

Graduated Driver Licensing (GDL) - Monitoring Report, 2020



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Published March 2022



Department for

Infrastructure

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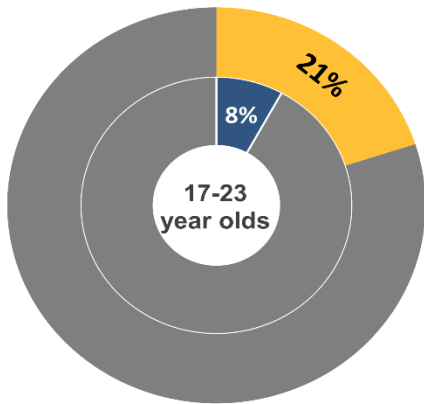
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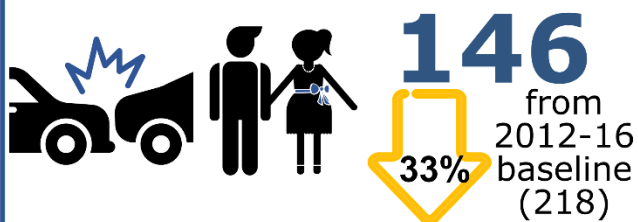
Licences held compared with KSI collisions, 2020



Young drivers are **over-represented** in collision statistics. In 2020, 17 to 23 year old drivers were deemed **responsible for 21%** of all fatal or serious (**KSI**) collisions, yet they accounted for just **8% of car driving licence** holders. These proportions are slightly lower to the 2012-2016 baseline proportions of 25% and 9%, respectively.

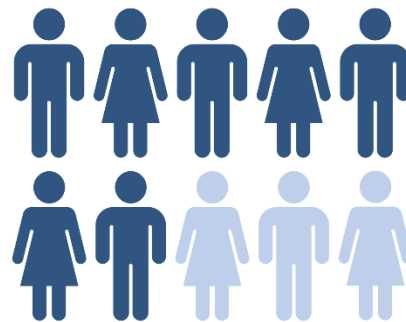
■ Proportion of Licences ■ Proportion of KSI collisions responsible for

KSIs from collisions involving young drivers, 2020



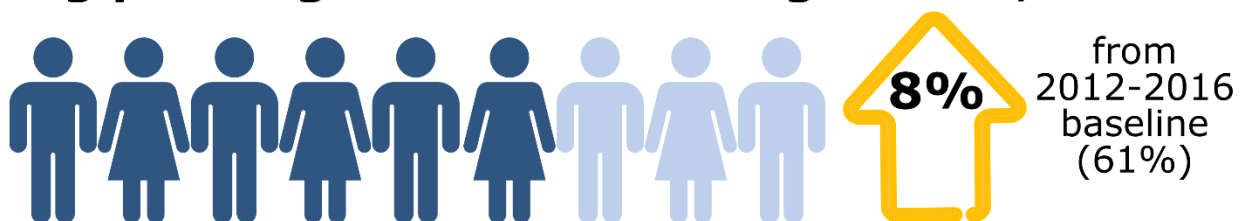
In 2020, 146 KSIs resulted from collisions **involving** car drivers **aged 17 to 23**.

KSIs from collisions caused by young drivers, 2020



Young drivers were **responsible** for **68%** of these casualties - **100** out of 146.

Young passenger KSIs and Young drivers, 2020



In 2020, **about two thirds** (66%) of passenger KSIs aged 14 to 20 were injured while travelling with a young driver aged 17 to 23.

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 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 collision 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 fifth report in the series; however, previous editions reported the age band 17-24, rather than 17-23. All future reports will continue to report on the 17-23 year old cohort. It is intended that this report will be updated annually.

Previously information was 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 are not included in the GDL report.

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 2016 and 2020, although 17-23 year olds accounted for only 8% of all car driving licence holders they were deemed responsible for 22% 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 2020:

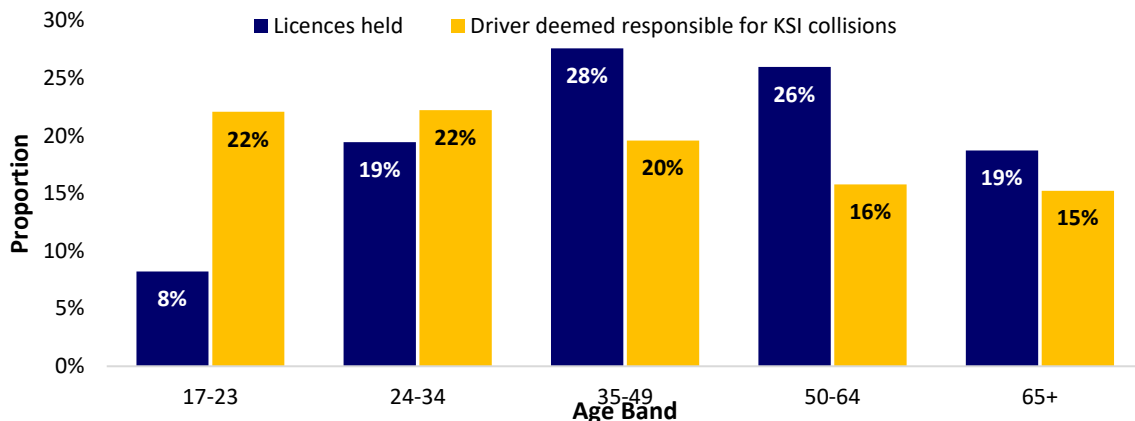
- Drivers aged 17 to 23 were deemed responsible for 21% of all fatal or serious (KSI) collisions, yet they accounted for just 8% of car driving licence holders. Therefore, drivers aged 17 to 23 are over-represented in collision statistics. These proportions are slightly lower to the 2012-2016 baseline proportions of 25% and 9%, respectively.
- There were 146 KSI casualties that resulted from collisions involving a car driver aged 17 to 23. This is a reduction of 33% from the number recorded in 2012-2016 (218).

- There were 100 KSI casualties that resulted from collisions where a car driver aged 17 to 23 was responsible for the collision – a reduction of 32% on the 2012-2016 baseline average of 147.
- There were 35 car passengers killed or seriously injured in 2020 while travelling with a car driver aged 17 to 23, and of these, one-third (66%) were aged 14-20. This is up from the 2012-2016 baseline average proportion of 61%.
- There were 16 KSI casualties resulting from collisions involving motorcyclists aged 17 to 23. This was 22% lower than the 2012-2016 average of 20.6.
- There were 11 KSI casualties resulting from collisions involving motorcyclists aged 17 to 23 who were responsible for the collision. This was 2% higher than the 2012-2016 average of 10.8.

In 2016-2020:

- A car driver aged 17 to 23 was involved in an annual average of 136 of the 434 (31%) KSI casualties that were injured on rural roads, and in an annual average of 16% (51 of 322) urban KSIs, 21% (7 of 35) dual carriageway KSIs and 28% (3 in 10) of motorway KSIs.
- 54% of young passenger KSIs aged 14 to 20 travelling in a car with a driver aged 17 to 23, occurred at the weekend and 46% occurred between the hours of 11pm and 6am. These proportions are slightly greater than the baseline – in 2012-2016.
- The most frequently reported principal causation for KSI collisions caused by drivers aged 17 to 23 was 'Excessive speed' with just under one-quarter (23%) 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 "Excessive speed", just over one-fifth (21%) of all KSI collisions with a motorcyclist aged 17 to 23 responsible reporting this principal causation.
- One-third (33%) of all KSI casualties injured in 2016-2020 occurred in darkness. A greater proportion of KSIs that were caused by motorcyclists aged 17-23 occurred in the dark – 39%. In comparison, however, a much greater proportion of KSIs that were caused by car drivers aged 17-23 occurred in the dark – nearly half (49%). 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 2016-2020



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.

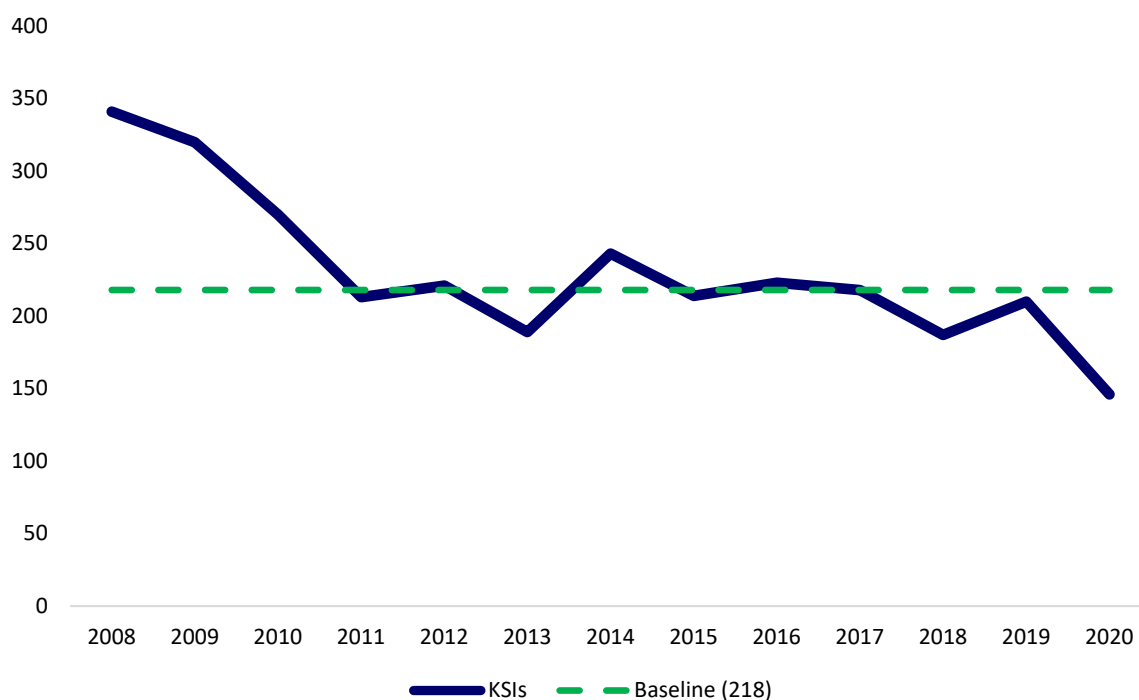
1.1 KSI casualties from collisions involving car drivers aged 17-23

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. Between 2019 and 2020 the number decreased by 30% to a series low of 146.

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 2020, there were 146 KSI casualties resulting from collisions involving drivers aged 17-23 – a reduction of 33% from 2012-2016.

The fall in KSI casualties involving car drivers aged 17-23 should be seen in the context of the overall reduction in KSIs in 2020. In 2020, there were 652 KSIs in total, a fall of 21% from 2019 and a reduction of 20% compared with 2012-2016. This reduction will in part be a consequence of the reduction in journeys due to the Covid-19 pandemic.

Figure 2: Number of KSIs resulting from collisions involving car drivers aged 17-23 Northern Ireland (2008-2020)

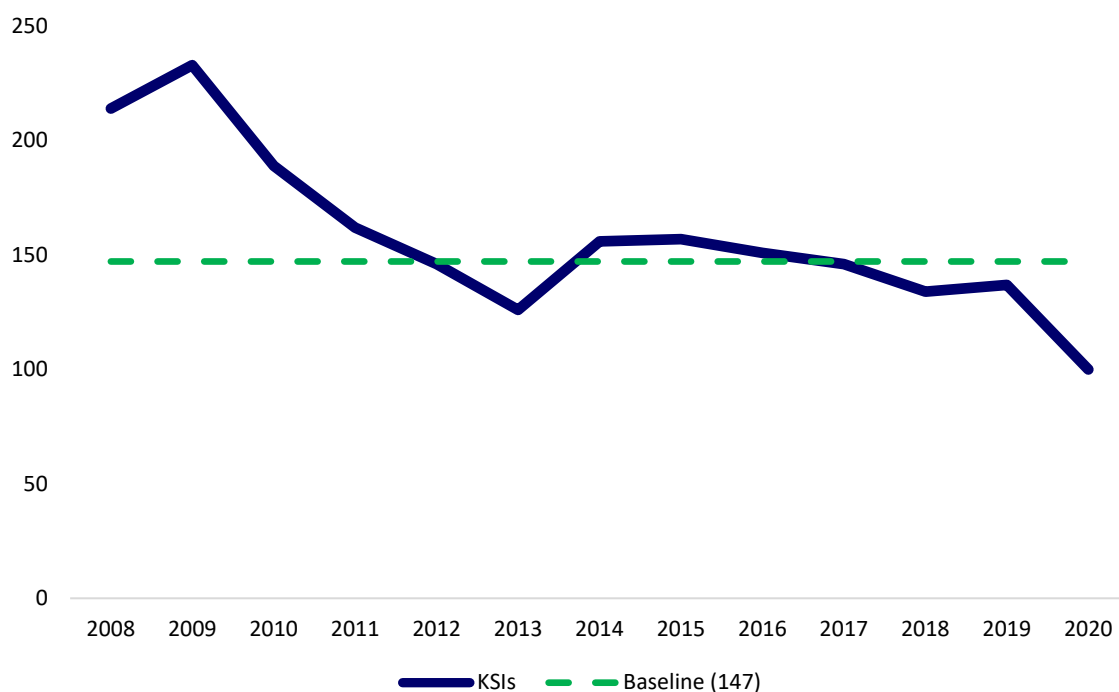


1.2. KSI casualties from collisions caused by car drivers aged 17-23

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.

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. Therefore, drivers aged 17-23 were responsible for over two-thirds (68%) of the KSI casualties that resulted from collisions they were involved in. In 2020, there were 100 KSI casualties – a decrease of 32% 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 (2008-2020)



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

2020

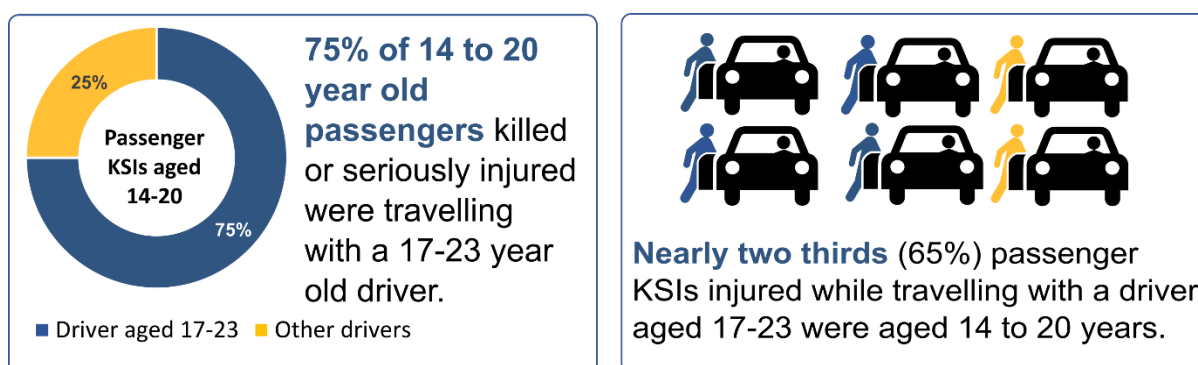
There were 27 car passengers aged 14-20 killed or seriously injured in 2020, and of these, 23, or 85% were injured while travelling with a car driver aged 17-23. This is higher than the 2012-2016 baseline average proportion (74%). Additionally, these 23 young passengers aged 14-20 who were killed or seriously injured while travelling with a driver aged 17-23 made up 66% of all passenger KSIs that were injured travelling with a 17-23 year old driver.

Five Year Average

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 2016-2020, there were 191 car passengers aged 14-20 killed or seriously injured. The majority of these young passengers (144, or 75%) were injured while travelling with a driver aged 17-23. Comparing this five year total with the baseline, there has been a 17% reduction in the overall number of car passengers aged 14-20 killed or seriously injured (from 231 in 2012-2016 to 191 in 2016-2020); however, the proportion that were injured travelling with a driver aged 17-23 has increased slightly from 74% to 75%.

The association of young passengers KSIs while travelling with drivers aged 17-23 is further evidenced by the fact that the 144 young passengers who were injured with a 17-23 year old driver make up nearly two-thirds (65%) 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 higher.

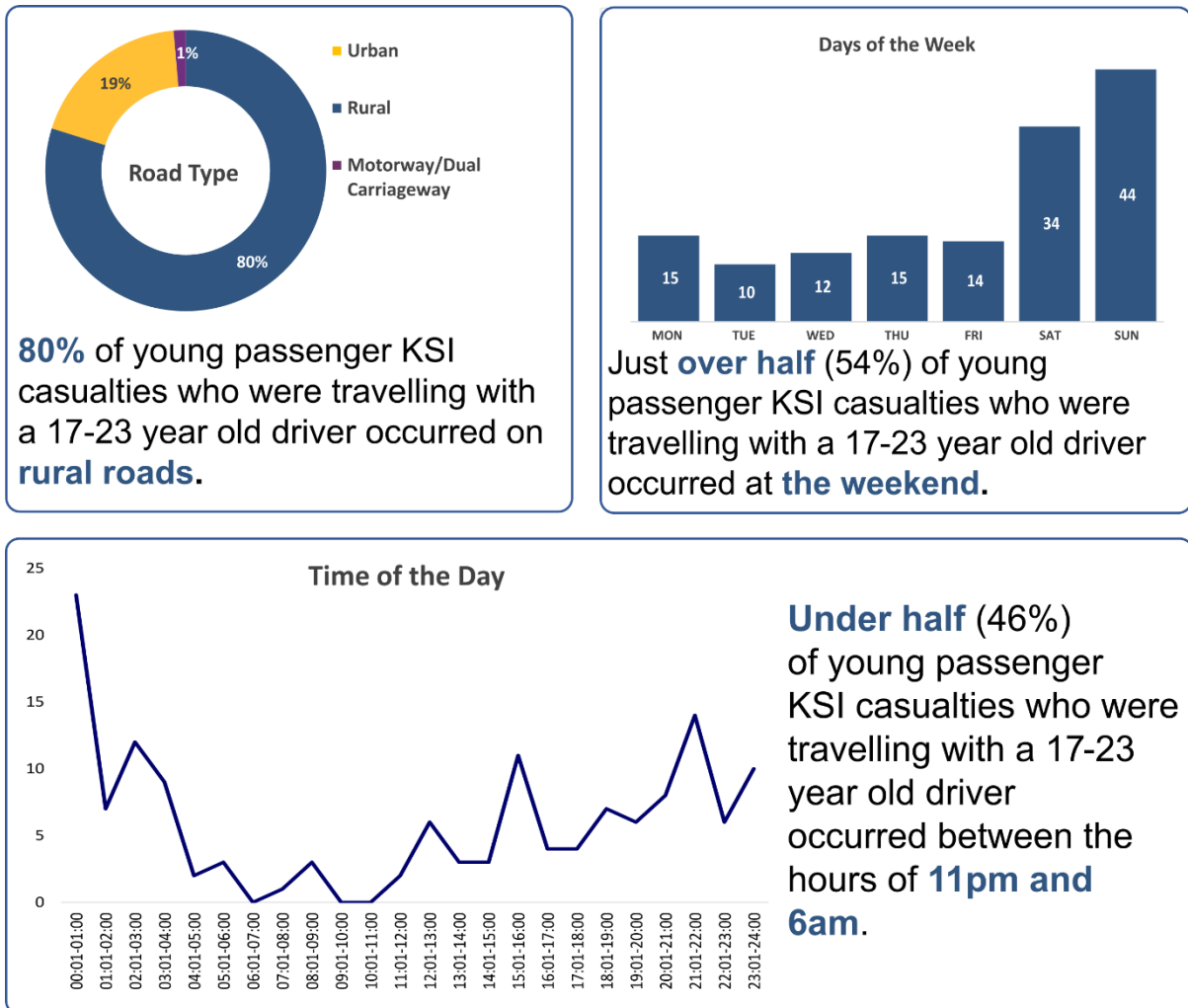
Figure 4: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23 Northern Ireland (2016-2020)



The vast majority of these young KSI casualties are injured in collisions on rural roads. In 2016-2020, 80% 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 (2012-2016). Large proportions occurred both at the weekend and late at night: in 2016-2020, 54% of

these passenger KSIs happened at the weekend and 46% happened between the hours of 11pm and 6am. These proportions are all greater than the baseline – 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 accompanying spreadsheet for full details.

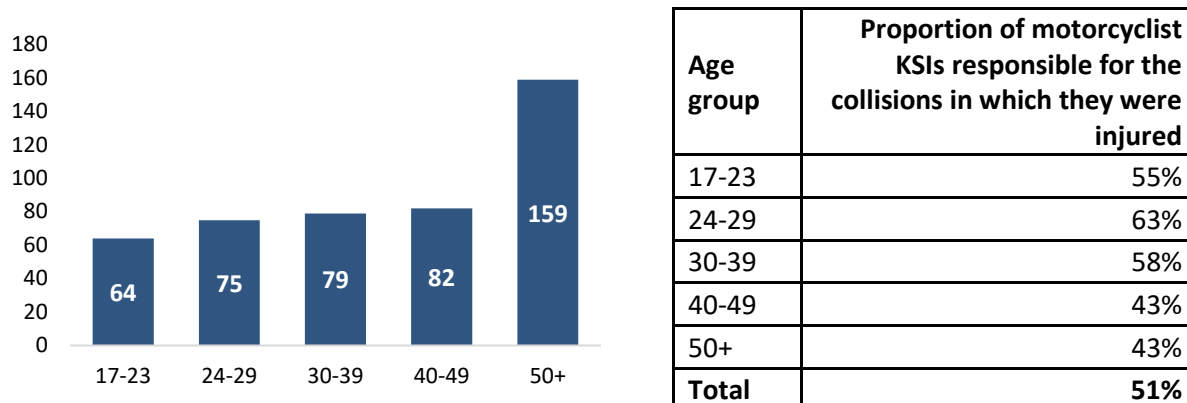
Figure 5: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23, by Road Type, Day of the Week and Time of the day Northern Ireland (2016-2020)



1.4. Motorcyclist KSI casualties

In the five years 2016-2020, there were a total of 468 motorcyclist KSI casualties. This is four fewer than in 2012-2016. Those aged 17-23 accounted for 14% of all casualties. Just over half (51%) of motorcyclist KSI casualties were responsible for the collisions in which they were injured, and this proportion is lower than for those aged 17-23 (55%). Persons aged 24 to 29 were more likely to be responsible than other age groups.

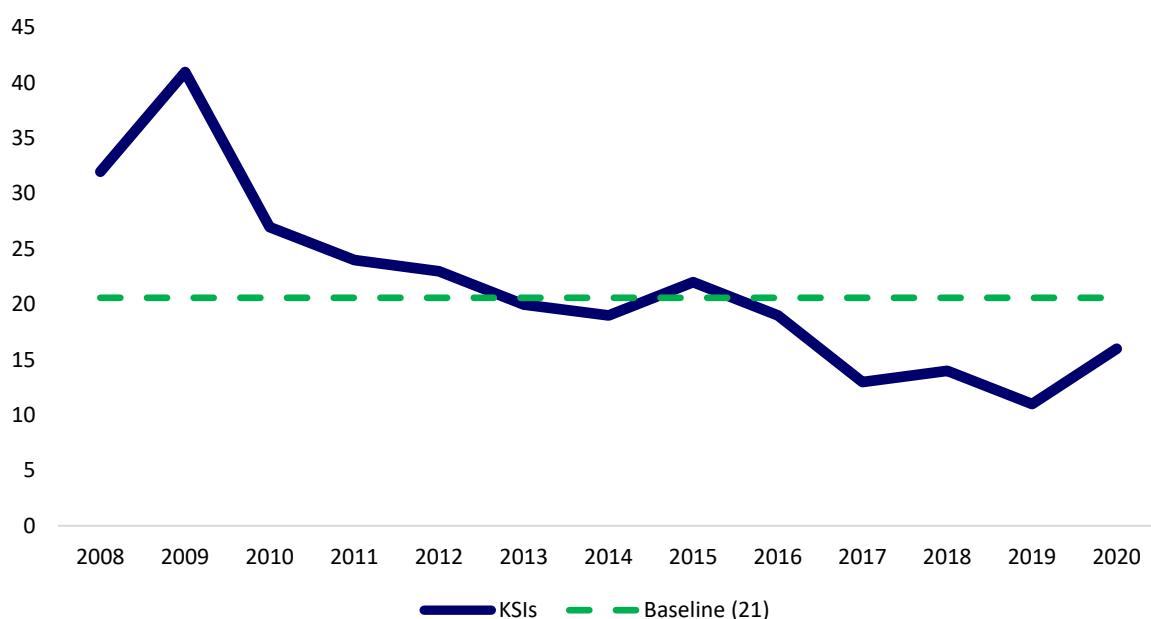
Figure 6: Motorcyclist KSIs, Northern Ireland 2016-2020



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 the three years 2015 to 2017, with a slight rise in 2018 and fall in 2019. In 2020 there was a rise of five (45%) to sixteen. 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 2020 was 22% below this baseline average.

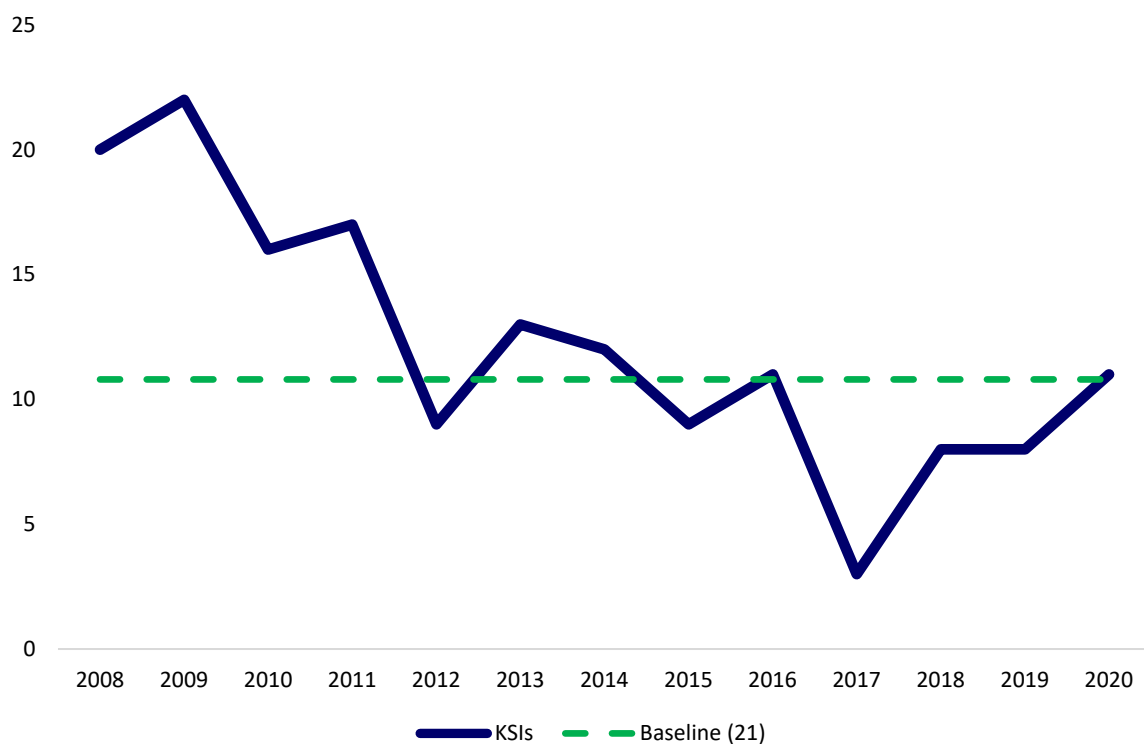
Figure 7: Number of KSIs resulting from collisions involving motorcyclists aged 17-23, Northern Ireland (2008-2020)



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 2016-2020 (8) was 24% below this baseline average. As noted at figure 6 the data would indicate that young motorcyclists were responsible for over half (55%) of the KSI casualties that resulted from collisions they were involved in.

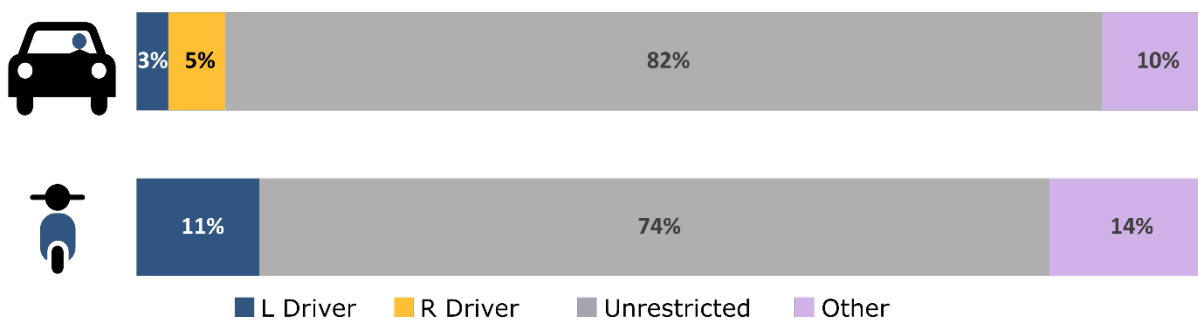
Figure 8: Number of KSI casualties resulting from collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland (2008-2020)



1.7. Driver and Motorcycle KSI casualties by License Type

Figure 9a below shows driver and motorcyclist KSI casualties in 2016-2020 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 (11%) 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 11% in 2016-2020 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 2016-2020

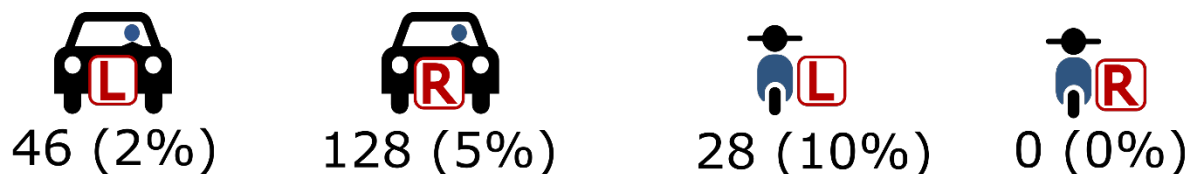


Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV

Figure 9b shows the number of KSI casualties that were caused by learner and restricted license holders. Learner riders were responsible for 10% (28) of the 268 KSI casualties caused by motorcyclists in the five years 2016-2020. The equivalent proportion for learner drivers was 2% (46 out of 2,745). 'R' drivers were responsible for 128 KSI casualties (5%); 'R' riders were responsible for none (0%).

There were no noteworthy changes in the data in 2016-2020 compared with 2012-2016.

Figure 9b: KSI casualties caused by learner and restricted drivers and riders Northern Ireland 2016-2020



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.

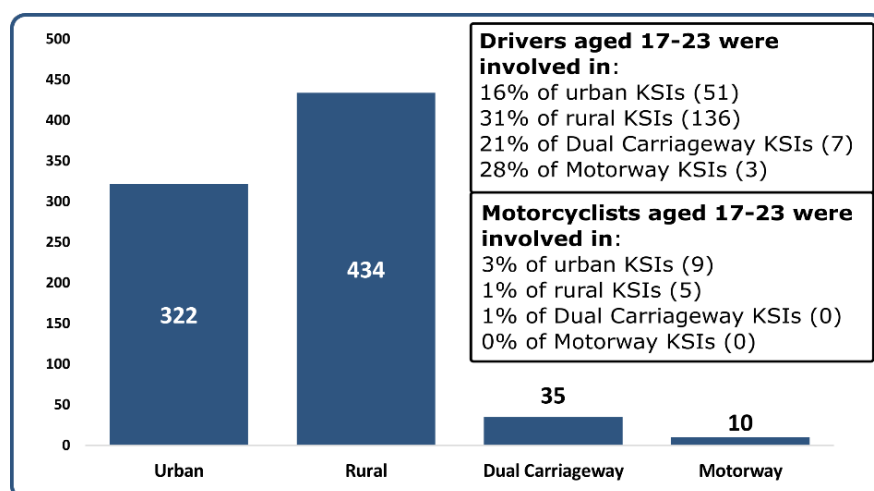
2.1: Programme of Training

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 2016-2020, an average of 10 (1%) KSI casualties per year were injured on a motorway. An average of 434 (**54%**) KSI casualties per year were **injured on rural roads**, with a further average of 322 (40%) occurring on urban roads and 35 (4%) occurring on dual carriageways. There were no noteworthy differences between 2016-2020 and 2012-2016.

A car driver aged 17-23 was involved in an average of 136 of the 434 rural KSIs (31%), and in an average of 28% 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 322 urban KSIs (3%). Again, there has been no noteworthy changes in comparison to 2012-2016.

Figure 10: Number of KSIs by road type, Northern Ireland (average for 2016-2020)



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 487 KSI collisions in the five year period 2016-2020 caused by car drivers aged 17-23, 30 fewer than in 2012-2016. There were 38 KSI collisions caused by motorcyclists aged 17-23 in 2016-2020, twelve fewer than in 2012-2016. The most frequently reported collision causation for both groups was 'Excessive speed' (23% for drivers; 21% for motorcyclists).

Figure 11: Principal causation of KSI collisions involving car drivers aged 17-23 who were responsible for the collision Northern Ireland (2016-2020)

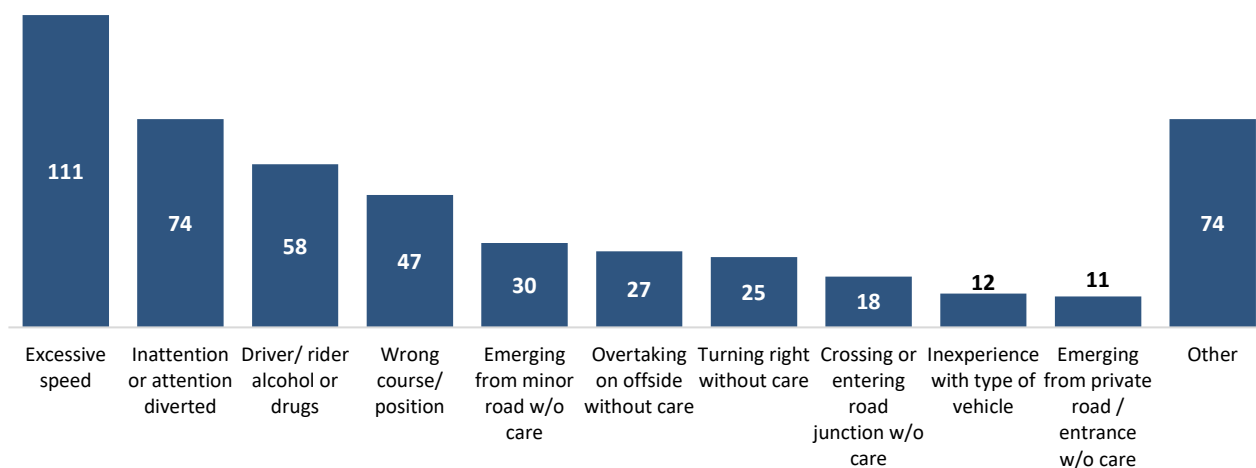
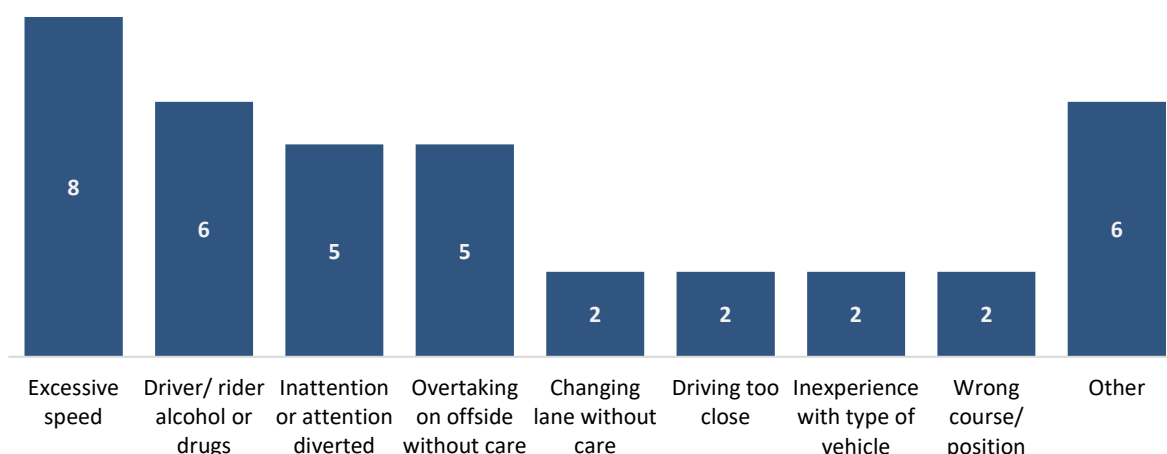


Figure 12: Principal causation of KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision Northern Ireland (2016-2020)



Figures 13 and 14 examine the 'Excessive speed' collisions from Figures 11 and 12 in greater detail. In the five years 2016-2020, there were an annual average of 22 KSI collisions caused by excessive speed, where a car driver aged 17-23 was responsible. This is similar to the number (26) reported in 2012-2016. The figure for motorcyclists was much lower – there was an average of 2 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 (2008-2020)

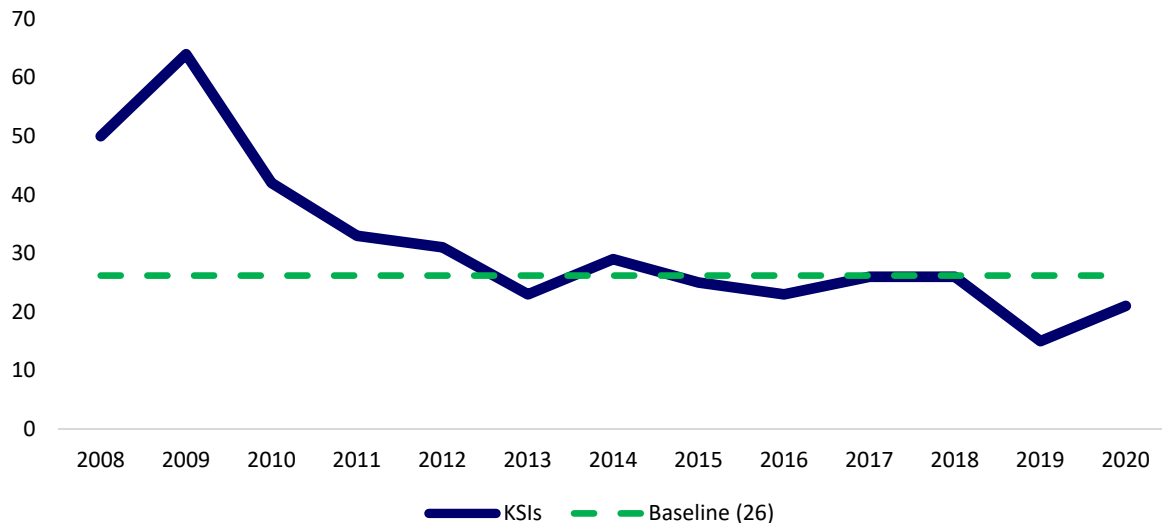
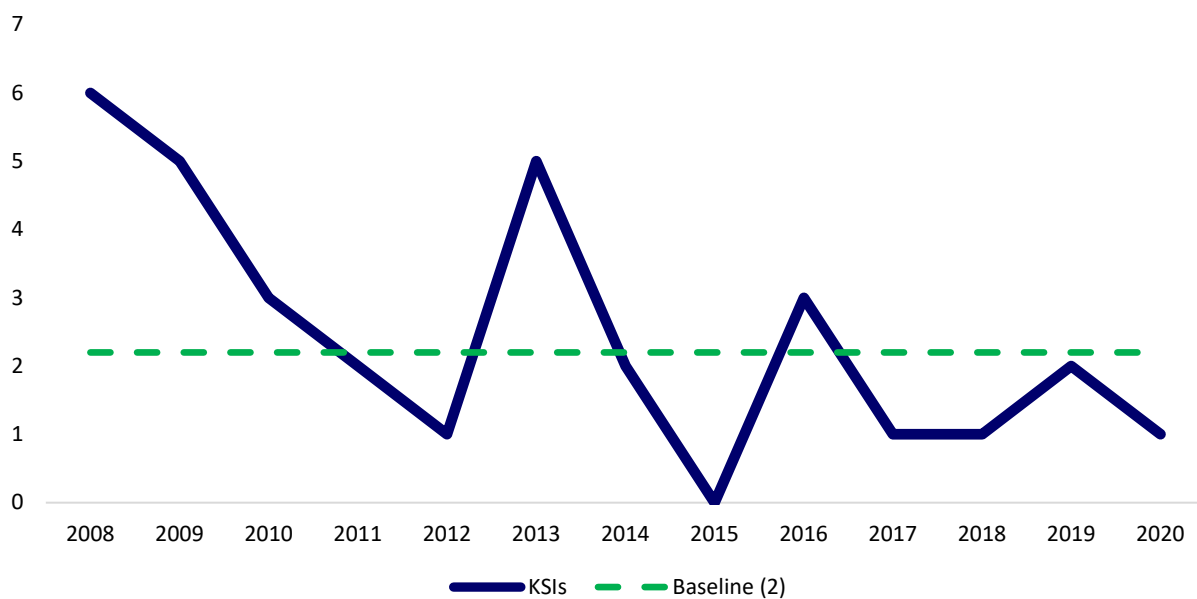
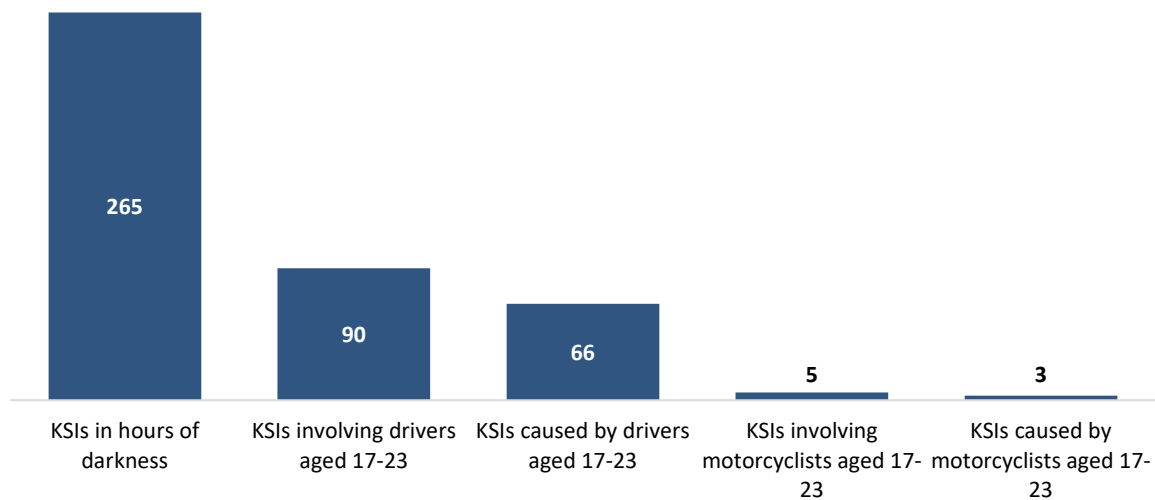


Figure 14: KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2020)

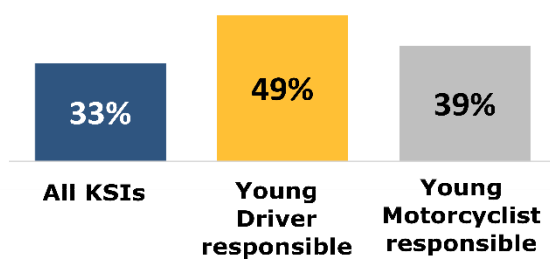


The Programme will also encourage learner drivers to practice in a range of lighting conditions, including darkness. In the five years 2016-2020, an average of 265 KSI casualties per year were killed or seriously injured in darkness hours. Drivers aged 17-23 were involved in 90 (34%) of these KSIs, and were responsible for 66 (25%). In comparison, motorcyclists aged 17-23 were involved in five of the KSIs that occurred in darkness, and were responsible for three. 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 (2016-2020)



Proportion of KSIs occurring in **darkness hours**, 2016-2020



One-third (33%; or 1,327) of the 4,004 KSI casualties injured in 2016-2020 occurred in darkness. A greater proportion of KSIs that were caused by motorcyclists aged 17-23 occurred in the dark – 39% (16 out of 41). 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 (49%, or 330 out of 668). The equivalent proportions in 2012-2016 were 35%, 30% and 48%, respectively.

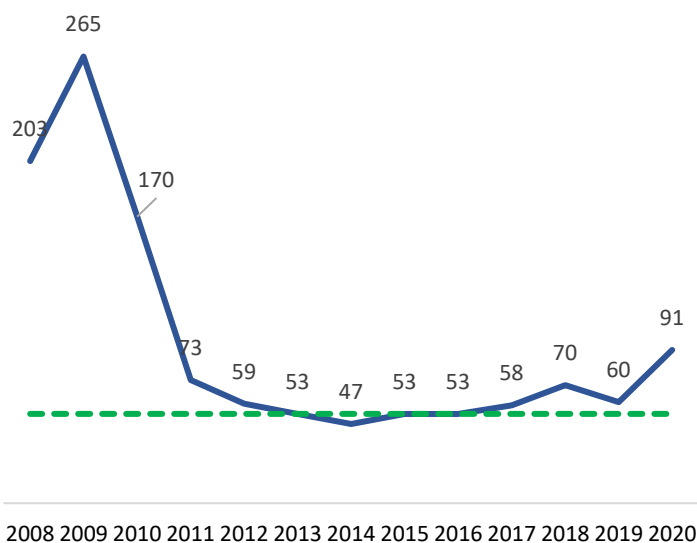
Future updates of this series, once GDL has been implemented, will seek to determine whether encouraging learner drivers to practise in a variety of lighting conditions has had any impact on KSI numbers.

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 (2008-2020)



2020 comparison with 2012-16

In 2020, there were **91** fixed penalty notices (FPNs) issued for the offence, '**No R plates displayed**'. This is a 72% 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.

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 (2016-2020)



In 2016-20 **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.

Future work

The data presented in this report provides the currently available data for 2020 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	Dfl	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	Dfl	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	Dfl	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	Dfl	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	Dfl	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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Published March 2022



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