

2018

Graduated Driver Licensing (GDL) – Monitoring Report 2016

In this Report

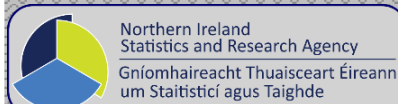
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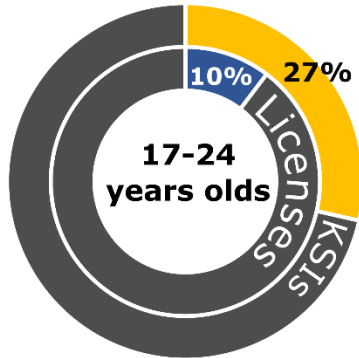
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Monitoring GDL - Collision statistics involving young drivers, 2012-2016

Licences held compared with KSI collisions



Young drivers are over-represented in collision statistics. Between 2012 and 2016, 17 to 24 year old drivers were deemed **responsible for 27%** of all fatal or serious (KSI) collisions, yet they accounted for just **10%** of car driving licence holders.

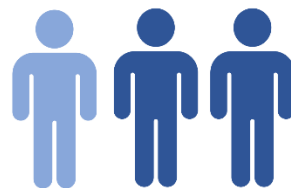
■ Proportion of Licences ■ Proportion of KSI collisions responsible for

KSIs from collisions involving young drivers



Between 2012 and 2016, an average of **242** KSIs resulted from collisions **involving** car drivers aged 17 to 24.

KSIs from collisions caused by young drivers



Young drivers were **responsible for two-thirds** of these casualties - **163** out of 242.



Young passenger KSIs and Young drivers



Nearly **three in every five** (59%) passenger KSIs injured while travelling with a young driver were aged 14 to 20 years.

Graduated Driver Licensing (GDL) – Monitoring Report

Introduction

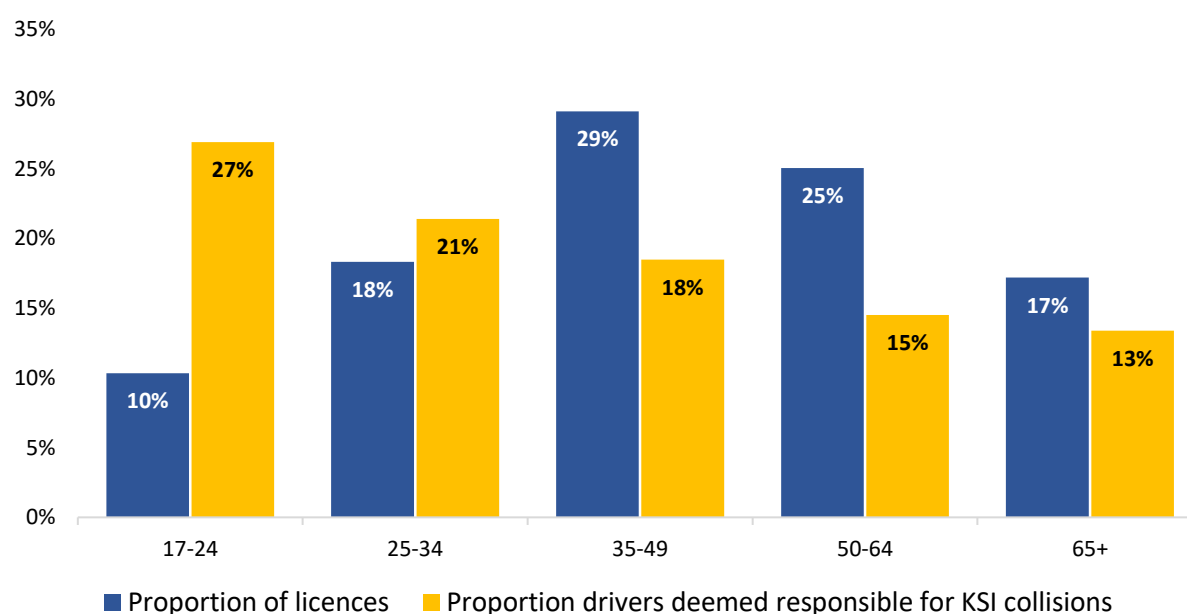
The Road Traffic (Amendment) Act (NI) 2016 ('the Act') received Royal Assent in March 2016. The Act makes provision for the introduction of Graduated Driver Licensing (GDL) in Northern Ireland. It is planned that GDL will be introduced in 2019/20.

To assess the impact of GDL on road safety, overall statistics for collisions involving, and caused by young drivers and motorcyclists will first be examined. Future trends in these data will help determine how the introduction of GDL has contributed to movement in collisions statistics. Further data is then presented on learning to drive and driving tests to help monitor the impact the new system has had for learner drivers. This report presents currently available data, highlighting the five years 2012-2016 and providing the current picture ahead of the launch of GDL. It is intended that this report will be updated regularly in the future.

Background

Fatal and serious collisions constitute one of the biggest public health threats in Northern Ireland, particularly among young and inexperienced drivers. Between 2012 and 2016, although 17 to 24 year olds accounted for only 10% of all car driving licence holders they were deemed responsible for 27% of all fatal or serious (KSI) collisions, and 22% of all collisions, where a driver was deemed responsible. Young drivers, therefore, are over-represented in collision statistics.

Figure 1. Proportion of car drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2012-2016



The aim of GDL is to reduce the number of deaths and serious injuries attributed to young drivers/motorcyclists in the age range 17 to 24 and to new drivers/riders in general.

GDL will introduce:

- A Programme of Training for learner drivers/riders which must be evidenced in a Logbook;
- A minimum mandatory 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 will be subject to lower alcohol limits and 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/riders;
- Allowing learner drivers/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
- Additional reasons for failing (such as eco-safe driving)
- Increase independent driving section with use of sat nav.

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

Monitoring the Impact of the GDL

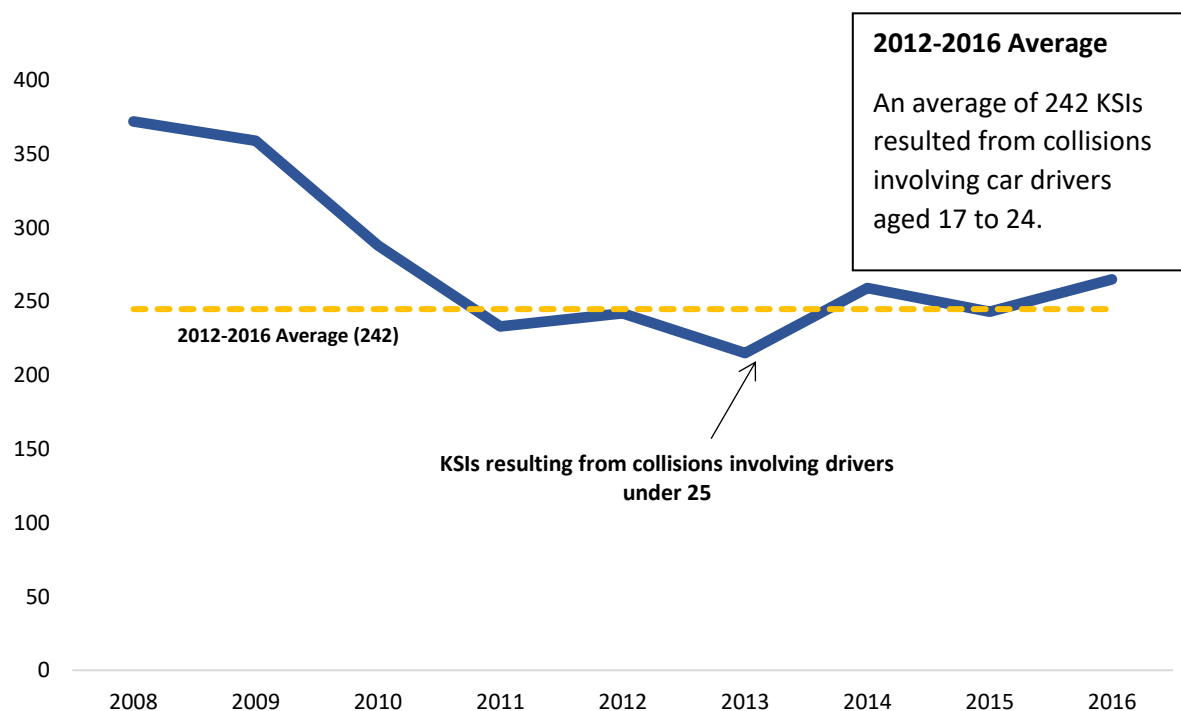
Section 1: Collision statistics

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

1. KSI casualties from collisions involving young car drivers

From 2008 to 2011, the number of KSIs from collisions involving young drivers fell considerably; however, since 2011 this trend has shown signs of reversing. In the five years 2012-2016, there were an average of 242 KSIs resulting from collisions involving car drivers aged 17 to 24.

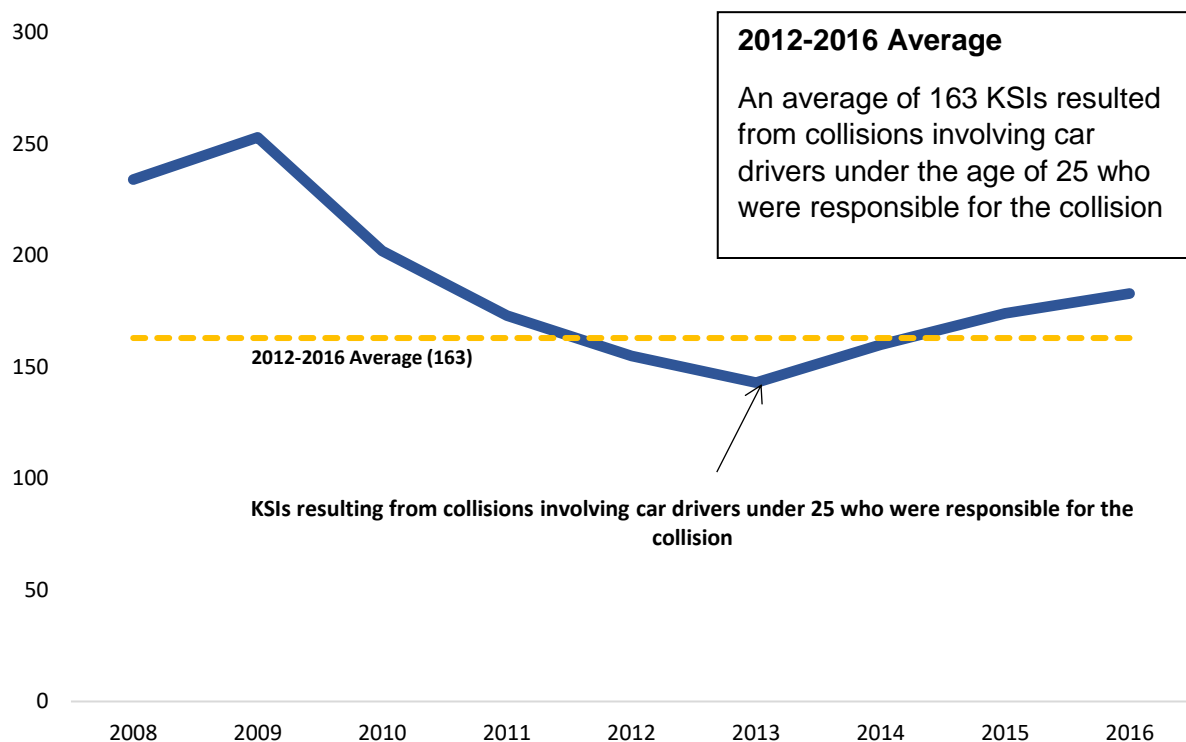
Figure 2: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 Northern Ireland (2008-2016)



2. KSI casualties from collisions caused by young car drivers

Similar to collision involvement, KSI numbers from collisions where a young car driver was responsible fell early in the series, and then the trend reversed. In this case, KSI numbers decreased up to 2013 and then began to rise. In the five years 2012-2016, there were an average of 163 KSIs resulting from collisions involving car drivers under the age of 25 who were responsible for the collision. Therefore, young drivers were responsible for over two-thirds (67%, or 163 out of 242) of the KSI casualties that resulted from collisions they were involved in.

Figure 3: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 who were responsible for the collision Northern Ireland (2008-2016)

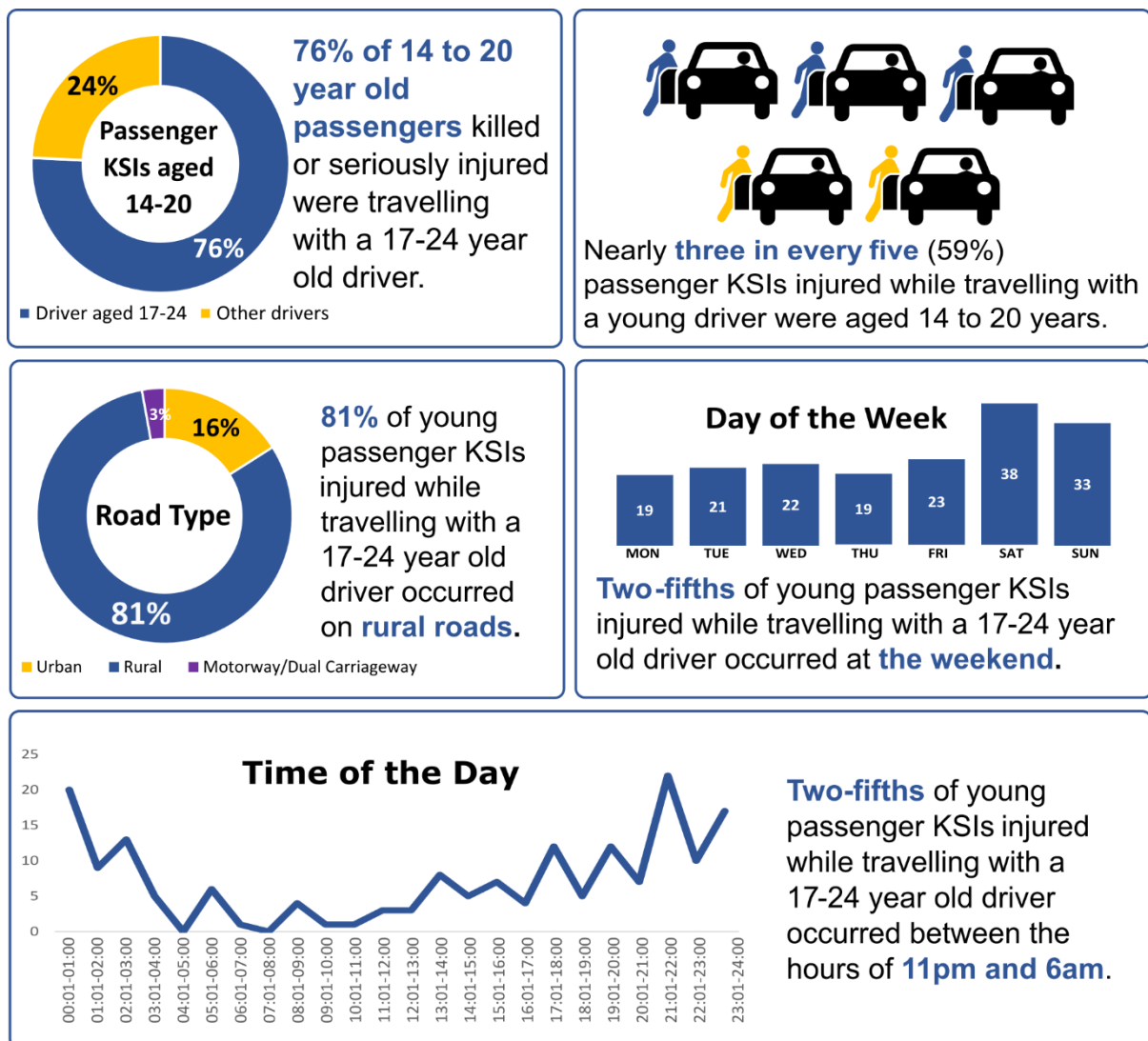


3. Young passengers travelling in cars with young drivers

In the five years from 2012-2016, there were 231 car passengers aged 14 to 20 killed or seriously injured. The vast majority of these young passengers (175, or 76%) were injured while travelling with a driver aged 17 to 24. The issue of young drivers and young passengers is further evidenced by the fact that the 175 young passengers injured while travelling with a young driver make up three-fifths (59%) of all passengers that were killed or seriously injured while travelling with a young driver.

The majority of these young KSI casualties occur on rural roads with large proportions occurring both at the weekend and late at night – in 2012-2016, 81% of young passengers killed or seriously injured in a car with a young driver were travelling on a rural road; 41% happened at the weekend; and 40% occurred between the hours of 11pm and 6am.

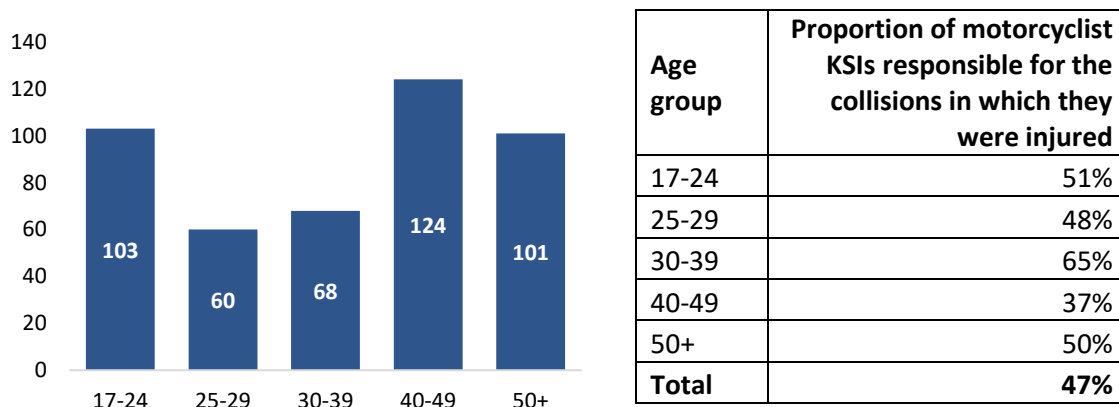
Figure 4: Passenger KSIs aged 14 to 20 injured while travelling with a young driver aged 17 to 24 Northern Ireland (2012-2016)



4. Motorcyclist KSI casualties

In the five years 2012-2016, there were a total of 472 motorcyclist KSIs. Just over one-fifth (103, or 22%) were aged 17 to 24. On average, 47% of motorcyclist KSI casualties were responsible for the collisions in which they were injured; for those aged 17 to 24, the proportion was slightly higher - 51%.

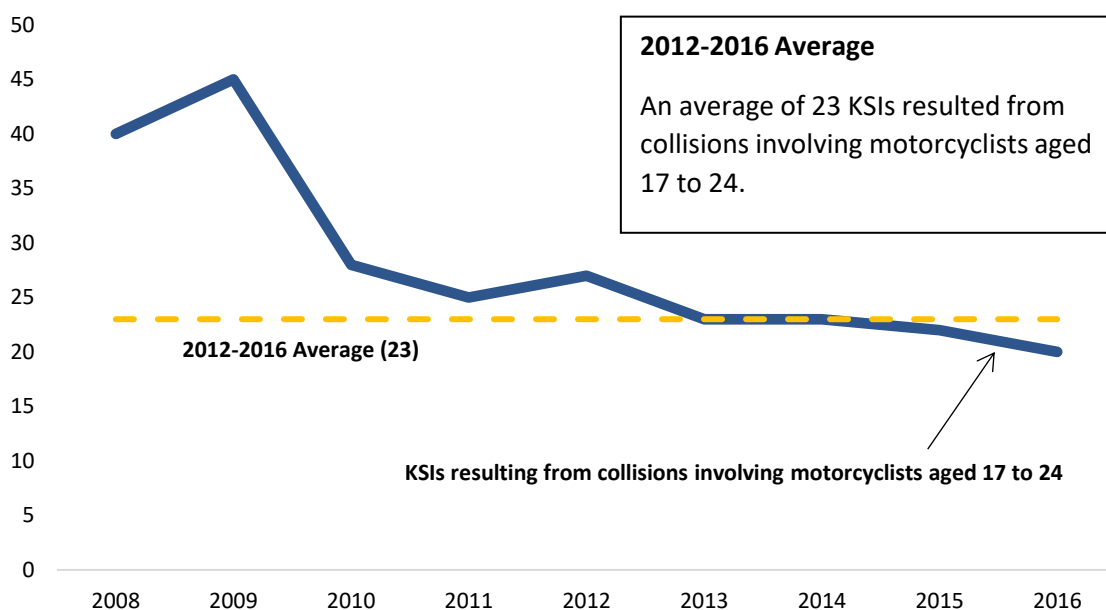
Figure 5: Motorcyclist KSIs, Northern Ireland 2012-2016



5. KSI casualties from collisions involving young motorcyclists

In 2010, the number of KSIs from collisions involving young motorcyclists fell considerably. Since then, the decreasing trend has stabilised somewhat; however, in the most recent two years KSI casualty numbers have started to fall again. In the five years 2012-2016, there were an average of 23 KSIs that resulted from collisions involving a motorcyclist aged 17 to 24.

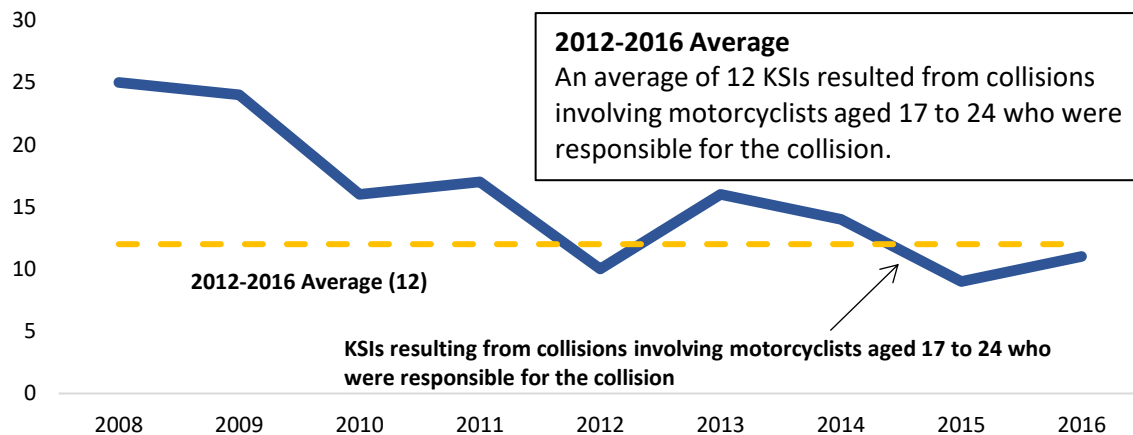
Figure 6: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24, Northern Ireland (2008-2016), Northern Ireland (2008-2016)



6. KSI casualties from collisions caused by young motorcyclists

Similar to collision involvement, KSI numbers from collisions where a young motorcyclist was responsible fell early in the series and then the trend levelled off somewhat in more recent years. In this case, KSI numbers decreased up to 2012. In the five years 2012-2016, there were an average of 12 KSIs resulting from collisions involving motorcyclists under the age of 25 who were responsible for the collision. Therefore, young motorcyclists were responsible for just over half (52%, or 12 out of 23) of the KSI casualties that resulted from collisions they were involved in.

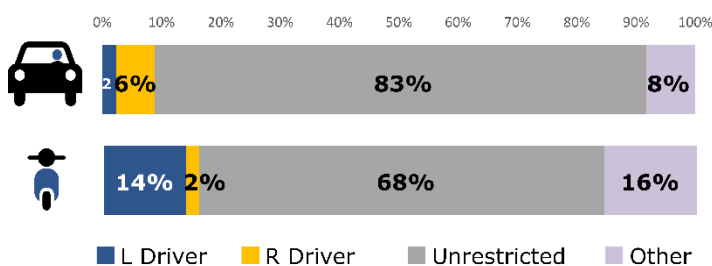
Figure 7: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland (2008-2016), Northern Ireland (2008-2016)



7. Driver and Motorcycle KSI casualties by License Type

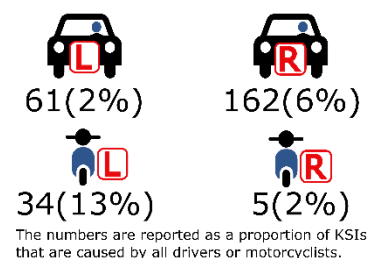
Figure 8 below shows driver and motorcyclist KSI casualties who were responsible for the collisions in which they were injured, by their driving licence type. Unsurprisingly, the greatest proportion of both KSI casualty groups are made up of 'Unrestricted' license holders. However, almost one in seven (14%) of all motorcyclist KSIs who were responsible for their collisions were learner riders. Figure 9 shows the number of KSI casualties that were caused by learner and restricted license holders. Learner riders were responsible for 34 KSI casualties in the five years 2012-2016; this is 13% of all KSIs caused by motorcyclists. The equivalent number for learner drivers was 61 (2%). 'R' drivers were responsible for 162 KSI casualties (6%); 'R' riders were responsible for five (2%).

Figure 8: Driver and motorcyclist KSIs responsible for their injuries, by License type Northern Ireland 2012-2016



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

Figure 9: KSIs caused by learner and restricted drivers and riders Northern Ireland 2012-2016



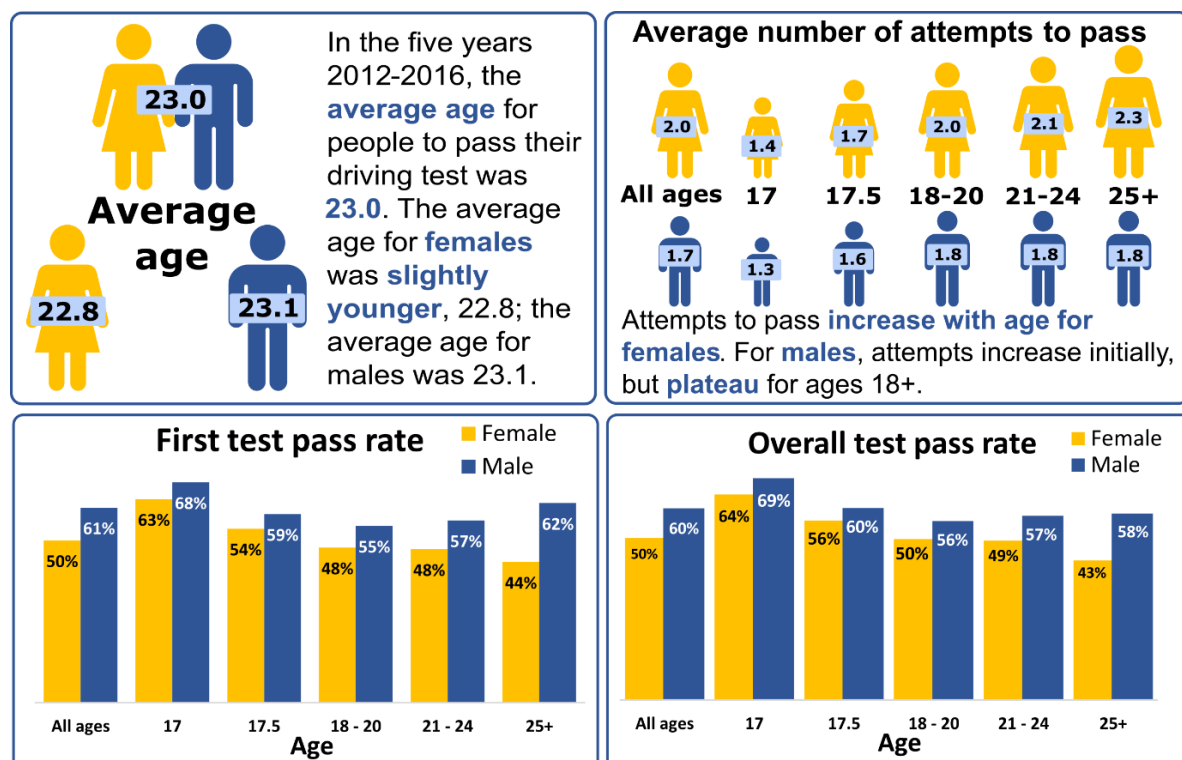
Section 2: Monitoring the impact for learner drivers

As well as monitoring the impact of GDL in terms of collision statistics trends, the impact of the changes on learning to drive and driving tests must also be considered. Current data are set out below – in most cases, for a five year period, 2012-2016. Once GDL has been implemented, annual data will be compared to a baseline to determine the impact the scheme has had.

1. Age changes and introduction of Minimum Mandatory Learning Period

The mandatory minimum learning period (MMLP) requires that a learner driver hold a provisional driving licence for a minimum of 6 months before they can apply for their driving test. This will not apply to motorcyclists. Driver & Vehicle Agency (DVA) Driving Test Data will be used to monitor the impact that this change has on the age that drivers pass their test, the average number of attempts to pass, and driving test pass rates. Figure 10 below shows data for 2012-2016. On average, people in this five year period passed their category B private car driving test at age 23. Females, passed at a slightly younger age than males; however, males generally required fewer attempts to pass: overall, males needed 1.7 test attempts, while for females, 2.0 attempts were needed. For both males and females, the very youngest age category (17 years) required the fewest attempts to pass, and even just 6 months later the difference was stark. Consequently, the test pass rates are highest for the youngest age group. Female pass rates then fall with age, however, male pass rates fall initially but increase again after age 20.

Figure 10: DVA Category B Driving Test Pass Data, Northern Ireland (2012-2016)



Note: For average age and first test pass rate, the analysis does not include repeat testers. Tests conducted after the candidates first pass were not included. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25. The analysis excluded a very small number of candidates who were under 17 or did not have a valid DOB. A breakdown of the 25+ age category is available in Annex 1; however, as three-quarters of people that pass their driving test are aged 17 to 24, the remainder were grouped together for the charts.

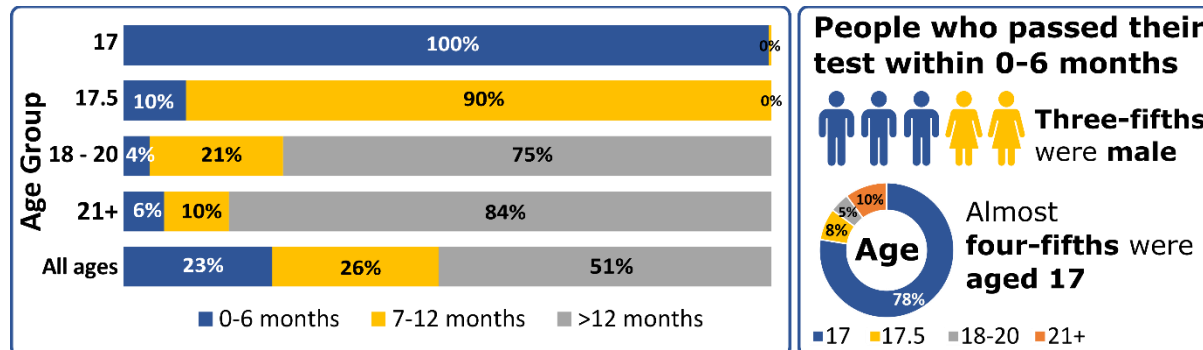
Another way to assess the impact of the MMLP is to monitor the length of time that someone takes to pass their driving test. To do this, the length of time between provisional licence issue and test pass date is examined. It is important to note, however, that a person can hold their provisional licence for identification purposes and therefore may not be actively learning to drive. As such, Figure 11 below should be treated with some caution. The Department is developing a survey of newly qualified drivers that will seek to gather, among other things, information on number of lessons taken; when this data is available, it can be considered in conjunction with length of time to pass test.

In the five years 2012-2016, 23% of people passed their driving test within six months of receiving their provisional license. A further 26% passed within 7-12 months. Overall, just over half (51%) of people held their provisional licence for longer than 12 months before passing their driving test.

Figure 11 also shows a profile of the people who passed their test within 0-6 months of receiving their provisional license. The majority of people were male (60%) and aged 17 (78%)³.

An additional table showing a breakdown by gender and a further split of age categories is available in the Annexe.

Figure 11: Duration between issue of provisional driving licence³ and date of driving test pass, DVA category B practical driving test Northern Ireland (2012-2016)



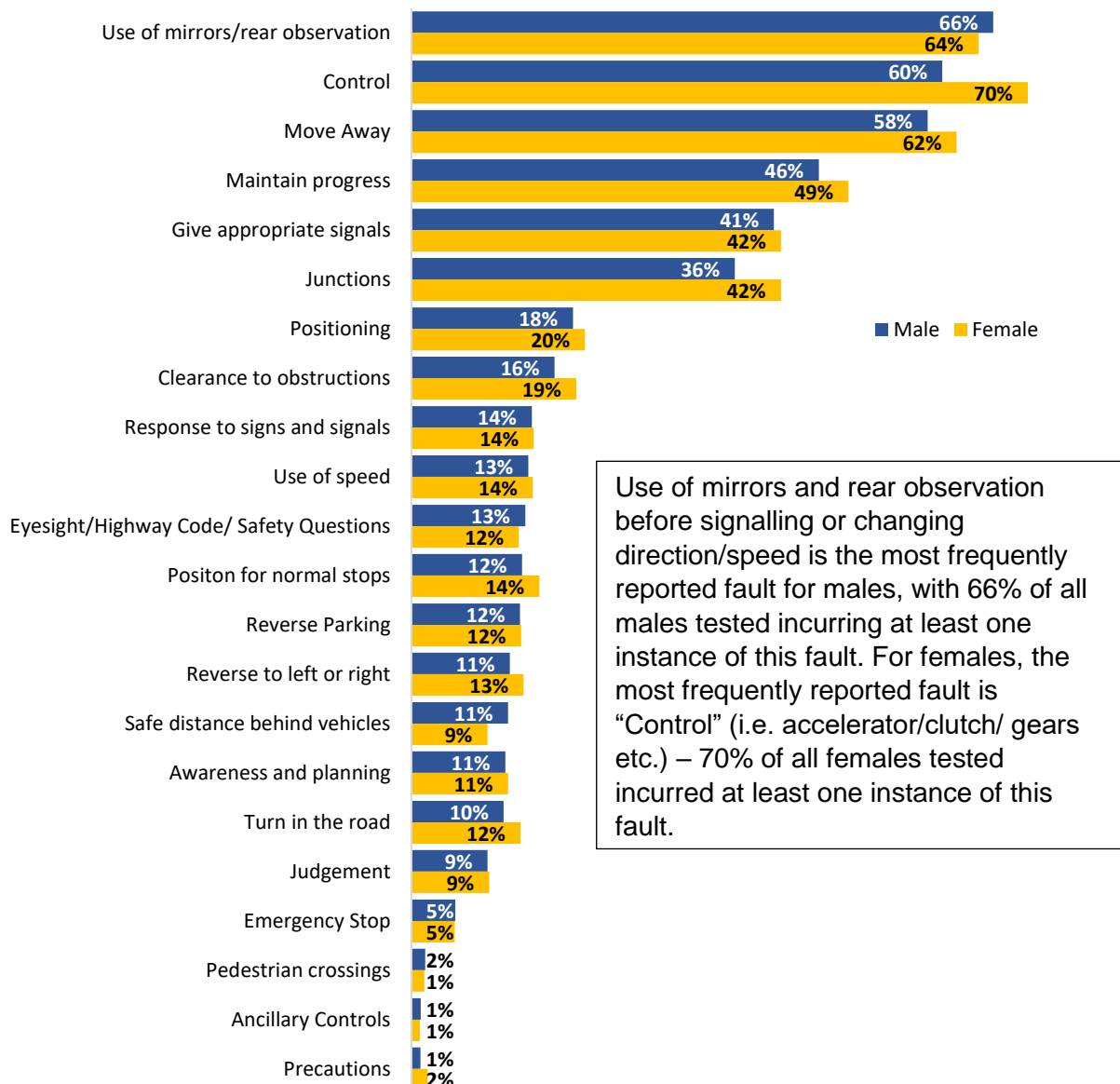
Note:

1. The above data do not include test passes from GB candidates as no information is known regarding their original licence issue date.
2. The above data do not include candidates who have exchanged a driving licence from another jurisdiction prior to passing a test in NI as no information is known on the duration the original licence was held.
3. For 17 and 17.5 year olds, the data relates to the commencement of Category B entitlement, rather than date of provisional license issue. You can apply for a provisional car licence two months before your 17th birthday, but must not drive until it comes in to effect when you turn 17. In some instances, you can apply for your provisional licence before your 16th birthday. If you are aged 16 and in receipt of Disability Living Allowance at the higher rate, you can apply for your provisional licence three months before your 16th birthday. The licence will only come in to effect on your 16th birthday. If you want to ride a moped, you can apply for a provisional licence when you are 16 – this will include provisional entitlement to drive a car, but it only comes in to effect when you are 17.

2. Driving test changes

The driving test makes an important contribution to safety on our roads, not only by setting the standard which people must reach to get a full driving licence, but also by influencing the way in which drivers learn to drive before taking the theory/practical parts of the test. As part of GDL, the driving competencies that are tested will be reviewed and changed; driving test faults will be examined to monitor the impact of these changes. Figure 12 below shows the proportion of people tested that incurred each fault in 2016, split by gender. Two years of data were available for this analysis, however there was not much change between 2015 and 2016. In addition, a breakdown by age did not reveal much difference. Additional tables are available in the Annexe.

Figure 12: Driving test faults (Proportion), Northern Ireland (2016)



3. 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.

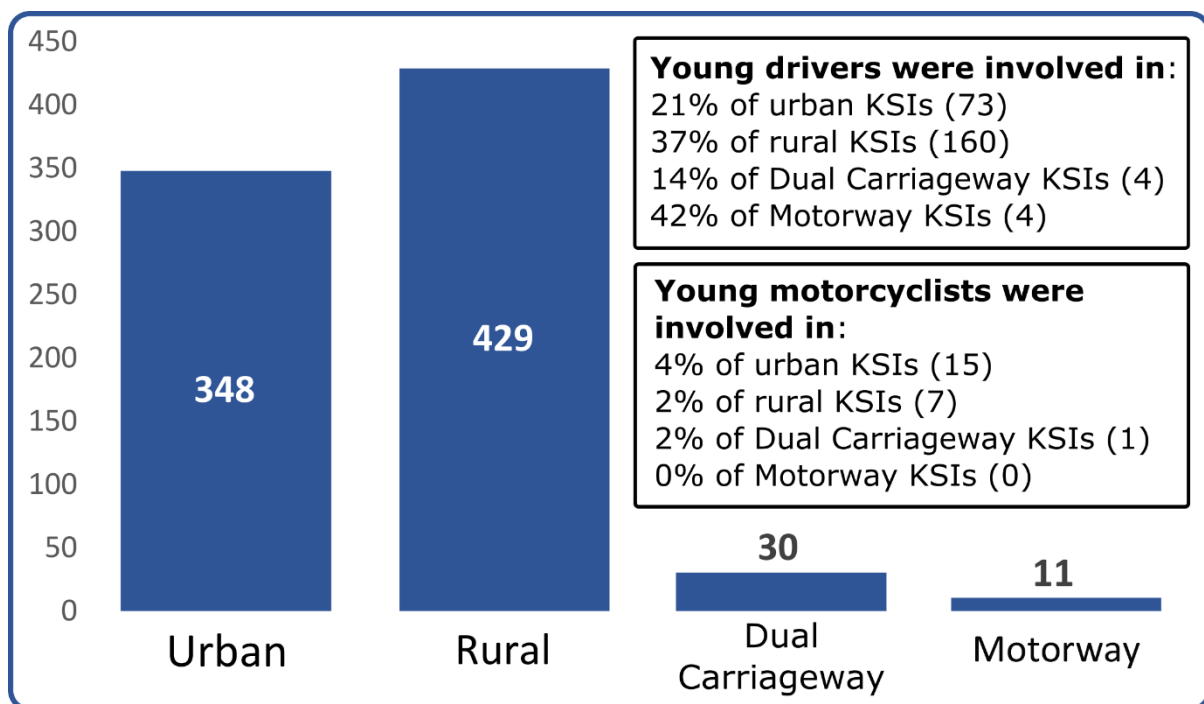
This section sets out the data that will be used to monitor the impact of the Programme - as with previous, an average across 2012-2016 is presented.

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 13 below shows analysis by road type. Motorways have the fewest recorded KSIs; in the five years 2012-2016, an average of **11 KSIs per year occurred**. In the same time period, an average of 429 KSIs per year (**52%**) occurred on rural roads, with a further average of 348 (43%) occurring on urban roads.

A car driver aged 17 to 24 was involved in 160 of the 429 rural KSIs (37%), and in four of the 11 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 young motorcyclist was involved in 15 of the 348 urban KSIs (4%).

Figure 13: Number of KSIs by road type, Northern Ireland (average for 2012-2016)



Figures 14 and 15 below shows principal causation of KSI collisions with, respectively, young drivers and young motorcyclists responsible. There were a total of 571 KSI collisions in the five year period 2012-2016 caused by a car driver aged 17 to 24; in the same time period, 56 KSI collisions were caused by a motorcyclist aged 17 to 24. The most frequently reported collision causation for both groups was 'Excessive speed' (25% for drivers; 20% for motorcyclists).

Figure 14: Principal causation of KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision
Northern Ireland (2012-2016)

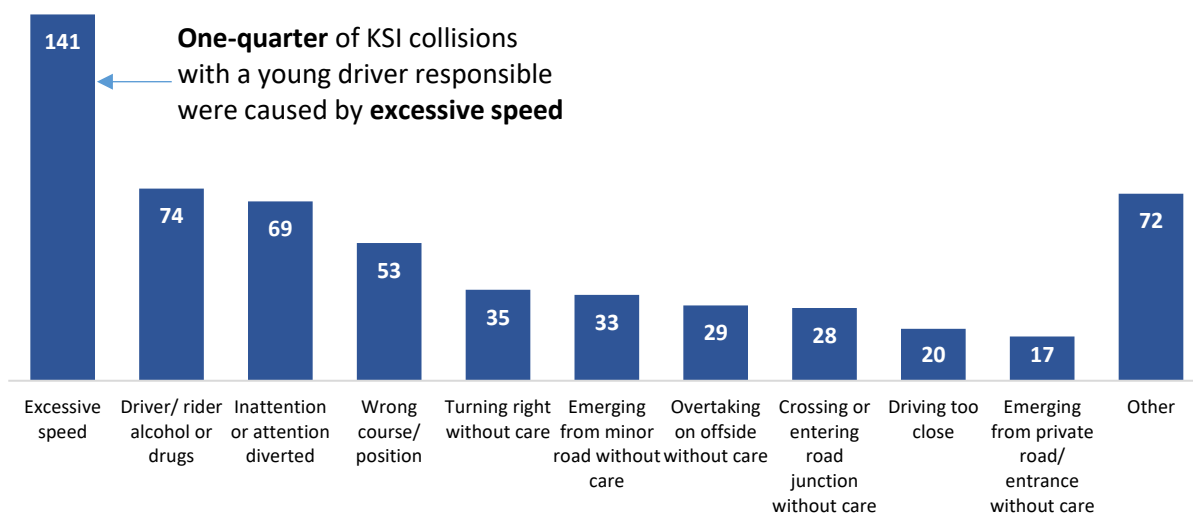
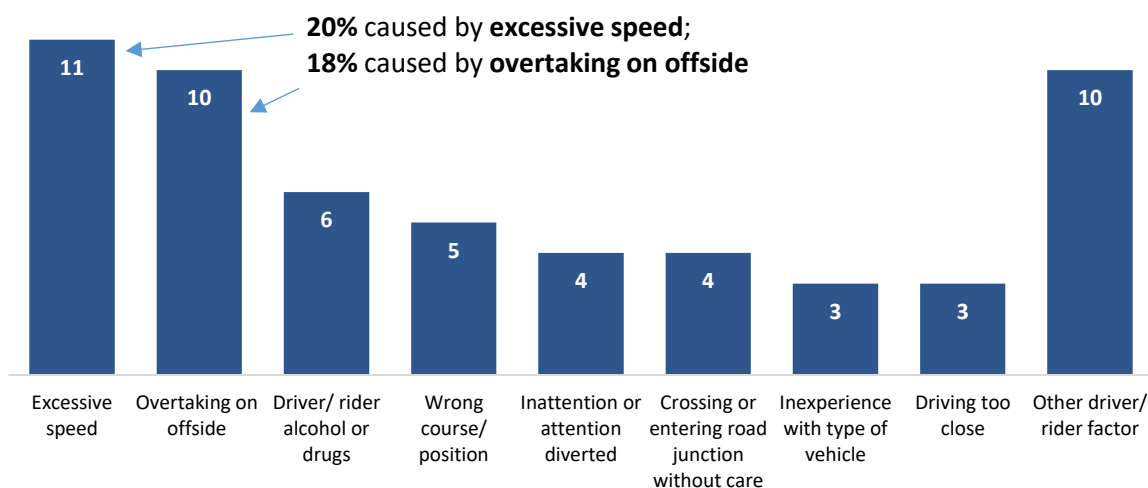


Figure 15: Principal causation of KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision
Northern Ireland (2012-2016)



Figures 16 and 17 examine the 'Excessive speed' collisions from Figures 14 and 15 in greater detail. In the five years 2012-2016, there were an average of 28 KSI collisions caused by excessive speed, where a young car driver was responsible. The figure for motorcyclists was much lower – there were an average of 2 KSI collisions caused by excessive speed, where a young motorcyclist 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 was peak in 2013 for collisions caused by excessive speed of motorcyclists, but the small numbers involved mean that any movement will be exaggerated in the trend line, and should therefore be treated with caution

Figure 16: KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2016)

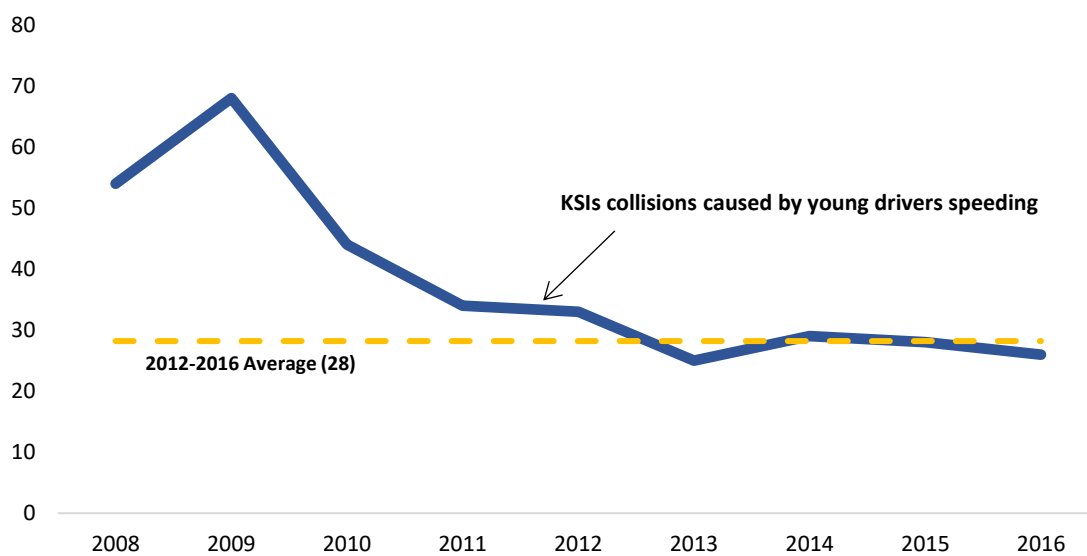
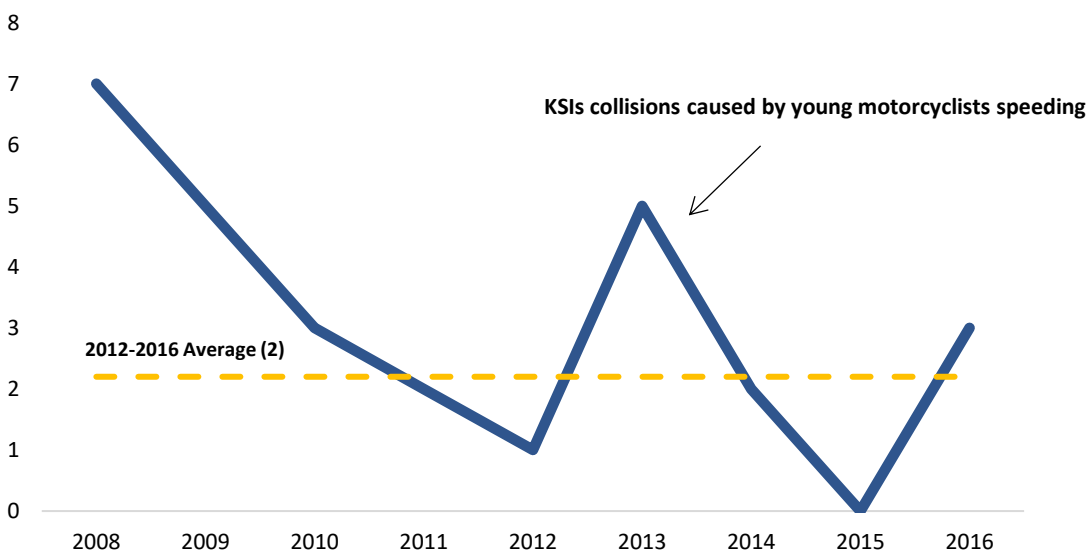
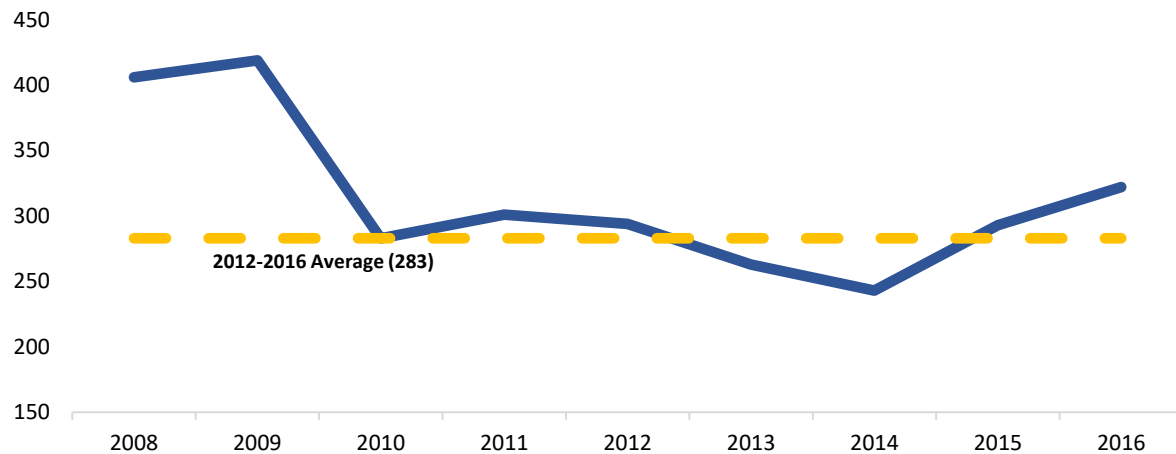


Figure 17: KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2016)

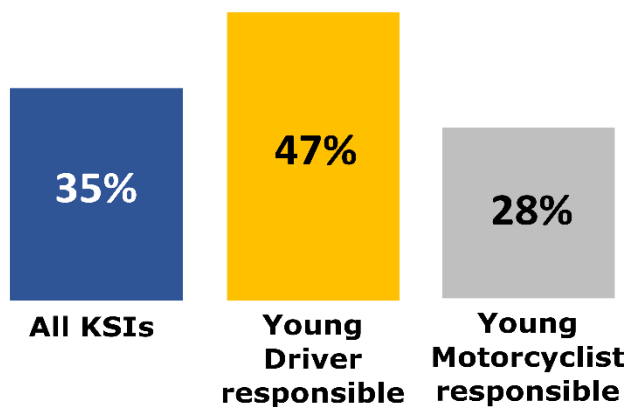


The Programme will also encourage learner drivers to practice in a range of lighting conditions, including darkness. In the five years 2012-2016, an average of **283 KSIs per year occurred in darkness hours**. See figure 18 below. A **driver aged 17 to 24 was involved in 110 (39%)** of these KSIs and was **responsible for 77 (27%)**. In comparison, a motorcyclist aged 17 to 24 was involved in seven (2%) of the KSIs that occurred in darkness, and was responsible for three (1%).

Figure 18: Number of KSIs that occurred in darkness, Northern Ireland (2008-2016)



Proportion of KSIs occurring in **darkness hours**, 2012-2016



Over one-third (35%) of all KSIs in 2012-2016 occurred in darkness. In comparison, a much greater proportion of KSIs that were caused by young car drivers occurred in the dark – just under half (47%). A smaller proportion of KSIs that were caused by young motorcyclists occurred in the dark – 28%.

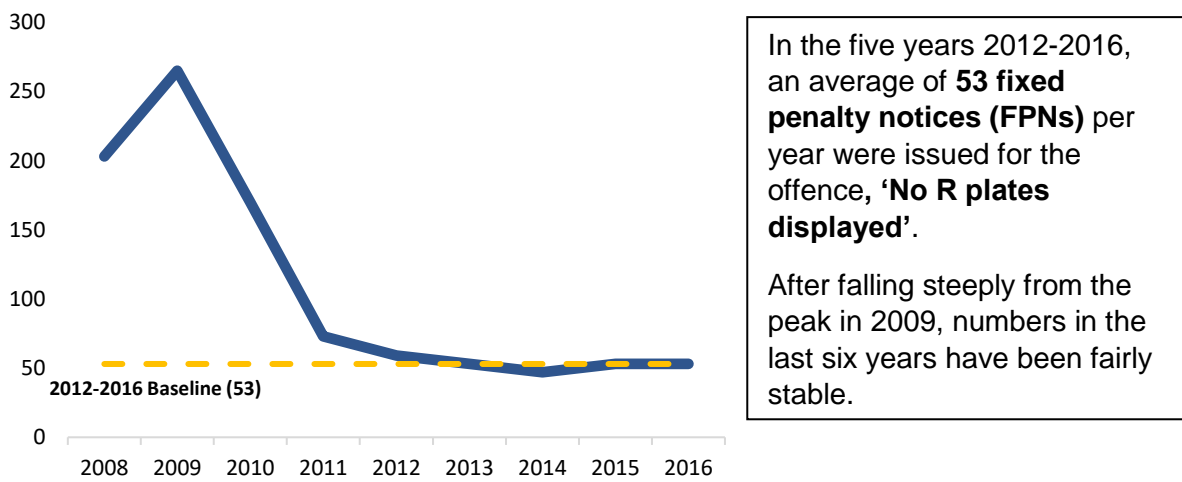
Future updates of this series will seek to determine whether encouraging learner drivers to practice in a variety of lighting conditions has had any impact on KSI numbers.

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 is available.

4. 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.

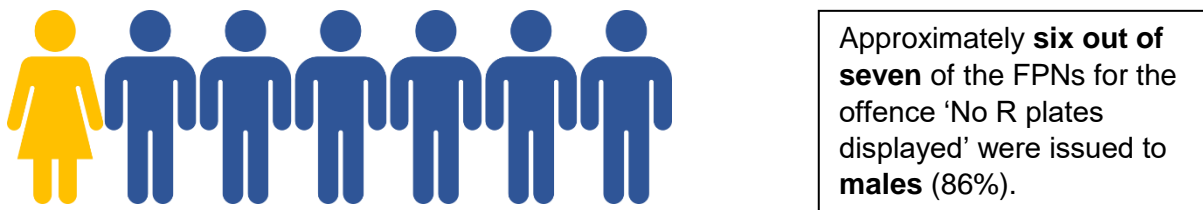
Figure 19: Number of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2008-2016)



Source: PSNI Statistics Branch, Lisnasharragh

Note: The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution

Figure 20: Gender split of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2012-2016)



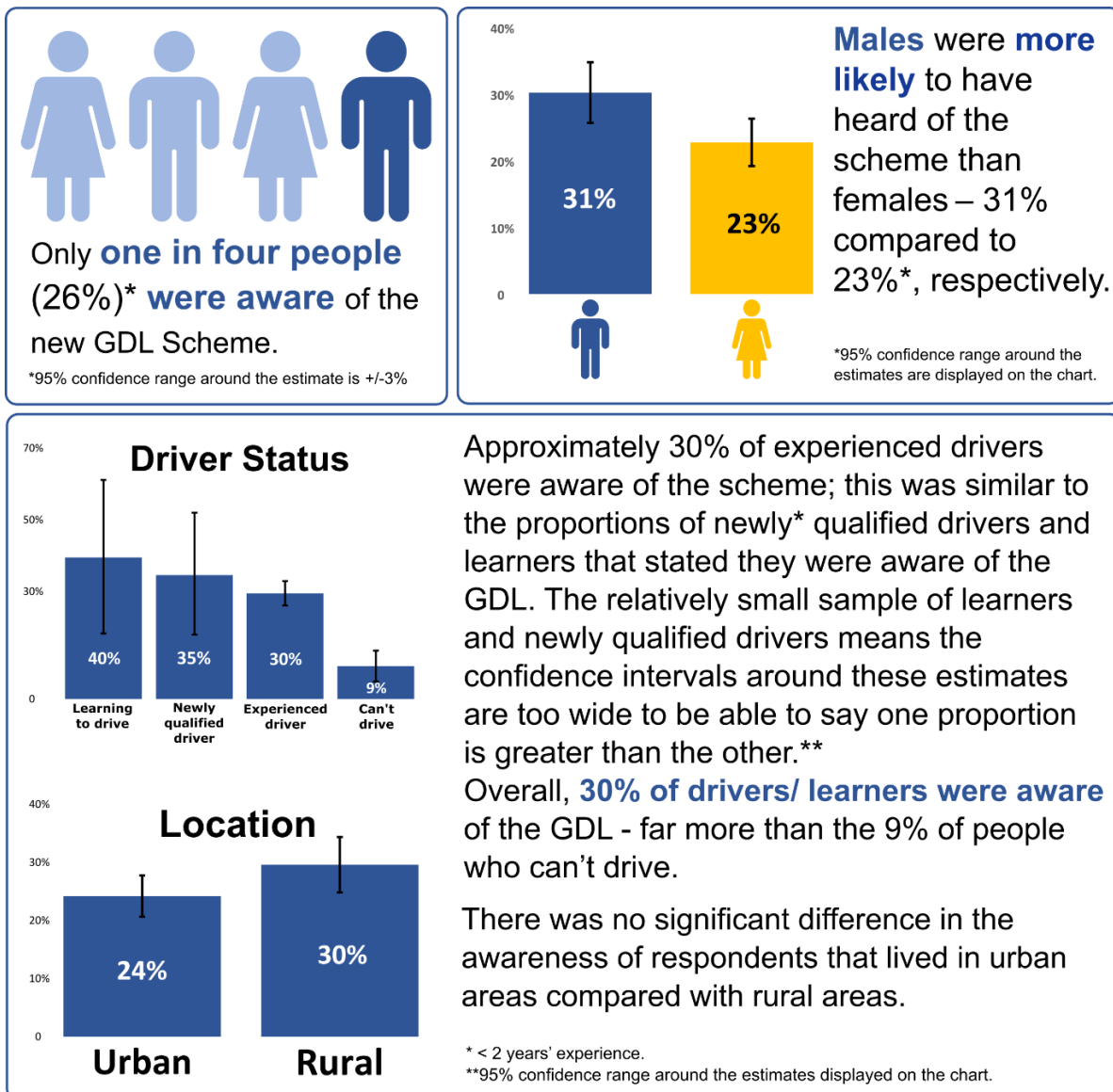
The Act will also introduce other post-test restrictions, such as the passenger restriction, whereby, for the first six months, new drivers aged 17-24 of category B vehicles will be restricted from carrying more than one passenger aged 14-20 between the hours of 11pm and 6 am. Questions on how this restriction will be enforced were included on the Continuous Household Survey, 2017 and results will be available in future updates of this report.

5. Publicity and Communications Strategy

A GDL module, designed to determine public awareness of the scheme, was included in the Spring 2017 round of the Northern Ireland Omnibus Survey (April-June 2017). A systematic random sample of 1,776 eligible addresses were selected from the Pointer database of private addresses. A response rate of 51% (approx. 900 addresses) was achieved from this sample. 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. Where possible, 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.

The first question asked in the Omnibus survey was whether or not respondents were aware of the new Graduated Driver Licensing Scheme. Of the 909 respondents, 216 (26%) indicated that they were aware of the GDL.

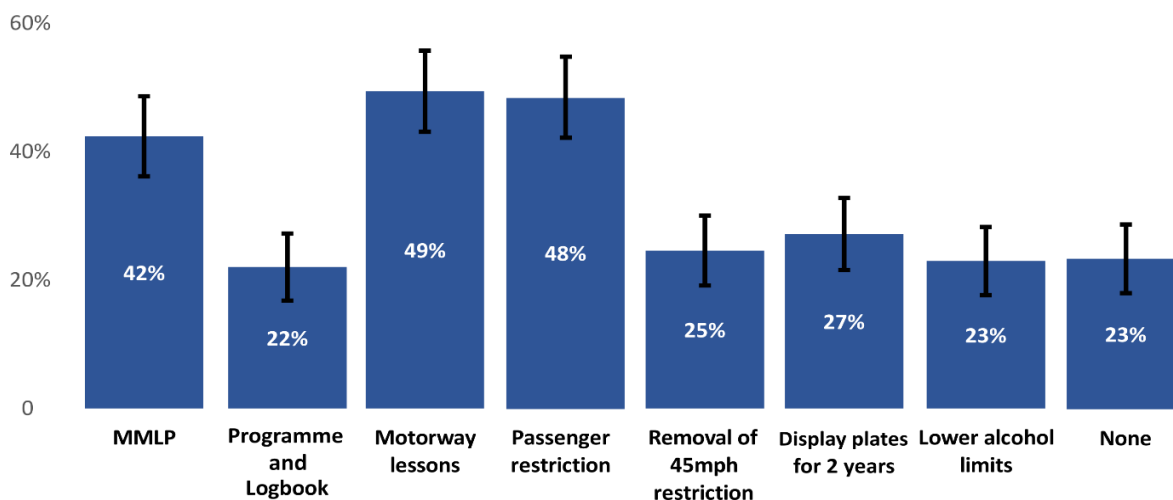
Figure 21: Awareness in the new GDL scheme, Apr-Jun 2017 Omnibus Survey



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.

Respondents that indicated they were aware of GDL in general, were then asked which specific elements of the scheme they were aware of.

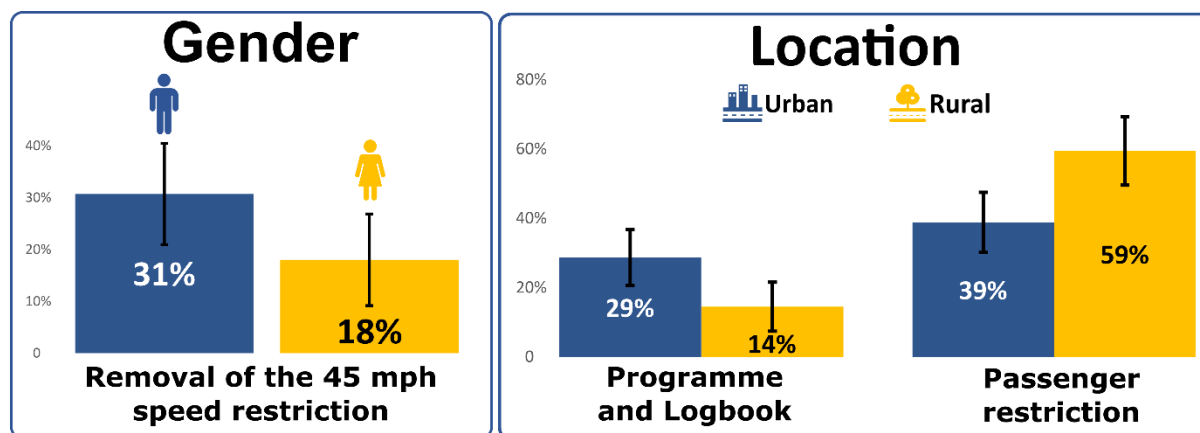
Figure 22: Awareness of Specific elements in the new GDL scheme (asked of those who were aware of the scheme in general) Apr-Jun 2017 Omnibus Survey*



Of the 216 people that were aware of the GDL, approximately one-quarter (23%) were not aware of any of the specific elements of the scheme. Respondents were most likely to have heard of the MMLP, motorway lessons and the passenger restriction, with under half stating these three elements. The remaining four elements all saw similar levels of awareness, with around one-quarter of respondents selecting them.

Analysis of the data by gender shows that in the majority of instances there was no difference in responses between the sexes. The only exception to this was 'Removal of 45mph speed limit', where 31% of males compared with 18% of females were aware. Likewise, when comparing by the location of respondents, in the majority of instances there was no statistically significant difference in the responses of those living in urban areas compared with rural areas. The exceptions to this were 'New programme of Training and completion of logbook' (29% of urban residents compared with 14% of rural were aware) and 'Passenger restriction for newly qualified drivers' (39% of urban residents compared with 59% of rural were aware).

Figure 23: Specific awareness in the new GDL scheme, by Gender and Location Apr-Jun 2017 Omnibus Survey*



*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.

6. Future work

The data presented in this report provides the currently available 2012-2016 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
Category A Test Pass Data	DVA	Pre- and Post-GDL	Monitoring the Programme of Training	Admin data	Awaiting data from DVA
Delivery of training split by ADI and SD	Dfl	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	See accompanying document
Does the programme of training impact on the costs of learning to drive	Dfl	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	See accompanying document
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
Does the increased licensing age associated with MMLP impact on access to education/employment social events	Dfl	Pre- and Post-GDL	Monitoring impact of MMLP	Ad-hoc survey	See accompanying document
Who will enforce driving restrictions	Dfl	Pre- and Post-GDL	Monitoring restrictions	Various surveys dependant on respondent population	See accompanying document
Uptake of motorway lessons	Dfl	Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	See accompanying document

Comms Strategy evaluation	Dfl	Pre- and post-GDL	Monitoring Comms Strategy	Various surveys dependant on respondent population	See accompanying document
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 if still required, more development required
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; currently awaiting next update.

Annexe of Additional Tables

Table 1: Proportion of drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2012-2016

Age	Proportion of licences	Proportion drivers deemed responsible for KSI collisions	
		KSI Collisions	All Collisions
17-24	10%	27%	22%
25-34	18%	21%	22%
35-49	29%	18%	23%
50-64	25%	15%	15%
65+	17%	13%	11%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics, DVA

Table 2: Number of KSIs resulting from collisions involving car drivers aged 17 to 24, Northern Ireland 2008-2016

Year	Number of KSIs
2008	368
2009	353
2010	288
2011	233
2012	235
2013	215
2014	255
2015	241
2016	263
2012-2016 Baseline	242

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 3: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2016

Year	Number of KSIs
2008	234
2009	253
2010	202
2011	173
2012	155
2013	143
2014	160
2015	174
2016	183
2012-2016 Baseline	163

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 4: Age of Passenger KSIs that were travelling in a car with a driver aged 17-24, Northern Ireland 2008-2016

Year	Age of Passenger KSI				Total	% aged 14-20
	<14	14-20	21-24	25+		
2008	1	46	20	17	84	55%
2009	2	57	21	13	93	61%
2010	3	41	11	11	66	62%
2011	3	39	11	10	63	62%
2012	0	34	14	12	60	57%
2013	0	26	12	6	44	59%
2014	3	33	17	16	69	48%
2015	5	39	15	4	63	62%
2016	3	43	6	10	62	69%
2012-2016 Baseline	2	35	13	10	60	59%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 5: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by location of collision: Northern Ireland 2008-2016

Year	Location of Young Passenger KSIs			Total	% of Rural KSIs
	Urban	Rural	Motorway/ Dual Carriageway		
2008	16	27	3	46	59%
2009	7	49	1	57	86%
2010	8	32	1	41	78%
2011	10	28	1	39	72%
2012	9	24	1	34	71%
2013	3	22	1	26	85%
2014	5	28	0	33	85%
2015	3	33	3	39	85%
2016	8	35	0	43	81%
2012-2016 Baseline	6	28	1	35	81%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 6: Passenger KSIs aged 14-20 injured travelling in a car, by age of driver Northern Ireland 2008-2016

Year	Car passenger KSIs aged 14-20, injured travelling with a driver aged:			% young passengers injured while travelling with a young driver
	17-24	Other ages	Total	
2008	46	19	65	71%
2009	57	15	72	79%
2010	41	18	59	69%
2011	39	12	51	76%
2012	34	17	51	67%
2013	26	11	37	70%
2014	33	9	42	79%
2015	39	8	47	83%
2016	43	11	54	80%
2012-2016 Baseline	35	11	46	76%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 7: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by day of the week: Northern Ireland 2008-2016

Year	Day of the week							Total	% Weekend
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun		
2008	2	4	6	2	5	13	14	46	59%
2009	7	2	9	3	10	7	19	57	46%
2010	7	4	3	5	7	8	7	41	37%
2011	5	1	4	7	6	4	12	39	41%
2012	6	3	5	3	3	10	4	34	41%
2013	0	5	2	6	2	5	6	26	42%
2014	4	6	4	2	6	7	4	33	33%
2015	6	4	5	2	9	9	4	39	33%
2016	3	3	6	6	3	7	15	43	51%
2012-2016 Baseline	4	4	4	4	5	8	7	35	41%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 8: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by time of the day: Northern Ireland 2012-2016

	All Roads	Rural Roads
00:01-01:00	20	16
01:01-02:00	9	8
02:01-03:00	13	9
03:01-04:00	5	5
04:01-05:00	0	0
05:01-06:00	6	6
06:01-07:00	1	1
07:01-08:00	0	0
08:01-09:00	4	4
09:01-10:00	1	1
10:01-11:00	1	1
11:01-12:00	3	3
12:01-13:00	3	2
13:01-14:00	8	6
14:01-15:00	5	5
15:01-16:00	7	5
16:01-17:00	4	2
17:01-18:00	12	6
18:01-19:00	5	5
19:01-20:00	12	11
20:01-21:00	7	6
21:01-22:00	22	17
22:01-23:00	10	8
23:01-24:00	17	15
Total	175	142

Key

	1-4 KSIs
	5-9 KSIs
	10-14 KSIs
	15-19 KSIs
	20+ KSIs

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 9: Motorcyclist KSIs by age and responsibility, Northern Ireland 2012-2016

Age group	Motorcycle KSIs	Proportion responsible for their injuries
Unknown or <17	16	6%
17-24	103	51%
25-29	60	48%
30-39	68	65%
40-49	124	37%
50+	101	50%
Total	472	47%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 10: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24, Northern Ireland 2008-2016

Year	Number of KSIs
2008	40
2009	45
2010	28
2011	25
2012	27
2013	23
2014	23
2015	22
2016	20
2012-2016 Baseline	23

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 11: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2016

Year	Number of KSIs
2008	25
2009	24
2010	16
2011	17
2012	10
2013	16
2014	14
2015	9
2016	11
2012-2016 Baseline	12

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 12: Driver and Motorcyclist KSIs by license type. Northern Ireland 2012-2016

License type	Drivers		Motorcyclists	
	Number	%	Number	%
L Driver	22	1%	66	14%
R Driver	69	4%	8	2%
Unrestricted	1376	88%	352	75%
Other	96	6%	44	9%
Total	1563		470	

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
 Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV

Table 13: Driver and Motorcyclist KSIs, responsible for their injuries, by license type. Northern Ireland 2012-2016

License type	Drivers		Motorcyclists	
	Number	%	Number	%
L Driver	21	2%	31	14%
R Driver	57	6%	5	2%
Unrestricted	731	83%	153	68%
Other	73	8%	35	16%
Total	882		224	

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics
 Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV

Table 14: KSIs resulting from collisions involving Learner and Restricted drivers and motorcyclists responsible for the collision, Northern Ireland 2012-2016

Year	Drivers		Motorcyclists	
	Learner	Restricted	Learner	Restricted
2012	11	38	5	0
2013	9	27	9	2
2014	18	23	9	2
2015	16	35	5	1
2016	7	39	6	0
Total	61	162	34	5

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 15: Average Age for Category B Test Passes by Gender – Northern Ireland (2012-2016)

Year	Female	Male	Overall
2012	22.9	23.1	23.0
2013	22.8	23.2	23.0
2014	22.7	23.0	22.9
2015	22.8	23.0	22.9
2016	23.0	23.0	23.0
2012-2016 Baseline	22.8	23.1	23.0

Notes:

1. The analysis above did not include repeat testers. Tests conducted after the candidates first pass were not included.
2. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25.

Table 16: Average Attempt Number for Category B Test Passes by Age and Gender – Northern Ireland (2012-2016)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	1.4	1.7	2.1	2.2	2.3	2.4	2.6	3.2	2.0
	Male	1.4	1.6	1.9	1.9	1.8	1.8	1.7	1.6	1.7
	Total	1.4	1.7	2.0	2.0	2.1	2.1	2.1	2.3	1.9
2013	Female	1.4	1.7	2.0	2.1	2.2	2.3	2.3	3.0	1.9
	Male	1.3	1.6	1.8	1.8	1.8	1.8	1.6	1.7	1.6
	Total	1.4	1.6	1.9	2.0	2.0	2.1	1.9	2.1	1.8
2014	Female	1.4	1.7	1.9	2.1	2.2	2.3	2.5	2.7	1.9
	Male	1.3	1.6	1.7	1.7	1.8	1.7	1.5	1.5	1.6
	Total	1.3	1.6	1.8	1.9	2.0	2.0	2.0	1.9	1.8
2015	Female	1.3	1.7	2.0	2.0	2.2	2.3	2.5	2.5	1.9
	Male	1.3	1.6	1.8	1.7	1.7	1.8	1.6	1.7	1.6
	Total	1.3	1.6	1.9	1.9	2.0	2.0	2.0	1.9	1.8
2016	Female	1.4	1.7	2.0	2.1	2.2	2.4	2.7	2.6	2.0
	Male	1.4	1.7	1.9	1.8	1.9	1.9	1.9	1.6	1.7
	Total	1.4	1.7	2.0	2.0	2.0	2.1	2.3	2.0	1.9
2012-2016 Baseline	Female	1.4	1.7	2.0	2.1	2.2	2.4	2.5	2.8	2.0
	Male	1.3	1.6	1.8	1.8	1.8	1.8	1.7	1.6	1.7
	Total	1.4	1.7	1.9	2.0	2.0	2.1	2.1	2.0	1.8

Notes:

1. The analysis above did not include repeat testers. Tests conducted after the candidates first pass were not included.
2. Candidate age at the time of test was calculated as their actual age last birthday, in line with modern convention.
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The split between 17-17.5 and 17.5-18 were included to show the stark contrast in pass rates.
5. The analysis above excluded a very small number of candidates who were under 17 or did not have a valid DOB.

Table 17: Pass Rates for First Category B Test by Age and Gender – NI (2012-2016)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	61%	54%	46%	48%	45%	42%	39%	35%	49%
	Male	68%	58%	54%	56%	58%	62%	65%	63%	60%
	Total	65%	56%	50%	51%	51%	52%	54%	52%	55%
2013	Female	64%	56%	50%	48%	47%	43%	43%	35%	51%
	Male	70%	61%	57%	59%	61%	64%	68%	68%	63%
	Total	68%	58%	53%	53%	53%	53%	56%	57%	57%
2014	Female	64%	53%	48%	47%	45%	43%	41%	44%	50%
	Male	68%	60%	56%	57%	60%	63%	70%	69%	61%
	Total	66%	57%	52%	51%	52%	53%	58%	60%	56%
2015	Female	64%	53%	50%	48%	45%	47%	41%	43%	52%
	Male	69%	58%	55%	58%	61%	60%	63%	67%	61%
	Total	67%	56%	53%	53%	53%	54%	53%	58%	56%
2016	Female	63%	54%	47%	48%	44%	43%	39%	42%	50%
	Male	67%	55%	52%	54%	61%	58%	61%	66%	58%
	Total	65%	54%	49%	51%	52%	50%	51%	56%	54%
2012-2016 Baseline	Female	63%	54%	48%	48%	45%	44%	41%	40%	50%
	Male	68%	59%	55%	57%	60%	61%	65%	67%	61%
	Total	66%	56%	51%	52%	52%	52%	54%	57%	55%

Table 18: Overall Pass Rates for Category B Test by Age and Gender – NI (2012-2016)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	62%	56%	49%	50%	47%	43%	38%	33%	50%
	Male	69%	59%	55%	56%	57%	57%	60%	59%	59%
	Total	66%	57%	52%	52%	51%	49%	48%	44%	54%
2013	Female	64%	57%	51%	50%	47%	43%	39%	29%	51%
	Male	70%	61%	57%	59%	60%	59%	61%	61%	61%
	Total	68%	59%	54%	54%	52%	49%	49%	46%	56%
2014	Female	65%	56%	49%	48%	46%	42%	38%	38%	50%
	Male	69%	62%	57%	59%	59%	58%	64%	63%	61%
	Total	67%	58%	53%	53%	51%	49%	49%	51%	55%
2015	Female	65%	56%	51%	51%	48%	46%	39%	41%	52%
	Male	70%	60%	56%	59%	59%	56%	57%	62%	60%
	Total	68%	58%	53%	54%	53%	50%	47%	53%	56%
2016	Female	64%	55%	49%	48%	46%	42%	38%	35%	49%
	Male	67%	57%	54%	54%	57%	54%	53%	63%	57%
	Total	66%	56%	51%	51%	50%	47%	45%	47%	53%
2012-2016 Baseline	Female	64%	56%	50%	49%	47%	43%	38%	35%	50%
	Male	69%	60%	56%	57%	58%	57%	59%	62%	60%
	Total	67%	58%	53%	53%	52%	49%	47%	48%	55%

Notes for Tables 17 and 18:

1. Table 17 only includes the first test for each candidate. Table 18 does not include repeat testers. Tests conducted after the candidates first pass were not included.
2. Candidate age at the time of test was calculated as their actual age last birthday, in line with modern convention.
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The split between 17-17.5 and 17.5-18 were included to show the stark contrast in pass rates.
5. The analysis above excluded a very small number of candidates who were under 17 or did not have a valid DOB.

Table 19: Duration between issue of provisional driving licence and date of category B practical driving test pass, by age and gender – NI (2012-2016)

Gender	Age Group	Duration (Months)				
		1-3	4-6	7-9	10-12	12+
Male	17	39%	60%	0%	0%	0%
	17.5	0%	11%	60%	29%	0%
	18 - 20	1%	4%	8%	13%	74%
	21 - 24	1%	4%	4%	4%	86%
	25 - 29	3%	6%	5%	4%	83%
	30 - 39	3%	6%	5%	5%	81%
	40 - 49	4%	5%	4%	4%	83%
	50+	6%	8%	5%	3%	78%
	Overall Male		10%	18%	14%	10%
Female	17	22%	78%	0%	0%	0%
	17.5	0%	8%	61%	31%	0%
	18 - 20	0%	3%	8%	12%	77%
	21 - 24	1%	4%	6%	5%	85%
	25 - 29	1%	5%	6%	6%	82%
	30 - 39	1%	4%	6%	5%	85%
	40 - 49	2%	3%	3%	3%	89%
	50+	3%	4%	3%	4%	86%
	Overall Female		3%	15%	16%	11%
Overall	17	32%	67%	0%	0%	0%
	17.5	0%	9%	61%	30%	0%
	18 - 20	0%	4%	8%	12%	75%
	21 - 24	1%	4%	5%	5%	85%
	25 - 29	2%	5%	6%	5%	82%
	30 - 39	2%	5%	6%	5%	83%
	40 - 49	3%	4%	4%	4%	86%
	50+	4%	6%	4%	3%	83%
	Overall		7%	16%	15%	10%

Note:

1. The above data do not include test passes from GB candidates as no information is known regarding their original licence issue date.
2. The above data do not include candidates who have exchanged a driving licence from another jurisdiction prior to passing a test in NI as no information is known on the duration the original licence was held.
3. For 17 and 17.5 year olds, the data above relates to the commencement of Category B entitlement. You can apply for a provisional car licence two months before your 17th birthday, but must not drive until it comes in to effect when you turn 17. In some instances, you can apply for your provisional licence before your 16th birthday. If you are aged 16 and in receipt of Disability Living Allowance at the higher rate, you can apply for your provisional licence three months before your 16th birthday. The licence will only come in to effect on your 16th birthday. If you want to ride a moped, you can apply for a provisional licence when you are 16 – this will include provisional entitlement to drive a car, but it only comes in to effect when you are 17.

Table 20: Driving faults by fault group and gender, Northern Ireland 2015-2016

Fault Code	2015			2016		
	Female	Male	Total	Female	Male	Total
1 Eyesight/Highway Code/ Safety Questions	13%	13%	13%	12%	13%	12%
2 Ancillary Controls	1%	1%	1%	1%	1%	1%
3 Precautions	2%	1%	1%	2%	1%	1%
4 Control	69%	58%	64%	70%	60%	65%
5 Move Away	61%	58%	59%	62%	58%	60%
6 Emergency Stop	4%	4%	4%	5%	5%	5%
7 Reverse to left or right	13%	11%	12%	13%	11%	12%
8 Turn in the road	13%	11%	12%	12%	10%	11%
9 Reverse Parking	12%	11%	11%	12%	12%	12%
10 Use of mirrors/rear observation	62%	63%	63%	64%	66%	65%
11 Give appropriate signals	41%	40%	40%	42%	41%	41%
12 Response to signs and signals	14%	13%	13%	14%	14%	14%
13 Use of speed	12%	12%	12%	14%	13%	13%
14 Safe distance behind vehicles	9%	10%	9%	9%	11%	10%
15 Maintain progress by appropriate speed and avoiding hesitation	49%	45%	47%	49%	46%	48%
16 Junctions	42%	37%	40%	42%	36%	39%
17 Judgement	9%	8%	8%	9%	9%	9%
18 Positioning	19%	17%	18%	20%	18%	19%
19 Clearance to obstructions	18%	15%	16%	19%	16%	17%
20 Pedestrian crossings	2%	1%	2%	1%	2%	1%
21 Position for normal stops	13%	12%	13%	14%	12%	14%
22 Awareness and planning	12%	12%	12%	11%	11%	11%

Table 21: Serious faults by fault group and gender, Northern Ireland 2016

Fault Code		Female	Male	Total
1	Eyesight/Highway Code/ Safety Questions	0%	0%	0%
2	Ancillary Controls	0%	0%	0%
3	Precautions	0%	0%	0%
4	Control	8%	5%	6%
5	Move Away	8%	6%	7%
6	Emergency Stop	1%	1%	1%
7	Reverse to left or right	7%	4%	5%
8	Turn in the road	3%	2%	3%
9	Reverse Parking	6%	4%	5%
10	Use of mirrors/rear observation	11%	10%	11%
11	Give appropriate signals	1%	1%	1%
12	Response to signs and signals	6%	6%	6%
13	Use of speed	2%	2%	2%
14	Safe distance behind vehicles	1%	1%	1%
15	Maintain progress by appropriate speed and avoiding hesitation	4%	4%	4%
16	Junctions	11%	9%	10%
17	Judgement	2%	2%	2%
18	Positioning	4%	4%	4%
19	Clearance to obstructions	3%	2%	3%
20	Pedestrian crossings	0%	1%	1%
21	Position for normal stops	0%	0%	0%
22	Awareness and planning	1%	1%	1%
23/24	Test terminated	7%	5%	6%

Table 22: Dangerous faults by fault group and gender, Northern Ireland 2016

Fault Code		Female	Male	Total
1	Eyesight/Highway Code/ Safety Questions	0%	0%	0%
2	Ancillary Controls	0%~	0%~	0%~
3	Precautions	0%~	0%~	0%~
4	Control	1%	1%	1%
5	Move Away	1%	1%	1%
6	Emergency Stop	0%	0%~	0%~
7	Reverse to left or right	0%~	0%~	0%~
8	Turn in the road	0%~	0%~	0%~
9	Reverse Parking	0%~	0%~	0%~
10	Use of mirrors/rear observation	2%	1%	1%
11	Give appropriate signals	0%~	0%~	0%~
12	Response to signs and signals	1%	1%	1%
13	Use of speed	0%~	0%~	0%~
14	Safe distance behind vehicles	0%~	0%~	0%~
15	Maintain progress by appropriate speed and avoiding hesitation	0%~	0%~	0%~
16	Junctions	4%	3%	3%
17	Judgement	1%	1%	1%
18	Positioning	0%~	0%~	0%~
19	Clearance to obstructions	1%	1%	1%
20	Pedestrian crossings	0%~	0%~	0%~
21	Position for normal stops	0%~	0%~	0%~
22	Awareness and planning	0%~	0%~	0%~
23/24	Test terminated	0%	0%	0%

~ = a percentage less than 0.5% and different from a real zero.

Table 23: Number of KSIs that occurred on the motorway– Northern Ireland (2008-2016)

Year	Number of KSIs	Number of KSIs resulting from a collision involving a driver aged 17 to 24	Number of KSIs resulting from a collision where driver aged 17 to 24 responsible
2008	17	5	3
2009	6	1	0
2010	9	1	1
2011	8	2	1
2012	15	7	2
2013	8	1	1
2014	6	2	2
2015	15	9	6
2016	9	3	1
2012-2016 Baseline	11	4	2

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Note: There were no KSI casualties involving or caused by a motorcycle on a motorway.

Table 24: KSIs by road type, Northern Ireland 2008-2016

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	429	608	43	17	1097
2009	450	661	33	6	1150
2010	402	504	32	9	947
2011	418	425	33	8	884
2012	379	422	27	15	843
2013	348	387	34	8	777
2014	332	420	31	6	789
2015	332	402	36	15	785
2016	349	514	24	9	896
2012-2016 Baseline	348	429	30.4	11	818

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 25: KSIs from collisions involving a car driver aged 17-24, by road type: Northern Ireland 2008-2016

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	129	220	14	5	368
2009	105	237	10	1	353
2010	92	190	5	1	288
2011	71	156	4	2	233
2012	86	137	5	7	235
2013	70	135	9	1	215
2014	76	175	2	2	255
2015	69	160	3	9	241
2016	64	194	2	3	263
2012-2016 Baseline	73	160	4	4	242

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 26: KSIs from collisions caused by a car driver aged 17-24, by road type: Northern Ireland 2008-2016

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	73	153	5	3	234
2009	70	176	7	0	253
2010	60	136	5	1	202
2011	44	125	3	1	173
2012	56	95	2	2	155
2013	48	90	4	1	143
2014	39	119	0	2	160
2015	44	121	3	6	174
2016	42	140	0	1	183
2012-2016 Baseline	46	113	2	2	163

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 27: KSIs from collisions involving a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2016

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	23	15	2	0	40
2009	31	13	1	0	45
2010	20	8	0	0	28
2011	13	11	1	0	25
2012	20	6	1	0	27
2013	10	12	1	0	23
2014	16	7	0	0	23
2015	16	6	0	0	22
2016	13	6	1	0	20
2012-2016 Baseline	15	7	1	0	23

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 28: KSIs from collisions caused by a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2016

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	15	10	0	0	25
2009	16	8	0	0	24
2010	10	6	0	0	16
2011	8	8	1	0	17
2012	8	2	0	0	10
2013	6	9	1	0	16
2014	8	6	0	0	14
2015	8	1	0	0	9
2016	5	5	1	0	11
2012-2016 Baseline	7	5	0	0	12

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 29: Principal causation of KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, Northern Ireland 2012-2016

Principal Causation	KSI collisions	
	Number	Proportion
Excessive speed	141	25%
Driver/ rider alcohol or drugs	74	13%
Inattention or attention diverted	69	12%
Wrong course/ position	53	9%
Turning right without care	35	6%
Emerging from minor road without care	33	6%
Overtaking on offside without care	29	5%
Crossing or entering road junction without care	28	5%
Driving too close	20	4%
Emerging from private road/ entrance without care	17	3%
Other	72	13%
Total	571	

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 30: Principal causation of KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland 2012-2016

Principal Causation	KSI collisions	
	Number	Proportion
Excessive speed	12	20%
Overtaking on offside without care	11	18%
Driver/ rider alcohol or drugs	7	12%
Wrong course/ position	5	8%
Inattention or attention diverted	4	7%
Crossing or entering road junction without care	4	7%
Inexperience with type of vehicle	3	5%
Driving too close	3	5%
Other driver/rider factor	11	18%
Total	60	

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 31: KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2016

Year	KSI collisions caused by young drivers speeding
2008	54
2009	68
2010	44
2011	34
2012	33
2013	25
2014	29
2015	28
2016	26
2012-2016 Baseline	28

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 32: KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2016

Year	KSI collisions caused by young motorcyclists speeding
2008	7
2009	5
2010	3
2011	2
2012	1
2013	5
2014	2
2015	0
2016	3
2012-2016 Baseline	2

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 33: Number of KSIs that occurred in darkness hours, – Northern Ireland (2008-2016)

Year	Number of KSIs	KSIs resulting from a collision involving a driver aged 17 to 24		KSIs resulting from a collision where driver aged 17 to 24 responsible		KSIs resulting from a collision involving a motorcyclist aged 17 to 24		KSIs resulting from a collision where motorcyclist aged 17 to 24 responsible	
		#	%	#	%	#	%	#	%
2008	406	184	45%	137	34%	14	3%	8	2%
2009	419	177	42%	136	32%	12	3%	7	2%
2010	283	125	44%	103	36%	11	4%	5	2%
2011	301	107	36%	81	27%	8	3%	6	2%
2012	294	98	33%	69	23%	8	3%	2	1%
2013	263	99	38%	63	24%	6	2%	4	2%
2014	243	104	43%	71	29%	7	3%	3	1%
2015	293	124	42%	92	31%	6	2%	3	1%
2016	322	123	38%	88	27%	7	2%	5	2%
2012-2016 Baseline	283	110	39%	77	27%	7	2%	3	1%

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics

Table 34: Number of fixed penalty notices issued for the offence 'No R plates displayed': – Northern Ireland (2011-2016)

Year	Female				Male				Total			
	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total
2008	21	4	0	25	166	11	1	178	187	15	1	203
2009	39	3	0	42	202	17	4	223	241	20	4	265
2010	25	4	1	30	128	12	0	140	153	16	1	170
2011	5	1	0	6	58	9	0	67	63	10	0	73
2012	8	3	0	11	40	8	0	48	48	11	0	59
2013	5	3	0	8	36	9	0	45	41	12	0	53
2014	5	1	0	6	37	4	0	41	42	5	0	47
2015	5	0	0	5	39	9	0	48	44	9	0	53
2016	6	1	0	7	40	6	0	46	46	7	0	53
2012-2016 Baseline	6	2	0	7	38	7	0	46	44	9	0	53

Please note:

The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution. Unk is unknown.

Source: PSNI Statistics Branch, Lisnasharragh

Table 35: Awareness of the GDL Scheme by gender and driver status (with 95% Confidence Range), Omnibus Survey Apr-Jun 2017

Gender	Driver Status	Proportion of respondents aware of GDL	Base	95% CI (+/- %)
Male	Yes - Newly qualified driver (<2 years' experience)	44%	13	27%
	Yes - Experienced driver (2+ years' experience)	33%	318	5%
	Currently learning to drive	47%	8	35%
	No - Can't drive	5%	46	6%
	Total	31%	385	5%
Female	Yes - Newly qualified driver (<2 years' experience)	26%	17	21%
	Yes - Experienced driver (2+ years' experience)	26%	368	5%
	Currently learning to drive	33%	12	27%
	No - Can't drive	11%	126	5%
	Don't Know	0%	1	0%
	Total	23%	524	4%
Total	Yes - Newly qualified driver (<2 years' experience)	35%	30	17%
	Yes - Experienced driver (2+ years' experience)	30%	686	3%
	Currently learning to drive	40%	20	21%
	No - Can't drive	9%	172	4%
	Don't Know	0%	1	0%
	Total	26%	909	3

Table 36: Awareness of the GDL Scheme by urban/rural location (with 95% Confidence Range), Omnibus Survey Apr-Jun 2017

Location	Proportion of respondents aware of GDL	Base	95% CI (+/- %)
Urban	24%	559	4%
Rural	30%	350	5%
Total	26%	909	3%

Table 37: Awareness of Specific elements in the new GDL scheme (asked of those who were aware of the scheme in general) Apr-Jun 2017 Omnibus Survey

GDL Element	Proportion of respondents aware of GDL	95% CI (+/- %)
A mandatory minimum learning period of 6 months	42%	7%
New Programme of Training for learner drivers and completion of logbook	22%	6%
Learner drivers will be able to take lessons on motorways although this won't be compulsory	49%	7%
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	48%	7%
Removal of the 45mph speed restriction	25%	6%
Display of plates for 2 years after passing driving test (known as the new-driver period)	27%	6%
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	23%	6%
None of these	23%	6%
Refusal	0%	0%
Don't Know	0%	1%
	Base	216

Table 38: Awareness of Specific elements in the new GDL scheme (asked of those who were aware of the scheme in general), **by gender** Apr-Jun 2017 Omnibus Survey

GDL Element	Male		Female		Sig difference between males and females
	Proportion of respondents aware of GDL	95% CI (+/- %)	Proportion of respondents aware of GDL	95% CI (+/- %)	
A mandatory minimum learning period of 6 months	47%	10%	38%	9%	No
New Programme of Training for learner drivers and completion of logbook	19%	8%	25%	8%	No
Learner drivers will be able to take lessons on motorways although this won't be compulsory	55%	10%	44%	9%	No
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	47%	10%	51%	9%	No
Removal of the 45mph speed restriction	31%	9%	18%	7%	Yes
Display of plates for 2 years after passing driving test (known as the new-driver period)	26%	9%	29%	8%	No
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	21%	8%	25%	8%	No
None of these	22%	8%	25%	8%	No
	Base	100	116		

Table 39: Awareness of Specific elements in the new GDL scheme (asked of those who were aware of the scheme in general), **by urban/rural location** Apr-Jun 2017 Omnibus Survey

GDL Element	Urban		Rural		Sig difference between urban and rural
	Proportion of respondents aware of GDL	95% CI (+/- %)	Proportion of respondents aware of GDL	95% CI (+/- %)	
A mandatory minimum learning period of 6 months	40%	9%	45%	10%	No
New Programme of Training for learner drivers and completion of logbook	29%	8%	14%	7%	Yes
Learner drivers will be able to take lessons on motorways although this won't be compulsory	45%	9%	55%	10%	No
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	39%	9%	59%	10%	Yes
Removal of the 45mph speed restriction	27%	8%	22%	8%	No
Display of plates for 2 years after passing driving test (known as the new-driver period)	25%	8%	29%	9%	No
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	27%	8%	18%	8%	No
None of these	23%	8%	23%	9%	No
	Base	121		95	