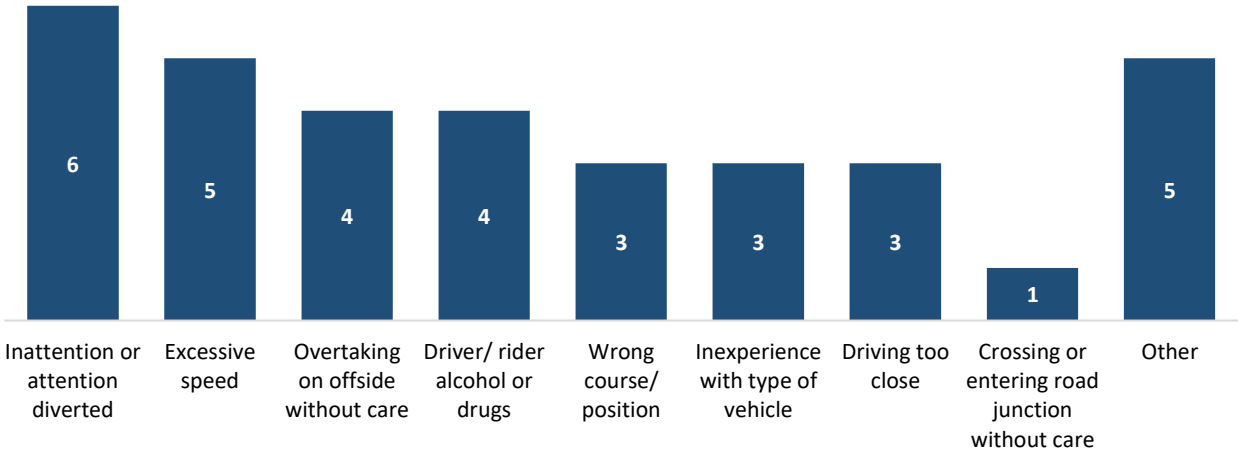


Figure 12: Principal causation of KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision Northern Ireland (2017-2021)



Figures 13 and 14 examine the 'Excessive speed' collisions from Figures 11 and 12 in greater detail. In the five years 2017-2021, there were an annual average of 21 KSI collisions caused by excessive speed, where a car driver aged 17-23 was responsible. This is a reduction from the number (26) reported in 2012-2016. The figure for motorcyclists was much lower – there was an average of 1 KSI collisions per year caused by excessive speed where a motorcyclist aged 17-23 was responsible.

Similar to other trends seen in this report, numbers for both series fell at the start of the reporting period but appear to have levelled off somewhat in recent years. There were peaks in 2013 and 2016 for collisions caused by excessive speed of motorcyclists aged 17-23, but the small numbers involved mean that any movement will be exaggerated and should therefore be treated with caution.

Figure 13: KSI collisions involving car drivers aged 17-23 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2021)

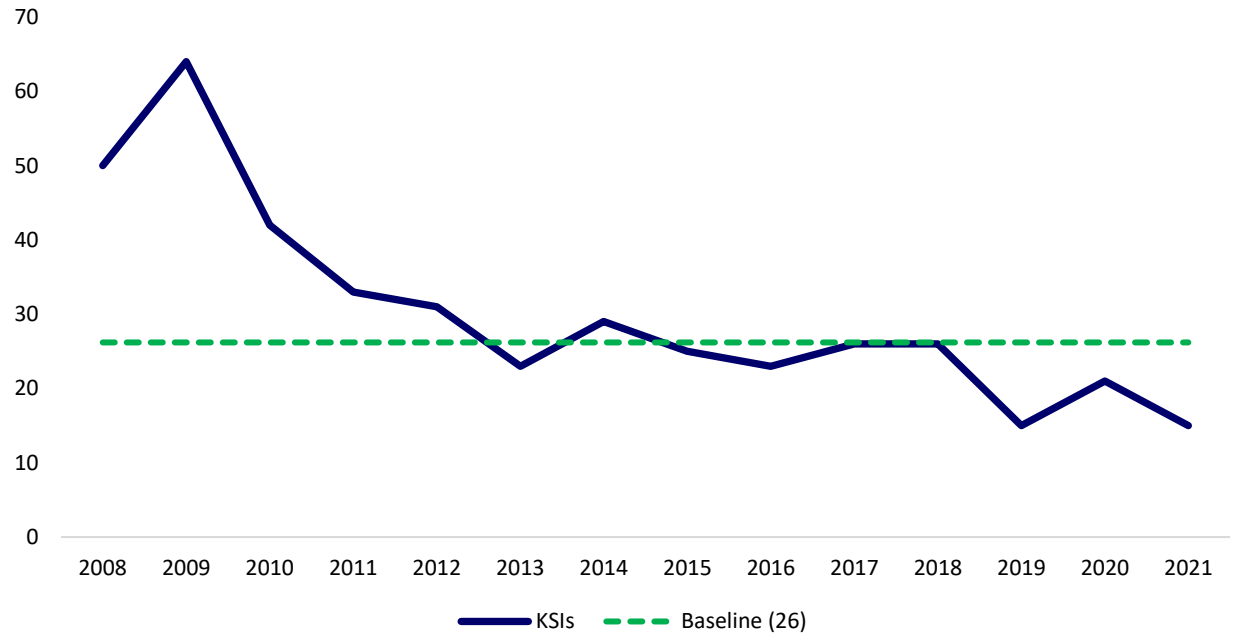
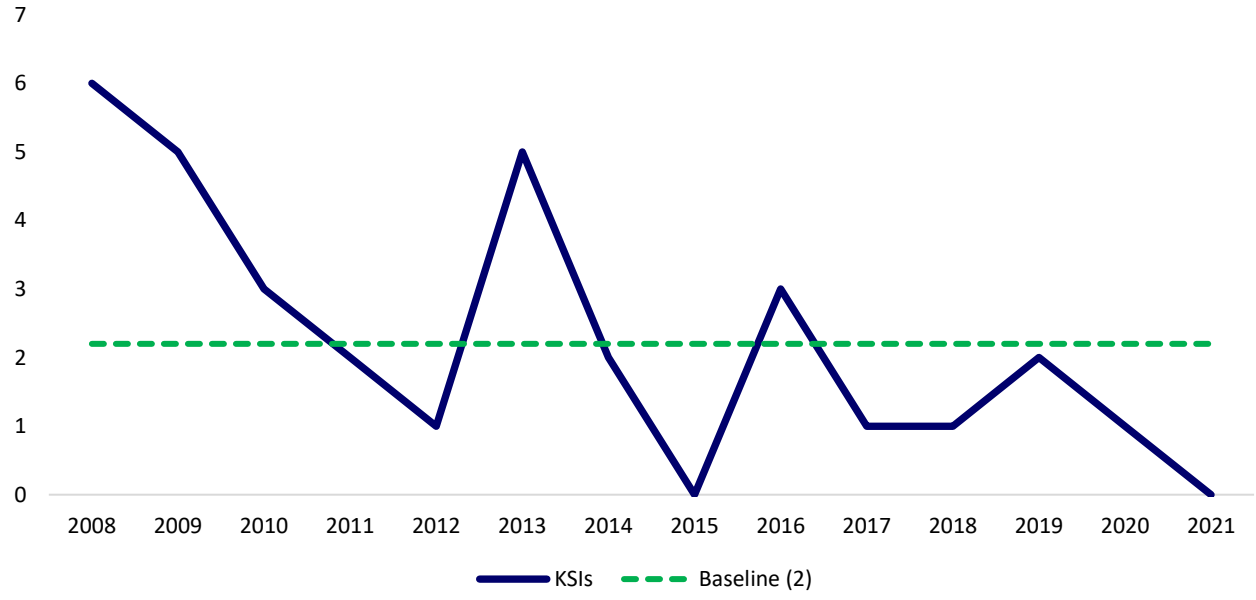
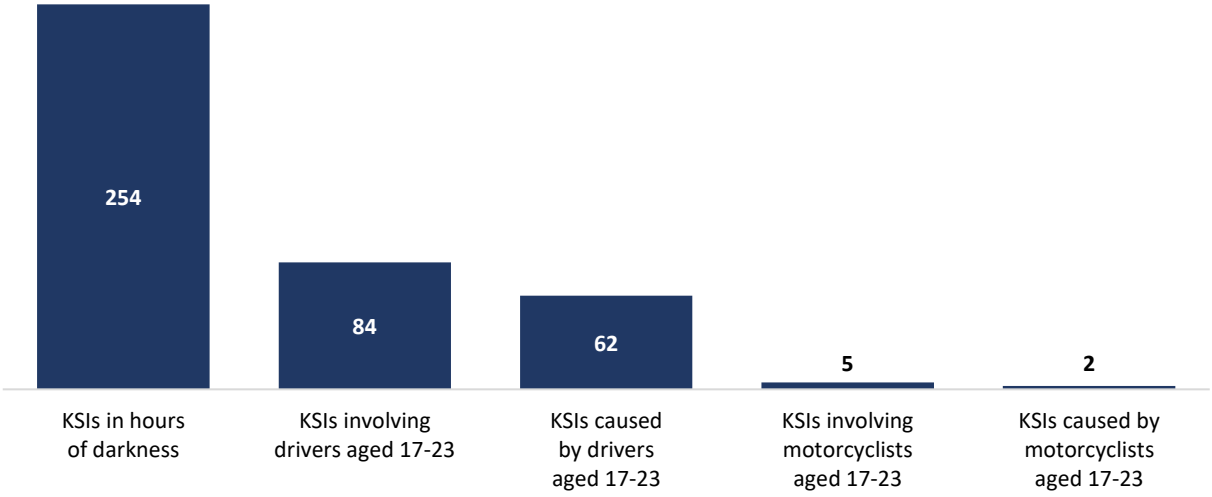


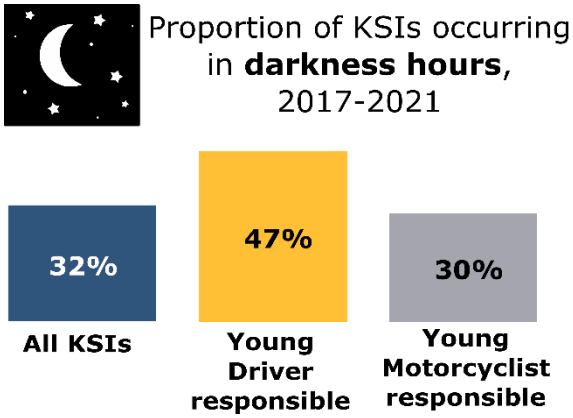
Figure 14: KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2021)



The Programme will also encourage learner drivers to practice in a range of lighting conditions, including darkness. In the five years 2017-2021, an average of 254 KSI casualties per year were killed or seriously injured in darkness hours. Drivers aged 17-23 were involved in 84 (33%) of these KSIs and were responsible for 62 (24%). In comparison, motorcyclists aged 17-23 were involved in five of the KSIs that occurred in darkness and were responsible for two. See Figure 15 below. There were no notable changes to these proportions in comparison with the 2012-2016 baseline.

Figure 15: Annual average number of KSI casualties injured in darkness hours, Northern Ireland (2017-2021)





Nearly one-third (32%; or 1,269) of the 3,967 KSI casualties injured in 2017-2021 occurred in darkness. A lower proportion of KSIs that were caused by motorcyclists aged 17-23 occurred in the dark – 30% (11 out of 37). In comparison, however, a much greater proportion of KSIs that were caused by car drivers aged 17-23 occurred in the dark – just under half (47%, or 309 out of 657). The equivalent proportions in 2012-2016 were 35%, 30% and 48%, respectively.

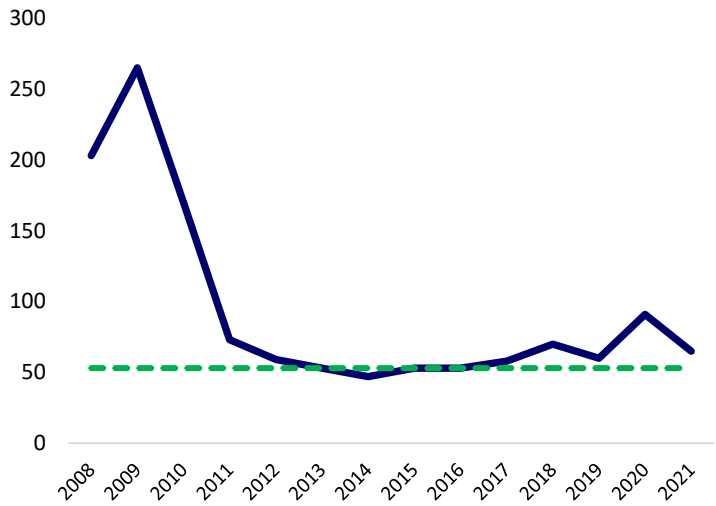
Future updates of this series, once GDL has been implemented, will seek to determine whether encouraging learner drivers to practise in a variety of lighting conditions has had any impact on KSI numbers.

As well as the data presented above, it is intended to look at a range of other data to determine the impact of the Programme. The split of training by Approved Driving Instructor and Supervising Driver and the uptake of motorway lessons will be included in the future updates of this report, when the additional data are available.

2.2 Display of plates (post-test restrictions)

Currently in Northern Ireland all newly qualified drivers are required to display an R plate for 12 months after passing their practical driving test. The Act will require new drivers to display an R plate for a period of two years after passing their test, rather than one. A specific plate and restrictions will be in place for the first six months post-test, with a further 18 months with a different plate and restrictions. PSNI data on the number of fixed penalty notices issued for 'No R plates displayed' will be used to monitor breaches of this law.

Figure 16: Number of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2008-2021)



2021 comparison with 2012-16

In 2021, **there were 65** fixed penalty notices **(FPNs)** issued for the offence, **'No R plates displayed'**. This is a 23% increase on the 2012-2016 baseline of 53.

After falling steeply from the peak in 2009, numbers in the last nine years have been fairly stable but have increased between 2019 and 2020 and fallen in 2021.

Source: Police Service of Northern Ireland (PSNI) Motoring Offences Statistics
Note: The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution

Figure 17: Gender split of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2017-2021)

In 2017-21 **nine out of ten** of the FPNs for the offence 'No R plates displayed' were issued to **males** (90%). This is up from 86% in 2012-2016.

The Act will also introduce other post-test restrictions, such as the passenger restriction, whereby, for the first six months, new drivers aged 17-23 of category B vehicles will be restricted from carrying more than one passenger aged 14-20 between the hours of 11pm and 6 am.

Section 3: Publicity and Communications Strategy

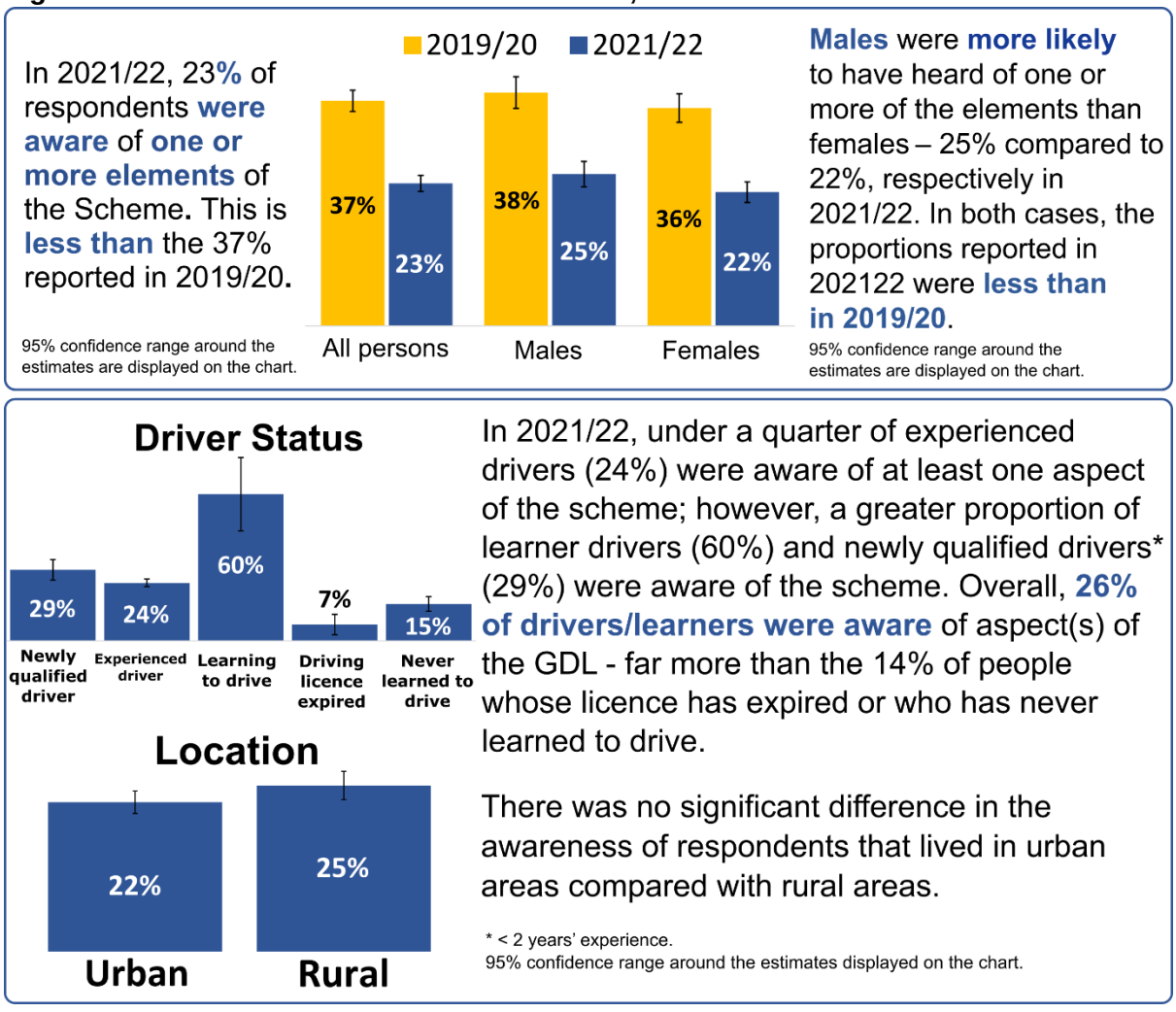
Section 3: Publicity and communication strategy

A GDL module, designed to determine public awareness of the scheme, was included in the 2021/22 Continuous Household Survey (CHS). A random sample of 9,000 eligible addresses were selected from the Pointer database of private addresses. This dataset contains the records for 4,103 adults aged 16 and over. A GDL module was last included in the 2019/20 CHS, and where appropriate, comparisons are made between the two years. Proportions derived from a sample will suffer from uncertainty associated with sampling error. In effect, the estimates will have a lower and upper bound within which the "true" population value may lie. These boundaries have been calculated and are displayed as a confidence range around the central estimate - represented by a black, bounded line on each bar in the charts below.

3.1 Awareness of the GDL

The first question in the CHS asked respondents to indicate whether or not they were aware of the various components of the new Graduated Driver Licensing Scheme. **Just under one quarter (23%) of respondents indicated that they were aware of one or more of the different elements of the GDL**. This is less than the 37% reported in 2019/20.

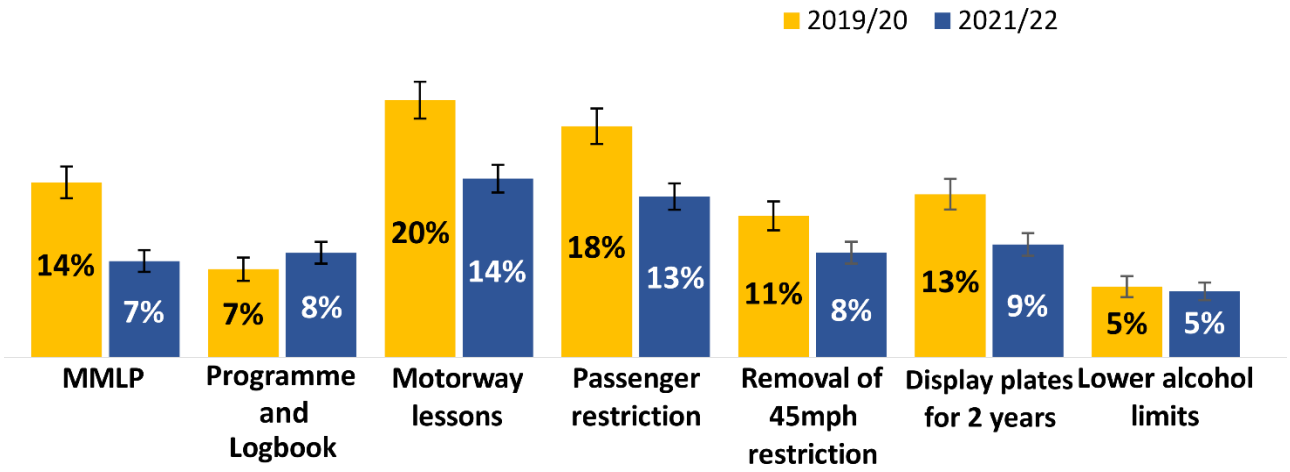
Figure 18: Awareness of the new GDL scheme, 2021/22 CHS



Note: The proportions displayed are based on weighted data. The weighting process adjusts the results to those that would have been achieved if the sample had been drawn as a random sample of adults rather than of addresses.

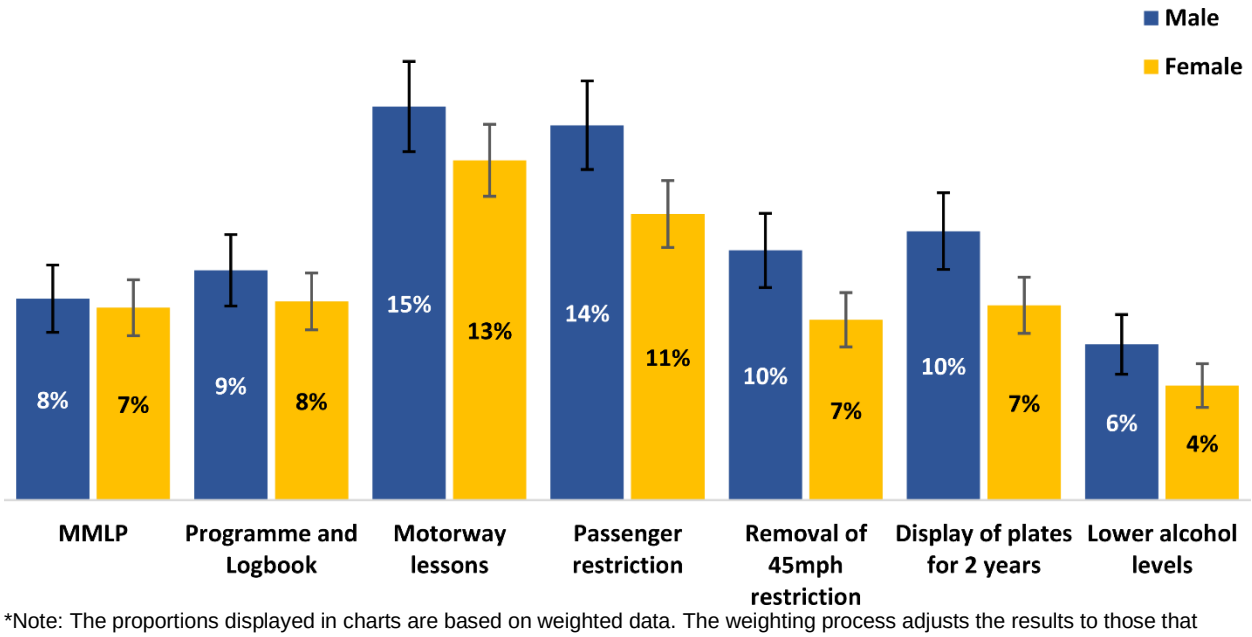
The chart below shows the proportions of respondents that were aware of each individual component of GDL. **Respondents were most likely to know that motorway lessons and a passenger restriction are to be introduced as part of GDL**, with 14% and 13%, respectively, of respondents in 2021/22 indicating these two elements. The remaining five elements all saw lower levels of awareness, with between 5% and 9% of respondents selecting them. In five of the GDL components, the proportions of respondents that indicated awareness were lower in 2021/22 than in 2019/20: the Minimum Mandatory Learning Period, Motorway Lessons, Passenger Restriction, Removal of 45mph restriction and Display of plates for two years.

Figure 19: Awareness of the elements in the new GDL scheme 2019/20 - 2021/22 CHS*



Analysis of the 2021/22 data by gender shows that males showed significantly greater awareness of four elements of GDL (Passenger restriction, Removal of 45mph restriction, Display of plates for two years and Lower alcohol limits) – shown in Figure 20 below.

Figure 20: Specific awareness in the new GDL scheme, by Gender 2021/22 CHS *



*Note: The proportions displayed in charts are based on weighted data. The weighting process adjusts the results to those that would have been achieved if the sample had been drawn as a random sample of adults rather than of addresses.

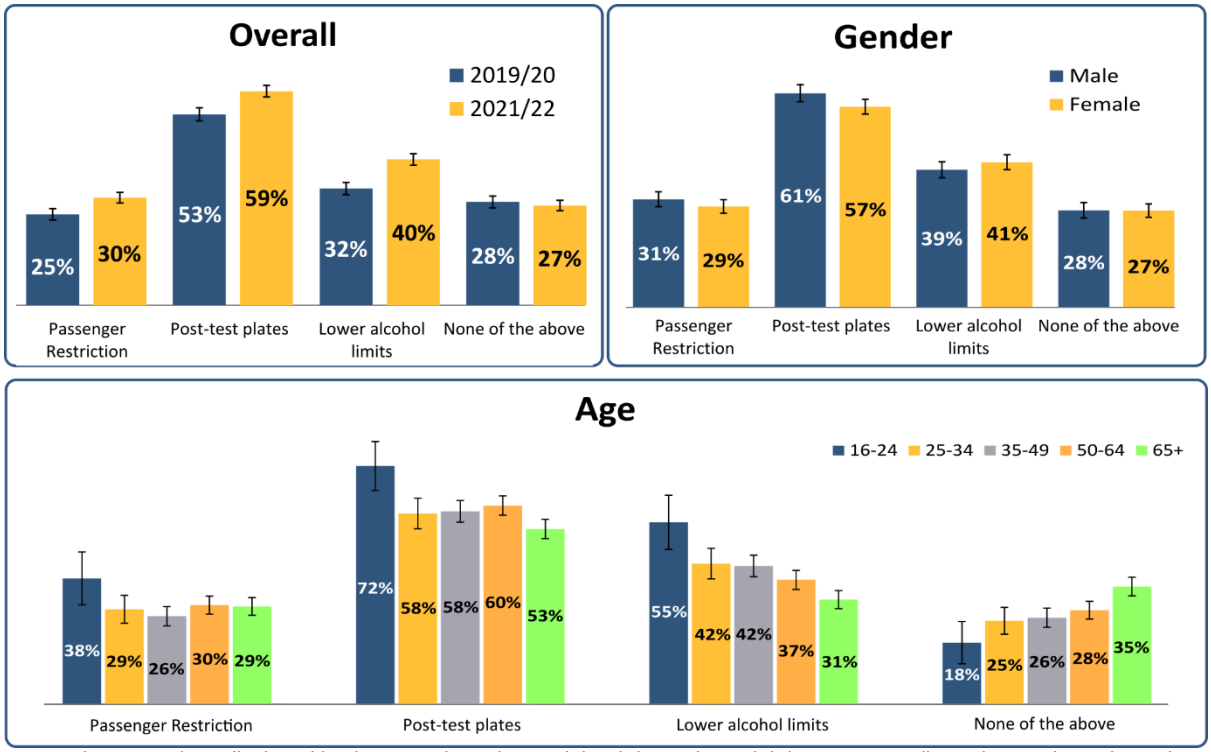
3.2 Will newly qualified drivers follow the new rules? (Post-test restrictions)

The survey next asked respondents whether or not they think newly qualified drivers will follow the new rules relating to post-test restrictions.
Overall, nearly **one-in-five (18%) respondents** think that newly qualified drivers will follow **all of the new rules**. This varied slightly by age. Only 15% of people aged 35-49 think that newly qualified drivers will follow all of the new rules, which was lower than younger people aged 16-23 (27%).

Nearly three-fifths (59%) of respondents think that new drivers will display post-test plates for two years, just under two-fifths (40%) of respondents think that they will adhere to the lower alcohol limits, three-tenths (30%) think that new drivers will follow the passenger restriction. The proportions for passenger restriction, post-plates and lower alcohol limits were higher than reported in 2019/20.

There was one difference in response by gender, males were more likely to think that people would follow the post-test plate requirement (61% compared to 57%). Interestingly, there were some differences in responses by age. **Young people aged 16-23 were more likely to think that people will follow the post-test plate requirement** (72% compared with 59% overall), while people aged 65+ were less likely to think that new drivers would display post-test plates and adhere to the lower alcohol limits (53% compared with 59% overall for post-test plates; 31% compared with 40% overall for lower alcohol limits). **Older people aged 65+ were most likely to think that newly qualified drivers would not follow any of the rules** – 35% compared with 27% overall. These findings are all presented in Figure 21 below.

Figure 21: Proportion of respondents that think newly qualified drivers will follow the new rules 2021/22 CHS*



*Note: The proportions displayed in charts are based on weighted data. The weighting process adjusts the results to those that would have been achieved if the sample had been drawn as a random sample of adults rather than of addresses.

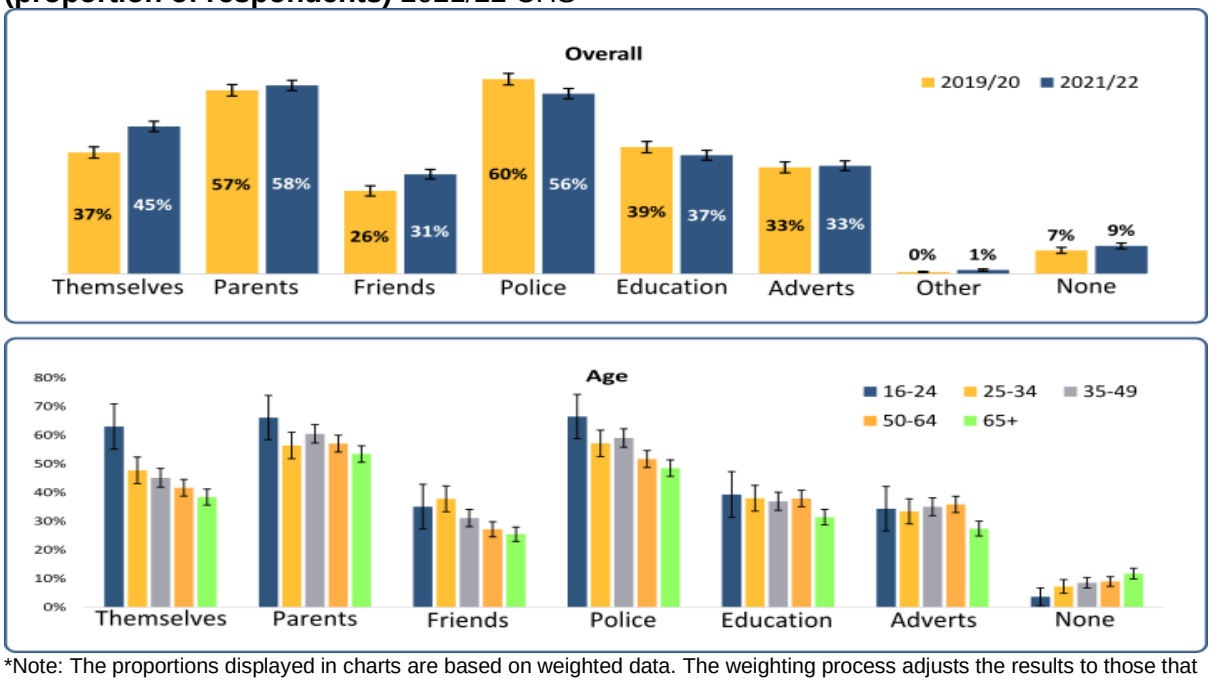
3.3 Who or what will influence newly qualified drivers to follow the new rules? (Post-test restrictions)

The survey next asked respondents to identify who or what they thought would influence newly qualified drivers to follow the new rules relating to post-test restrictions.

Overall, in 2021/22 **respondents were most likely to think that newly qualified drivers will be influenced to follow the new rules by their parents**, with nearly three-fifths (58%) of respondents selecting this option, followed by people thinking that fear of being caught by the police (56%) would influence new drivers. Respondents were least likely to think that friends (31%) would influence newly qualified drivers to follow the rules. Responses in 2021/22 showed some changes from 2019/20; a greater proportion of people in 2021/22 think that the new driver themselves will influence to follow the rules (45% compared to 37%), as well as a greater proportion that think friends will influence new drivers to follow the rules (31% compared to 26%). A lower proportion in 2021/22 think that fear of getting caught by the police will influence new drivers (56% compared with 60%). Just 1% of respondents suggested other potential influencing factors, with the most common themes relating to insurance schemes and legal issues (insurance black box, tougher penalties etc.). Nine per cent of respondents think that there is nothing that will influence newly qualified drivers to follow the new rules.

Responses were further analysed to determine whether there were any differences by gender or age. Females were more likely than males to think that newly qualified drivers would be influenced by their parents (60% for females, compared to 56% for males). Males were more likely than females to think that other factors would have an effect on newly qualified drivers (1.4% for males compared to 0.8% for females). **Younger people aged 16-23 were more likely than respondents overall to think that newly qualified drivers would be influenced by the police**. Those aged 65+ were less likely to think that newly qualified drivers would be influenced by themselves, parents, friends, police, education or adverts. Additionally, people aged 65+ were most likely to think that nothing will influence new drivers to follow the rules. See Figure 22 below.

Figure 22: Who/What will influence newly qualified drivers to follow the new rules? (proportion of respondents) 2021/22 CHS*



*Note: The proportions displayed in charts are based on weighted data. The weighting process adjusts the results to those that would have been achieved if the sample had been drawn as a random sample of adults rather than of addressee

Future work

The data presented in this report provides the currently available data for 2021 compared with the 2012-2016 baseline average. Future trends in relation to this data will give some indication of the effectiveness of the GDL scheme when it comes into operation. As stated throughout the report, as well as annual updates of the data already available, future reports will also seek to provide additional data. Potential additional data has been discussed and this is listed below; further development work on this is required and these data will be incorporated into future editions of GDL reports as and when available.

Measure	Source	Required	Purpose	Data collection method	Notes
Delivery of training split by ADI and SD	DfI	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for learner/newly qualified drivers agreed. No resolution to how to issue survey yet.
Does the programme of training impact on the costs of learning to drive	DfI	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for newly qualified drivers agreed. No resolution to how to issue survey yet.
Number of drivers who had their licence revoked under New Driver Order (NDO)	DVA	Pre- and Post-GDL	Monitoring the introduction of NDO courses	Admin data	Awaiting data from DVA.
Number of drivers who receive points during the NDO period	DVA	Pre- and Post-GDL	Monitoring the introduction of NDO courses	Admin data	Awaiting data from DVA.
Who will enforce driving restrictions	DfI	Pre- and Post-GDL	Monitoring restrictions	Various surveys dependant on respondent population	Question for general population included in CHS – results included in this report. Question for learner/ newly qualified drivers agreed, but no resolution yet on how to issue survey.
Uptake of motorway lessons	DfI	Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for learner/ newly qualified drivers agreed, but no resolution yet on how to issue survey.

Measure	Source	Required	Purpose	Data collection method	Notes
Comms Strategy evaluation	DfI	Pre- and post-GDL	Monitoring Comms Strategy	Various surveys dependant on respondent population	Question for general population included in CHS – results included in this report. Question for learner/ newly qualified drivers agreed, but no resolution yet on how to issue survey.
PSNI data on breaches of passenger restriction	PSNI	Post-GDL	Monitoring restrictions	PSNI Admin data	Data required from PSNI.
Ease of which PSNI can enforce passenger restriction	PSNI traffic police	Post-GDL	Monitoring restrictions	PSNI	Survey mechanism will be required within PSNI, more development needed.
Number of drivers who are sent on the NDO course instead of licence revocation	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity.
Number of licences that are revoked after a course has been taken	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity.
Impact of NDO course (number reoffending after taking course)	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity. Could potentially be carried out alongside drink-drive (CDDO) recidivist analysis.
Impact of CDDO (Courses for Drink-drive Offenders) - recidivist analysis	DOJ	Pre- and Post-GDL	Monitoring the impact of CDDO	DOJ Dataset	Will be an annual exercise. Several reports already available.

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