

2018

# Road Safety Issues in Northern Ireland 2016/2017

## Findings from the Northern Ireland Continuous Household Survey 2016/17

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# Road Safety Issues in NI, 2016/17

Findings from the NI Continuous Household Survey



Northern Ireland  
Statistics and Research Agency  
Gníomhaireacht Thuaisceart Éireann  
um Staitisticí agus Taighde

## Driving after **one** drink



**35%** of people would be a **passenger** with a driver who has had **one drink**

**27%** of people think it is **acceptable** to **drive** after **one drink**



**19%** of drivers would **drive** after **one drink**

## The **morning** after...

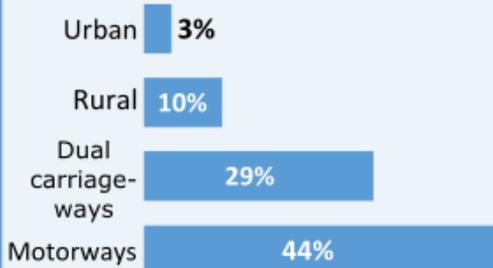


**One-in five** people said they would normally drive the **morning after** they had been **drinking heavily\***

\* four (women)/five (men) or more alcoholic drinks

## Where **drivers** say they **speed**

(proportion of respondents)



## Where should **20mph** speed limit be applied?

(proportion of respondents)



## Top three **circumstances** police should have the power to **seize a vehicle**

(proportion of respondents who thought police should seize vehicle)



**Drink driving - 91%**  
**Drug driving - 90%**



**Driving while disqualified - 78%**



**Dangerous driving - 77%**

For further information, please contact Philip Ward (Analysis, Statistics and Research Branch - asrb@nisra.gov.uk)

## Introduction

This report presents information from the 2016/2017 Continuous Household Survey (CHS) in relation to the attitudes, awareness and behaviour of respondents to specific road safety issues. The topics included were drinking and driving, vehicle seizure and speed limits. This is the first year that this question set was included in the CHS. The 2016/2017 CHS was based on a random sample of 4,500 domestic addresses drawn from the Land and Property Services list of addresses and interviews were sought with all adults aged 16 and over in these households. The dataset contains the records for 3,262 adults aged 16 and over. These persons were asked the questions relating to road safety, and 3,250 adults provided a response to the initial question. See Annex B for further information on survey methodology.

The Department for Infrastructure (DfI) and its road safety partners are committed to promoting improved road safety, and to deliver better regulation of the transport sector. An annual programme of research and statistical investigations into road safety problems in Northern Ireland continues to be developed and implemented in collaboration with road safety partner organisations. The results from this report form part of that research programme.

## Key Findings

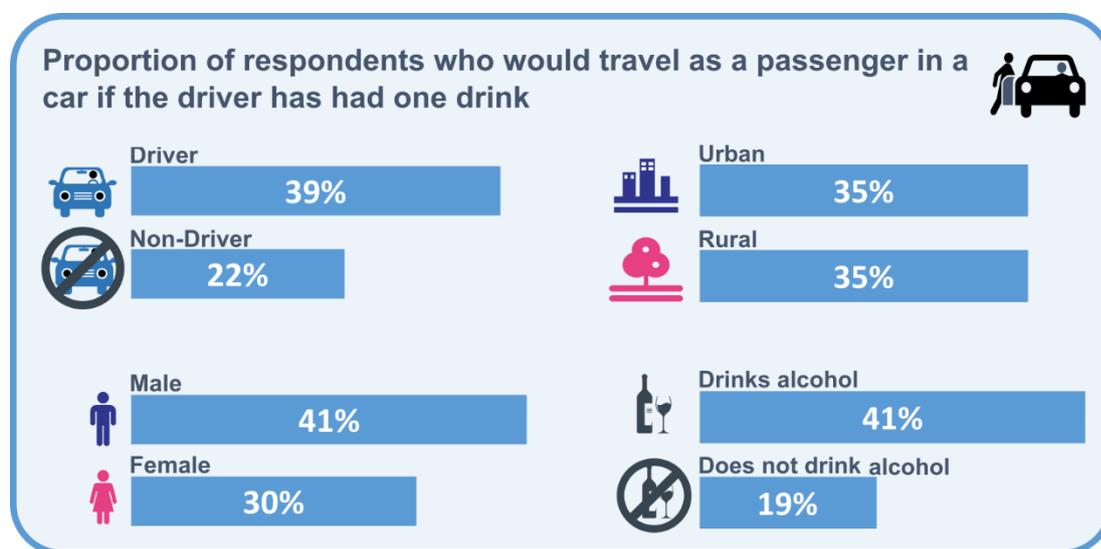
- The majority of respondents (65%) said they would **not** travel as a passenger in a car where the driver has had one drink; 35% stated they would.
- Just over one-quarter (27%) of respondents thought it was acceptable to drive after one drink; while under one-fifth (19%) said they normally drive after one drink.
- Just over one-fifth (21%) of drivers said they would normally drive the morning after they had been drinking four (for women) or five (for men) or more alcoholic drinks.
- Nine in ten respondents thought that police should have the power to seize a vehicle if a driver was driving under the influence of drink (91%) or drugs (90%).
- Over three-quarters (78%) of respondents thought a 20mph speed limit should be applied outside schools and 71% thought it should be applied to areas where children play. Half of respondents thought a 20mph speed limit should be more widely used.
- Approximately half of drivers (49%) reported they never normally exceed the speed limit; however, 44% of drivers stated they exceed the speed limit on motorways, this was followed by dual carriageways (29%) and reduced to 3% for roads in 'built-up' areas.

# Attitudes to Drinking and driving

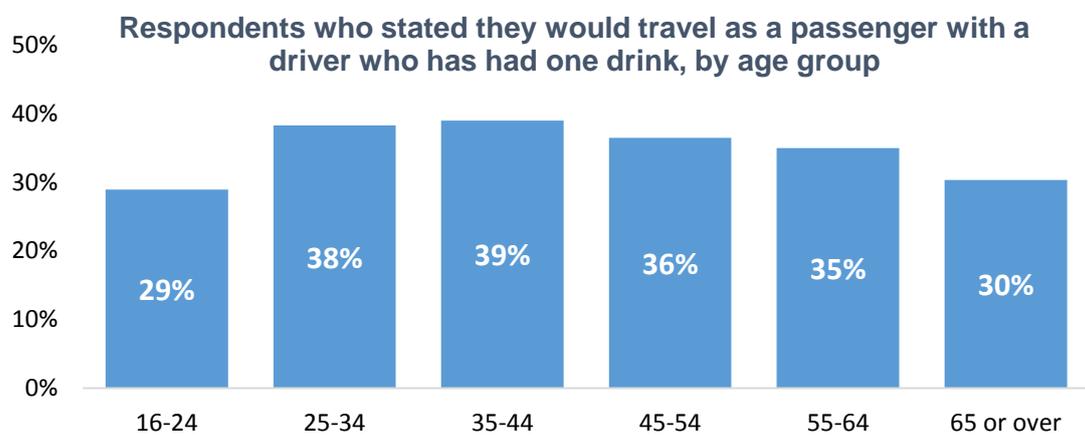
## Passenger in a car if driver has had one drink

Respondents were asked ‘would you travel as a passenger in a car if the driver has had one drink?’ The majority of respondents (65%) reported they would **not** travel as a passenger in a car where the driver has had one drink; 35% stated they would.

A greater proportion of drivers (39%) compared to non-drivers (22%) would travel with a driver who has had one drink. There was also a notable difference between those who ‘drink alcohol’ (41%) and those who ‘do not drink alcohol’ (19%), and males (41%) compared with females (30%). Similar responses were recorded for those who live in rural and urban areas (35%).

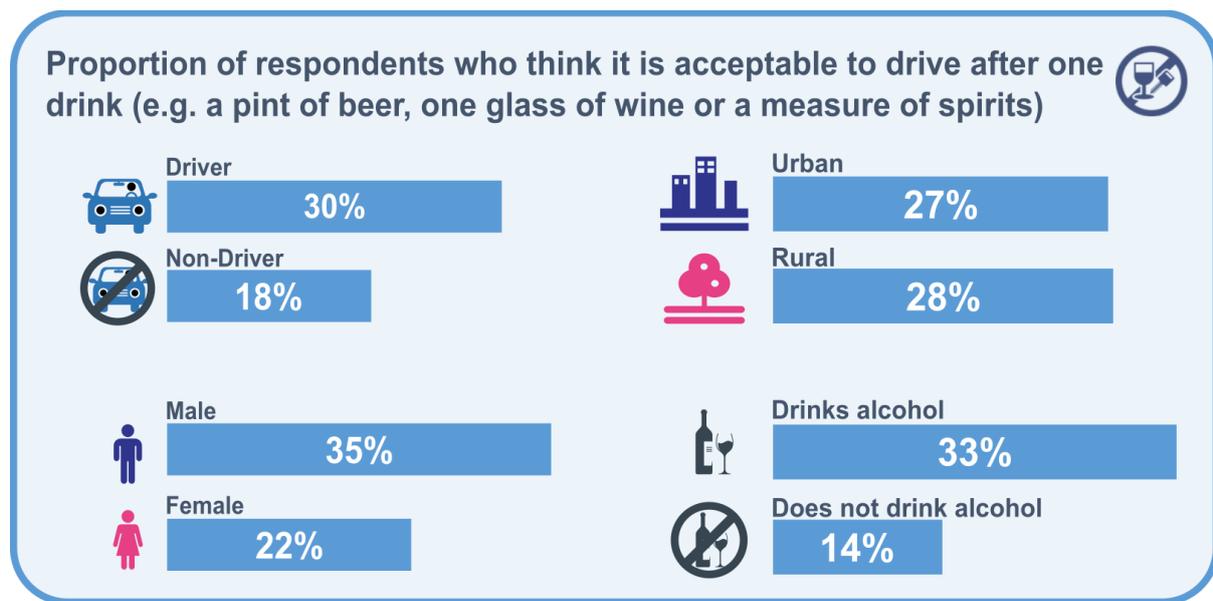


Three in ten (30%) respondents in the oldest (65+) age group reported they would travel as a passenger in a car with a driver who has had one drink; a greater proportion was recorded for those aged 25-54.

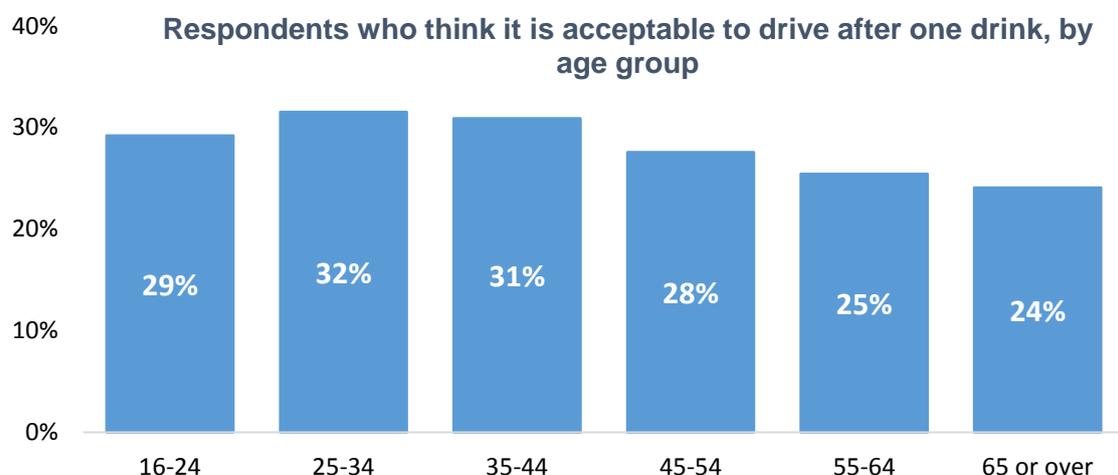


## Acceptable to drive after one drink

Over one-quarter (27%) of respondents thought it was acceptable to drive after one drink. A greater proportion of male respondents thought it was acceptable compared to females, 35% and 22% respectively, and drivers were more likely than non-drivers to think it was acceptable (30% compared with 18%). The greatest contrast in results was for those that 'drink alcohol' and 'do not drink alcohol': 33% of respondents that drink alcohol thought it was acceptable compared with 14% for respondents who do not drink. There was no reported significant difference in results from urban and rural areas.

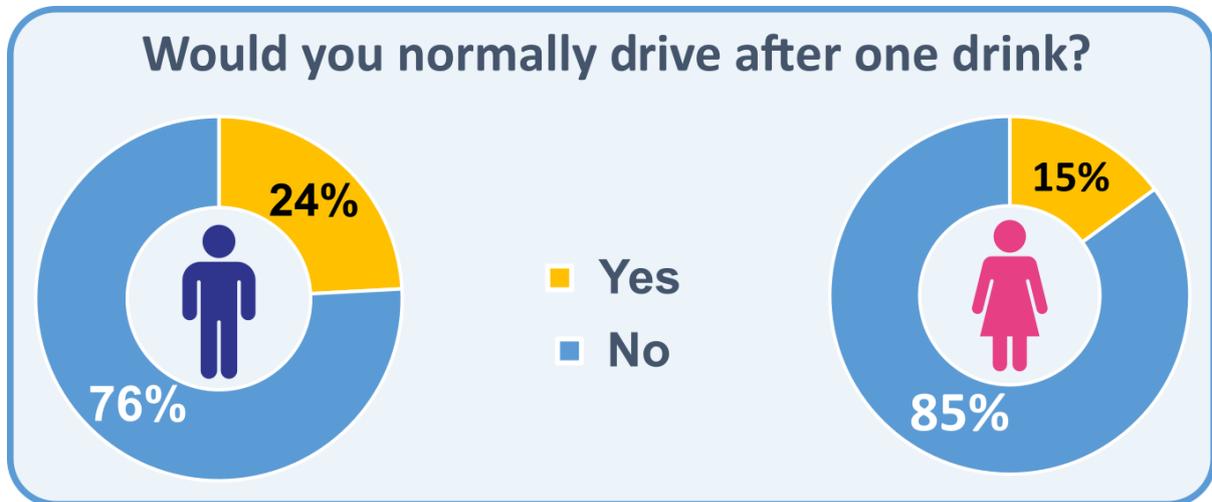


Approximately one-quarter of those aged 55 and over thought that it was acceptable to drive after one drink, this increased to almost one-third (32%) for the 25-34 age group.

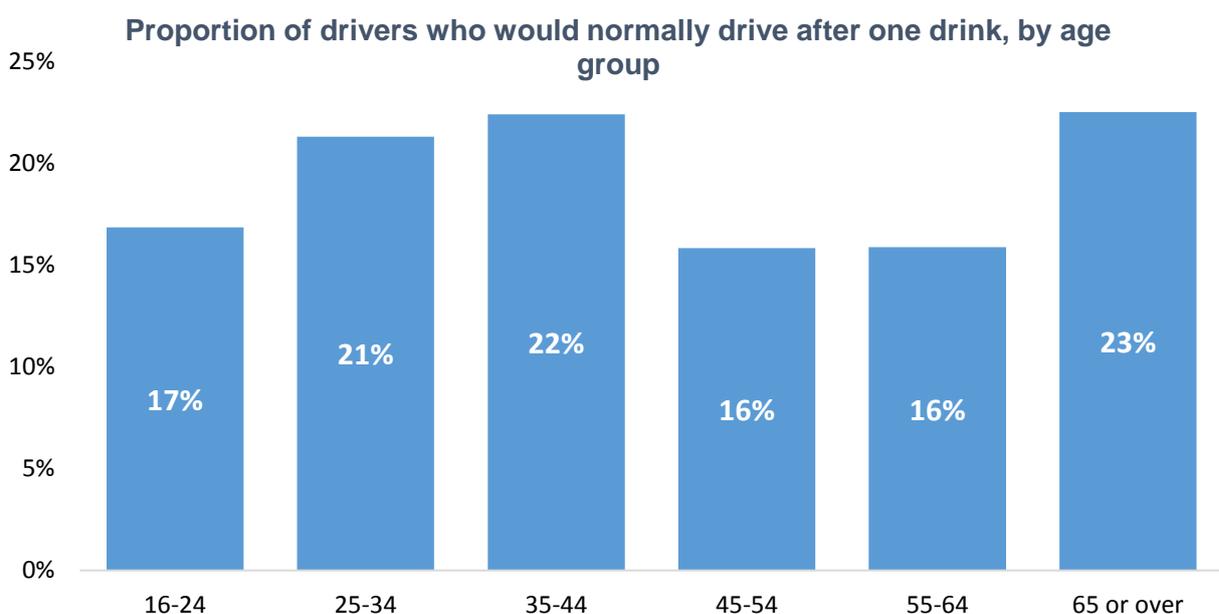


## Would you normally drive after one drink?

Just under one-fifth (19%) of drivers reported they would normally drive after one drink. A greater proportion of males compared with females reported they would drive after one drink, 24% and 15% respectively.



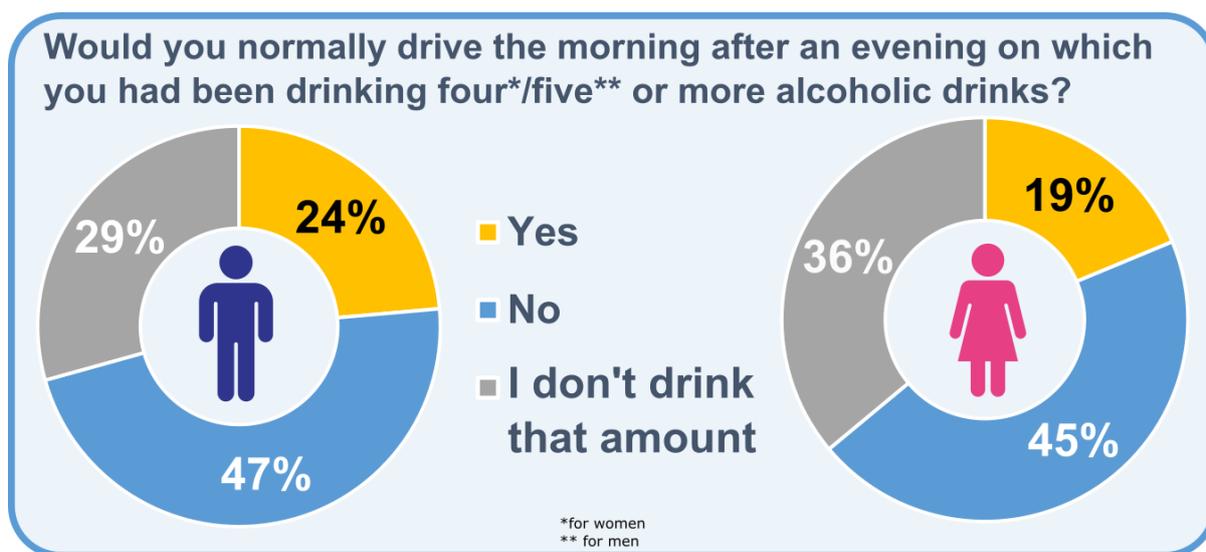
There was no reported difference between drivers from urban and rural areas; 19% of drivers from urban areas and 20% of drivers from rural areas reported they would normally drive after one drink. The chart below shows the proportion of drivers who normally drive after one drink, split by age group. Those aged 45-64 were less likely to drive after one drink than those aged 35-44 and 65+; however, responses for 45-64 years olds were similar to the younger age groups 16-34.



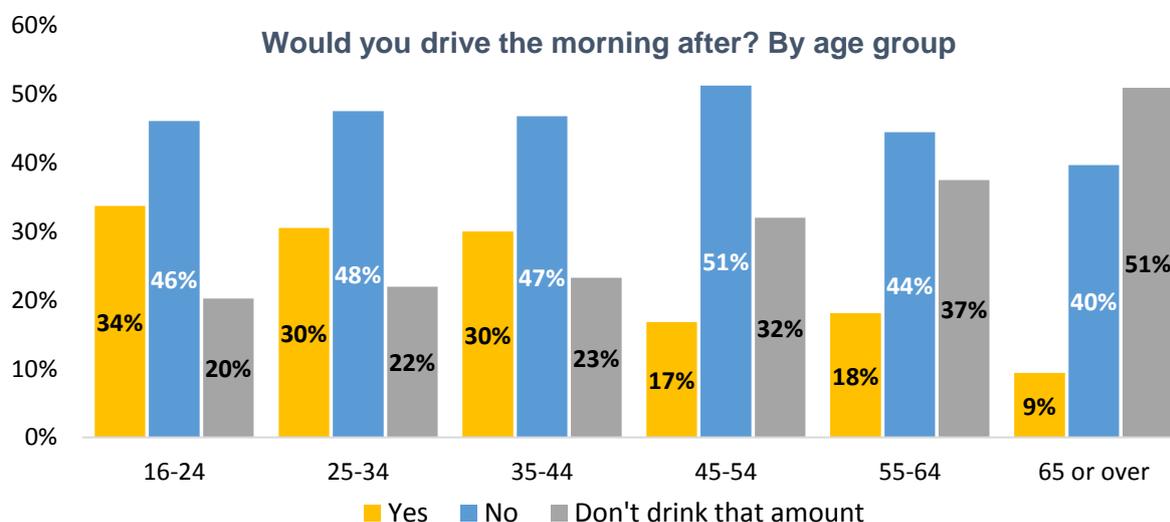
## Drive the morning after

Drivers were asked 'would you normally drive the morning after an evening on which you had been drinking four (for women) or five (for men) or more alcoholic drinks?' Just over one-fifth (21%) of drivers responded 'Yes'; 46% responded 'No', and one-third (33%) stated they don't drink that amount.

A greater proportion of males than females reported they would drive the morning after drinking alcohol, 24% and 19% respectively. There was no reported significant difference between those in urban /rural areas.

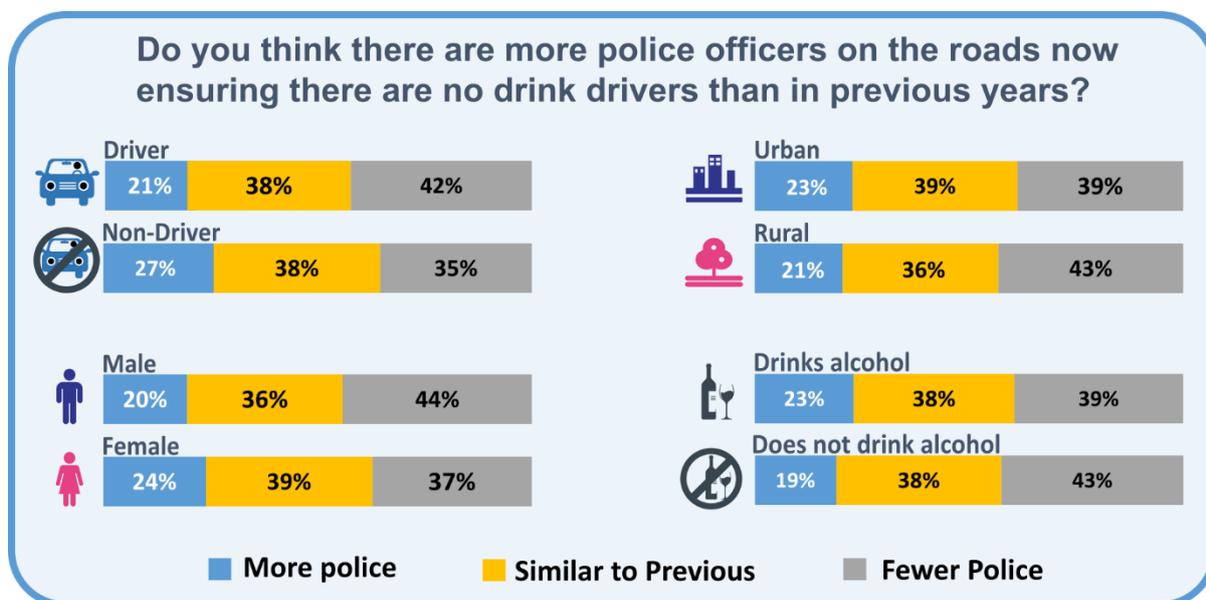


The chart below shows the break down by age group. While there was not much variation in the proportions of people who said they would not drive the next morning, respondents aged 65+ were least likely to say they would drive the morning after – fewer than one in ten (9%) people in this age group answered 'yes' to this question – and were most likely to say they don't drink as much as four/five alcoholic drinks (51%).

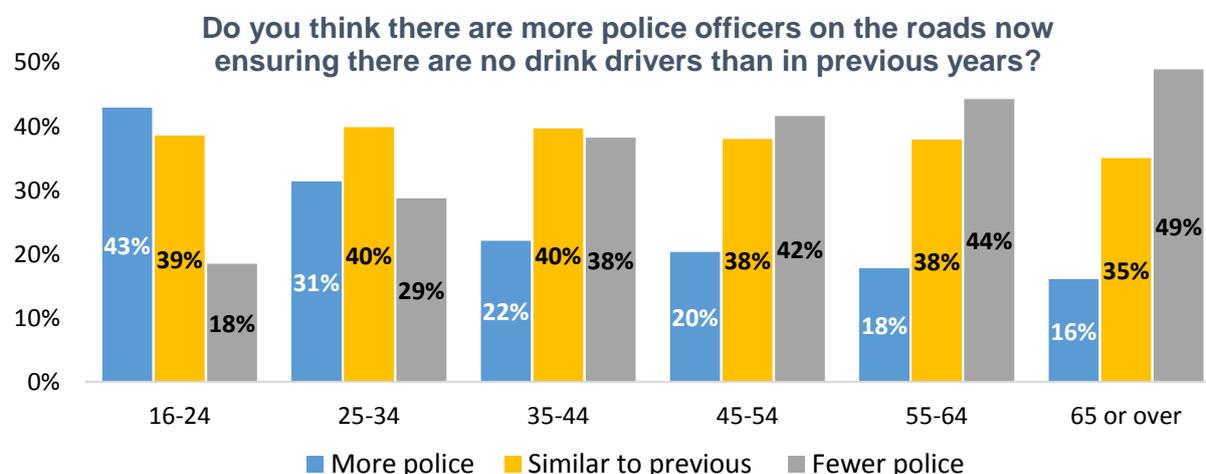


## Drink driving – police on the roads

When respondents were asked if they think there are more police officers on the roads now ensuring there are no drink drivers than in previous years, 22% thought there were, 38% believed it was similar to previous years and 40% stated there were less police than in previous years. A greater proportion of drivers compared to non-drivers thought there were fewer police on our roads compared to previous years, 42% and 35% respectively. Likewise, people in rural areas were more likely than in urban areas to think there were fewer police (43% and 39%), and males were more likely than females to think there were fewer police (44% and 37%). There was no significant difference between those that drink alcohol compared with those that don't.



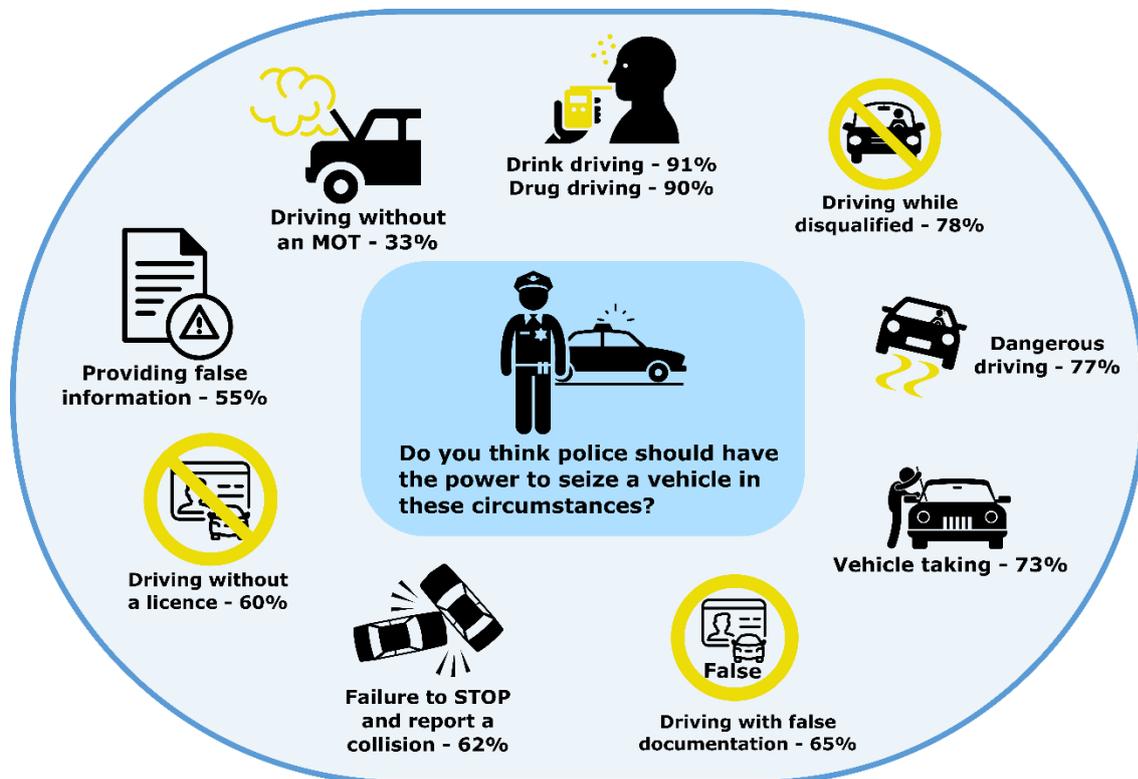
It is interesting that the proportion of drivers who think that there are **fewer** police officers on the roads than in previous years ensuring there are no drink drivers increased with age; 18% of 16-24 year olds compared to 49% for those aged 65 and over.



## Vehicle Seizure

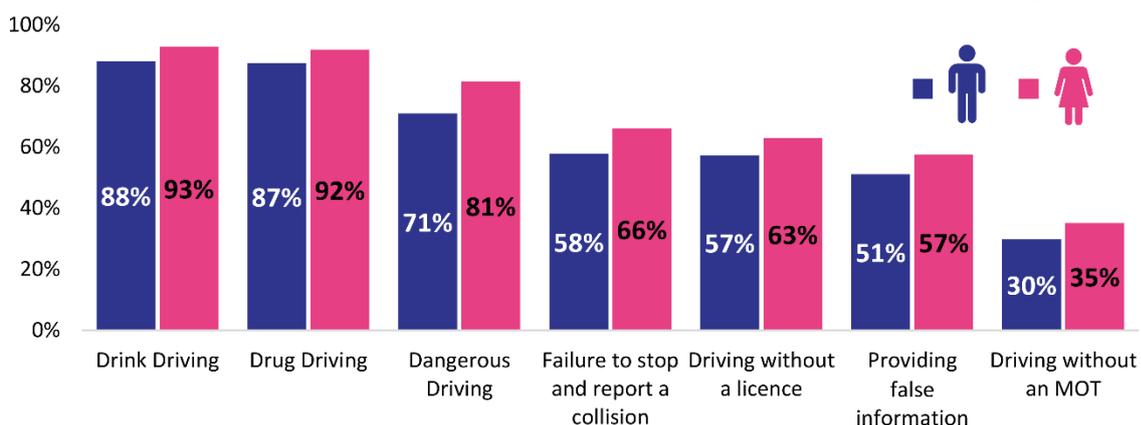
Vehicle seizure is being considered as an option for serious road traffic offences.

Respondents were asked if they think that police should have the powers to seize vehicles in a list of circumstances. Nine in ten respondents thought that police should have the power to seize a vehicle if a driver was driving under the influence of drink (91%) or drugs (90%). In contrast, only 3% of respondents reported that in no instances should a vehicle be seized.



When examining responses by gender, in the majority of circumstances females were more likely to think that police should have the power to seize the vehicle. The chart below shows those responses that were significantly different between the sexes. The biggest difference was found in the case of dangerous driving: 81% of females compared with 71% of males think the vehicle should be seized. See Tables 6a and 6b in Annex A for further information.

### Circumstances police should have the power to seize vehicle, by gender

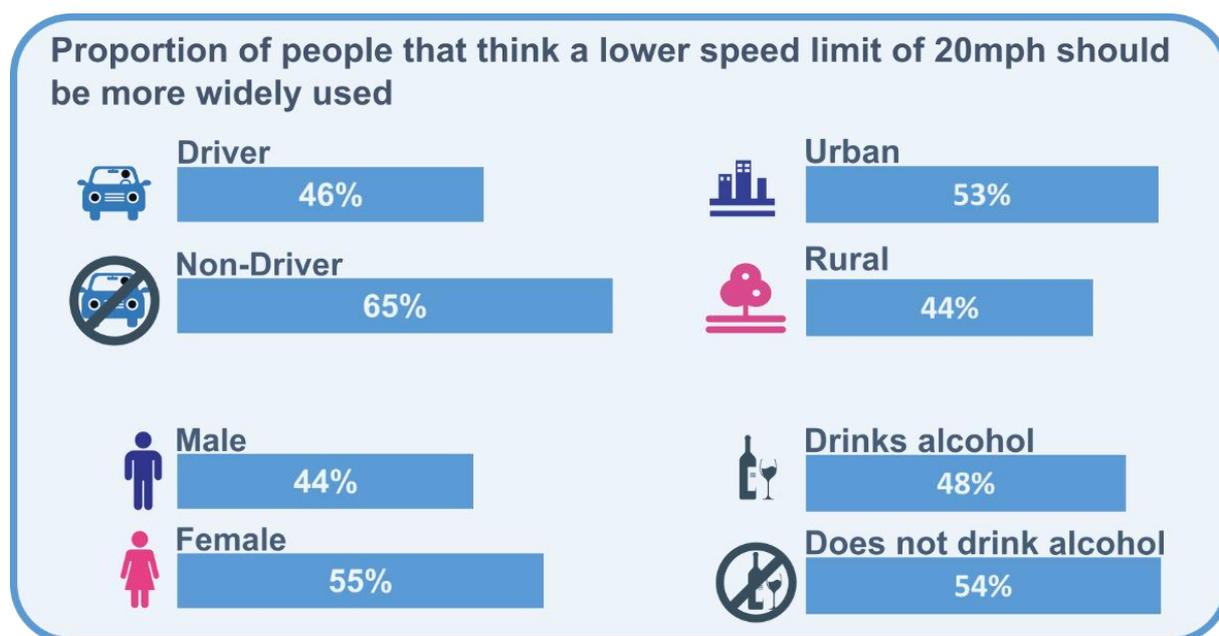


## 20mph Speed Limit

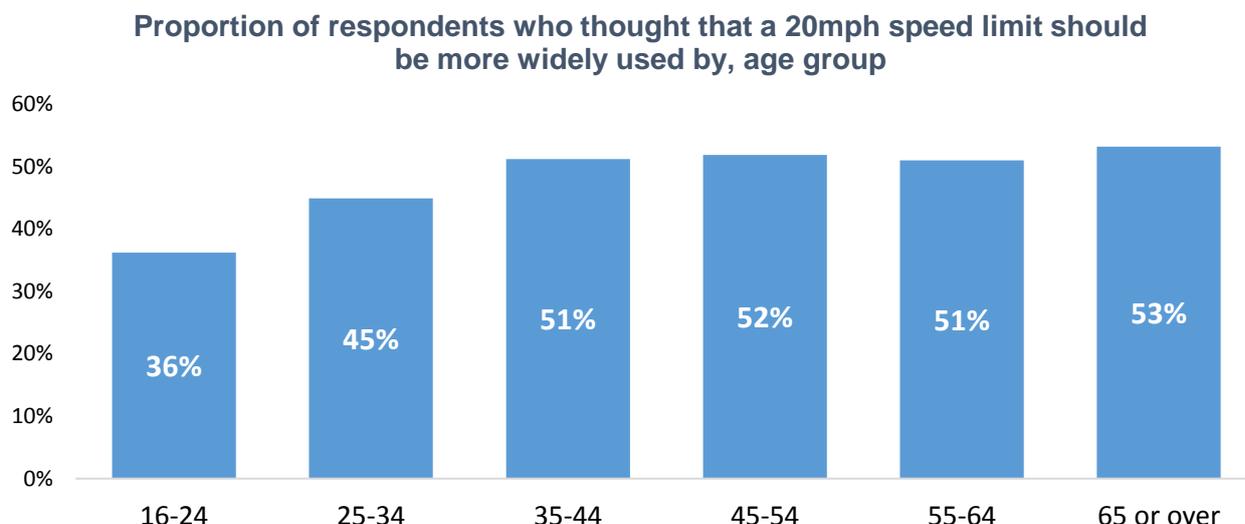
### Speed limit of 20mph used more widely

The speed limit in built up areas is generally 30mph unless signed otherwise. Respondents were asked if they thought that a lower speed limit of 20mph should be more widely used.

The response to this question was evenly split with 50% of respondents thinking a 20mph speed limit should be more widely used and 50% thinking it should not. However, opinions differed when this was broken down by driver status, gender, urban/rural area and if a respondent drinks alcohol. All comparisons shown in the infographic below are significantly different, however the greatest difference is seen in drivers and non-drivers, with non-drivers much more likely to think a 20mph speed limit should be more widely used – 65% compared with 46%.

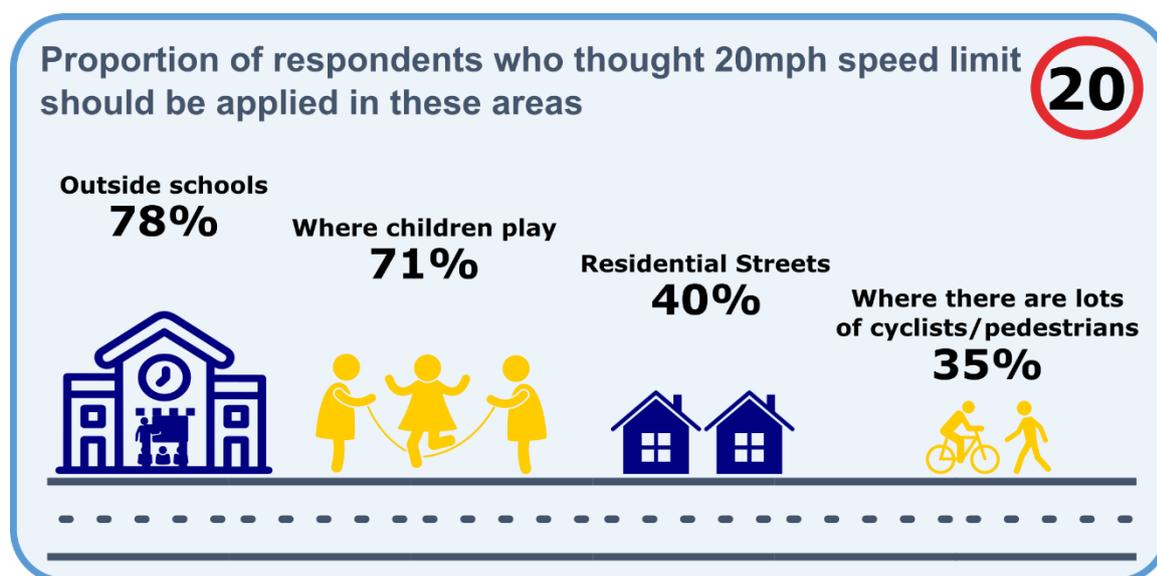


Considering breakdown by age, only 36% of respondents aged 16-24 thought a 20mph speed limit should be more widely used; a greater proportion was seen in the older age groups.



### Areas 20mph speed limit should be applied

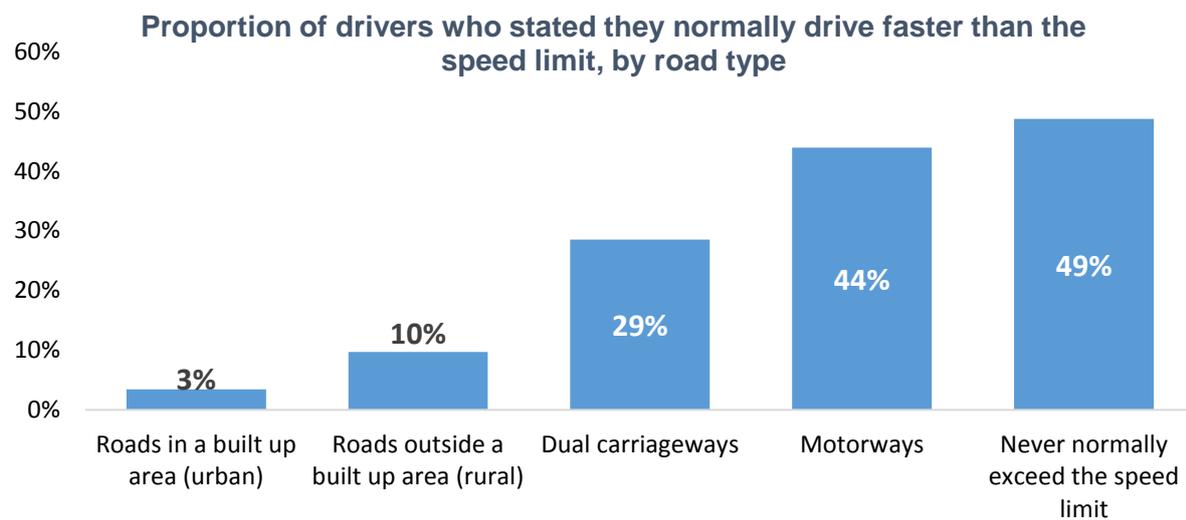
All respondents were then asked where they thought the speed limit should be 20mph rather than 30mph. Despite only 50% of respondents stating (in the previous question) that they thought a 20mph limit should be more widely used, when considering specific locations, over three-quarters (78%) of respondents thought a 20mph speed limit should be applied outside schools and 71% thought it should be applied to an area where children play. The proportion decreased to under half for the remaining locations - 40% thought it should be applied on residential streets and 35% in areas with a lot of cyclists or pedestrians. One in seven (14%) respondents thought that a 20mph speed limit should **not** be applied anywhere.



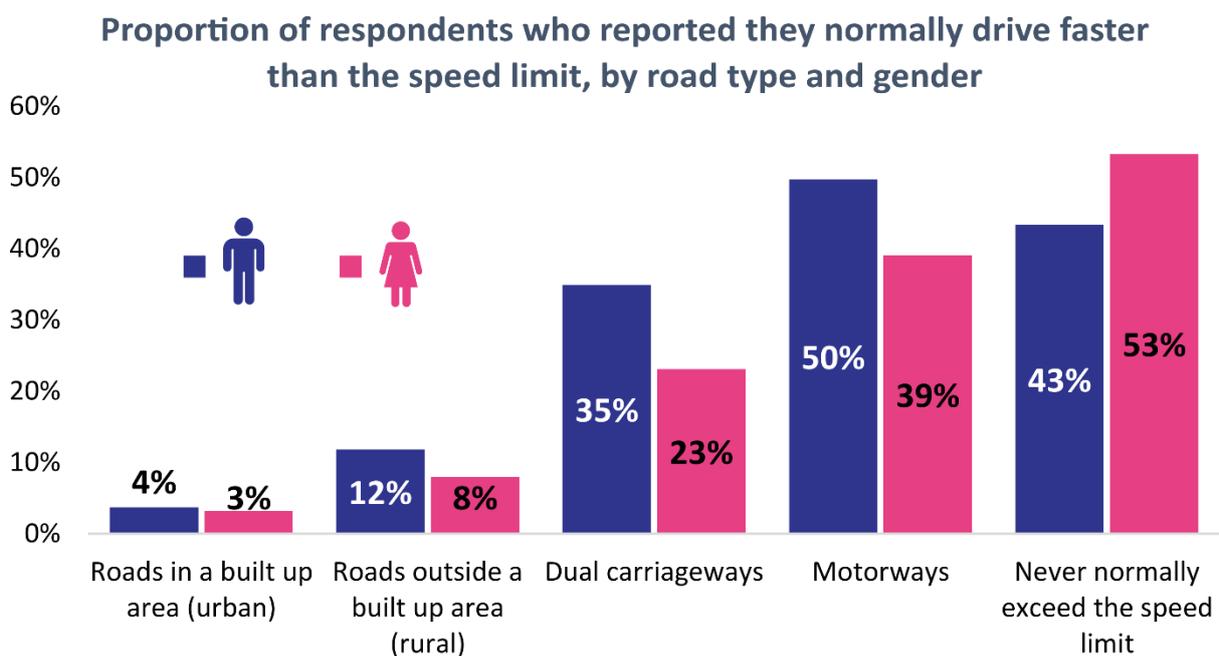
# Attitudes to Speeding

## Exceeding the speed limit

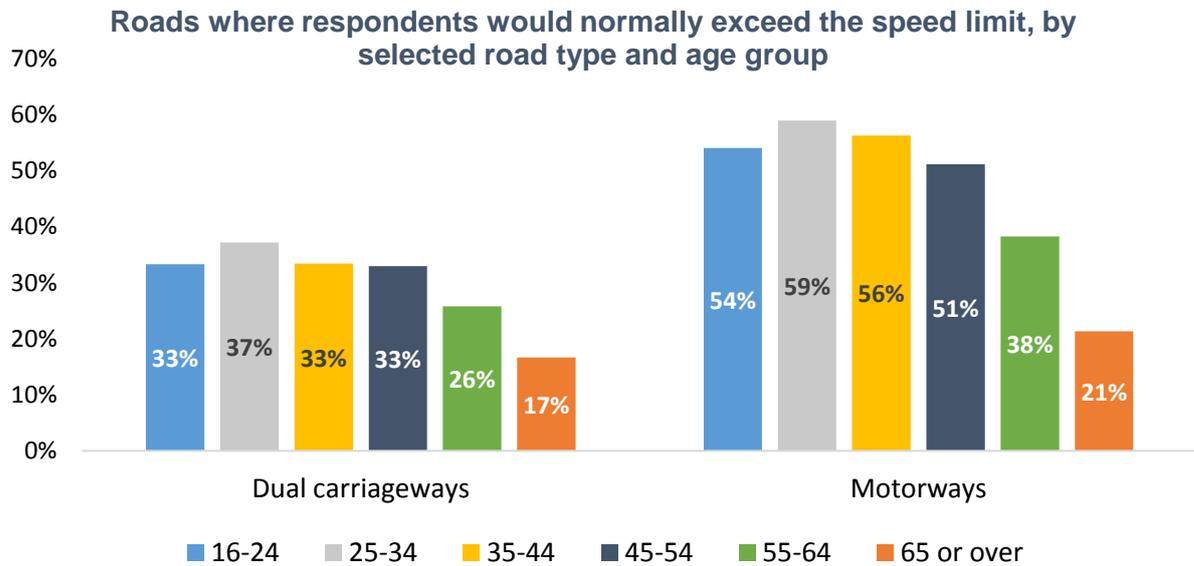
Drivers were asked on which roads types 'would you normally drive faster than the speed limit?' Approximately half of drivers (49%) reported they never normally exceed the speed limit; however, 44% of drivers stated they exceed the speed limit on motorways, this was followed by dual carriageways (29%) and reduced to 3% for roads in 'built-up' areas.



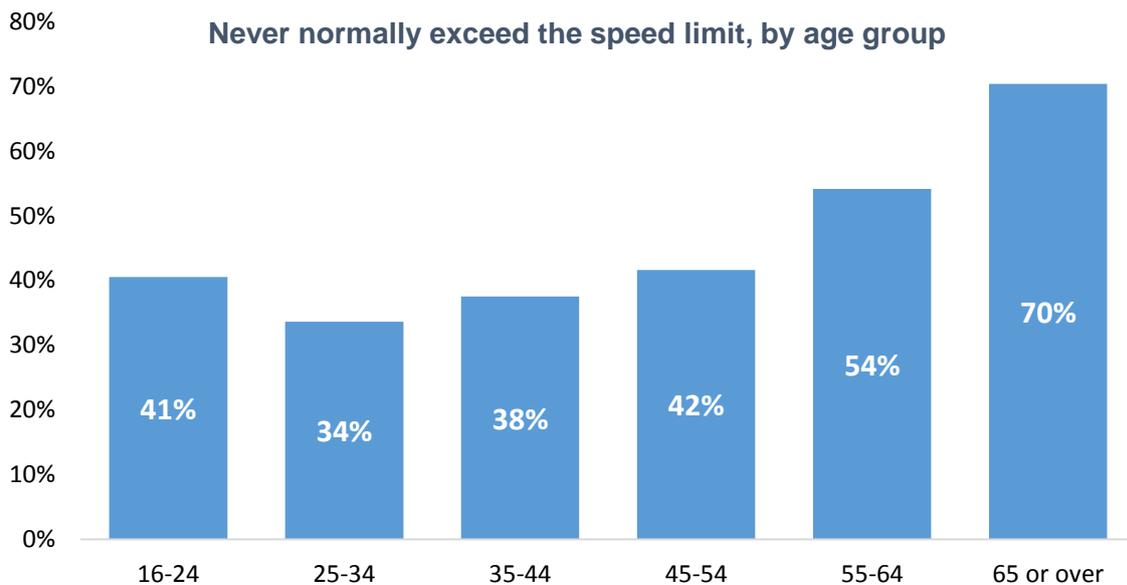
Examining the responses by gender, we see that a significantly greater proportion of males than females reported driving faster than the speed limit on three of the listed roads: rural areas, dual carriageways and motorways. A significantly greater proportion of females said they 'never normally exceed the speed limit' compared with males; 53% and 43% respectively.



There was no variation in responses by age on urban and rural roads, therefore the chart below only shows dual carriageways and motorways. Over half of the respondents aged 16-54 reported they would normally exceed the speed limit on motorways; those aged 55-64 were less likely (38%), while only one-fifth (21%) of those aged 65+ said they would speed on motorways. On dual carriageways, people aged 65+ were less likely to speed than all other age groups.

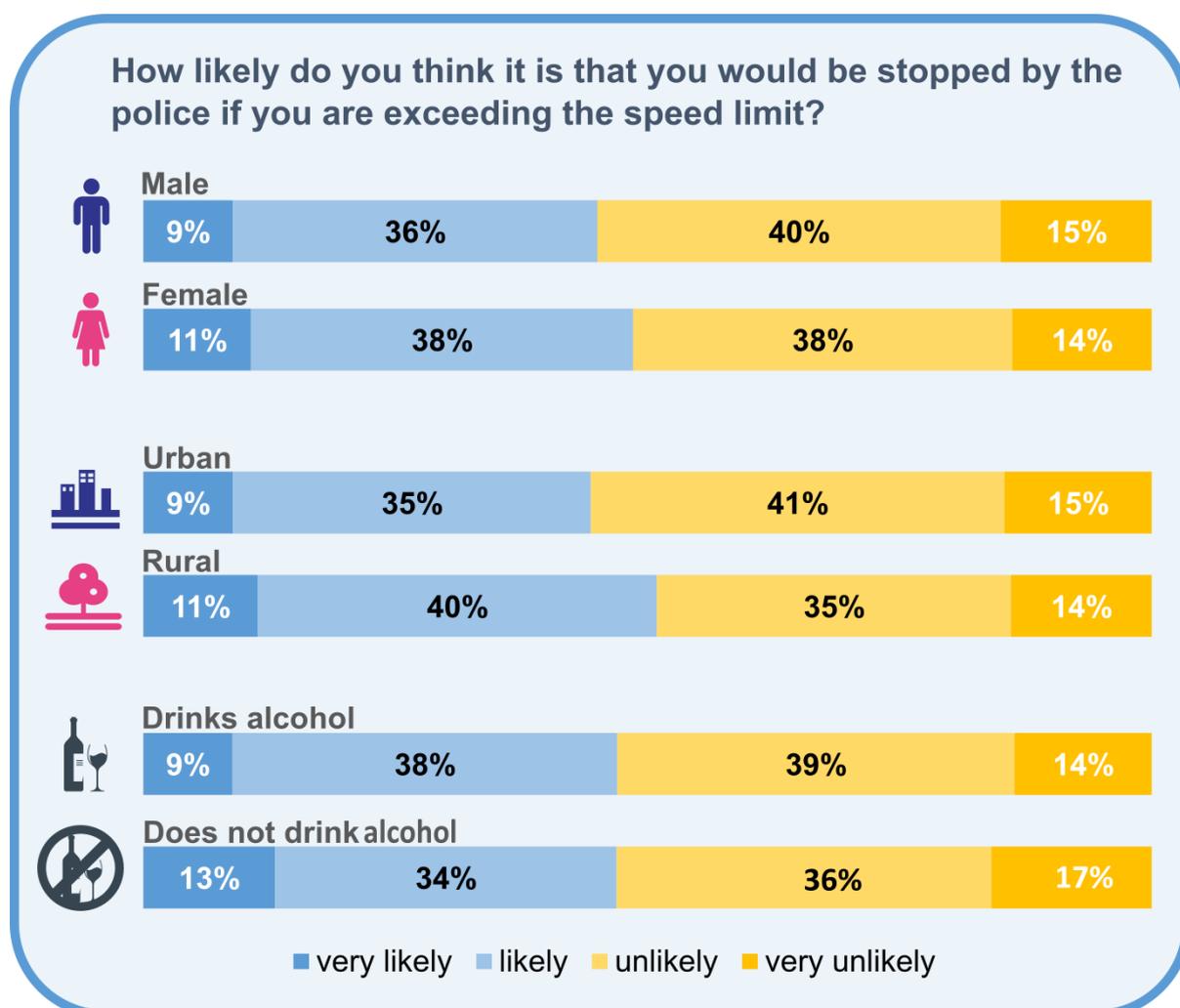


Seven in ten (70%) respondents in the aged 65 and over age group reported they 'never normally exceed the speed limit'; this was greater than all other age groups.



## Exceed speed limit – stopped by police

Drivers were asked ‘How likely or unlikely do you think it is that you would be stopped by the police if you are exceeding the speed limit?’ A greater proportion of drivers thought that it was either ‘unlikely’ or ‘very unlikely’ that you would be stopped (53%) compared to those that believed you would be stopped (47%). A higher proportion of those living in rural areas (51%) believed it was more likely you would be stopped by the police if speeding compared to those living in urban areas (44%). Males and females reported similar results as did those who ‘drink alcohol’ and ‘do not drink alcohol’ (see below).



## Annex A - The tables and data related to the above report.

**Table 1a: Would you travel as a passenger in a car in which the driver has had one drink?**  
(Base N=3,250)

Category	Yes (%)	No (%)	Total (count)
Driver	39%	61%	2,487
Non diver	22%	78%	763
Male	41%	59%	1,394
Female	30%	70%	1,856
SOA Urban	35%	65%	2,139
SOA Rural	35%	65%	1,111
Drinks alcohol	41%	59%	2,325
Does not drink	19%	81%	923
<b>Total</b>	<b>35%</b>	<b>65%</b>	<b>3,250</b>

**Table 1b: Would you travel as a passenger in a car in which the driver has had one drink? By age group**  
(Base N=3,250)

Age group	Yes (%)	No (%)	Total (count)
16-24	29%	71%	211
25-34	38%	62%	460
35-44	39%	61%	524
45-54	36%	64%	653
55-64	35%	65%	544
65 or over	30%	70%	858
<b>Total</b>	<b>35%</b>	<b>65%</b>	<b>3,250</b>

**Table 2a: Do you think that it is acceptable to drive after one drink (e.g. a pint of beer, one glass of wine or a measure of spirits)?**  
(Base N=3,242)

Category	Yes (%)	No (%)	Total (count)
Driver	30%	70%	2,483
Non driver	18%	82%	759
Male	35%	65%	1,392
Female	22%	78%	1,850
SOA Urban	27%	73%	2,136
SOA Rural	28%	72%	1,106
Drink alcohol	33%	67%	2,321
Do not drink alcohol	14%	86%	919
<b>Total</b>	<b>27%</b>	<b>73%</b>	<b>3,242</b>

**Table 2b: Do you think that it is acceptable to drive after one drink (e.g. a pint of beer, one glass of wine or a measure of spirits)? By age group**  
(Base N=3,242)

Age group	Yes (%)	No (%)	Total (count)
16-24	29%	71%	209
25-34	32%	68%	460
35-44	31%	69%	521
45-54	28%	72%	653
55-64	25%	75%	543
65 or over	24%	76%	856
<b>Total</b>	<b>27%</b>	<b>73%</b>	<b>3,242</b>

**Table 3a: Would you normally drive after one drink e.g. a pint of beer, one glass of wine or a measure of spirits?**  
(Base N=1,881)

Category	Yes (%)	No (%)	Total (count)
Male	24%	76%	907
Female	15%	85%	974
SOA Urban	19%	81%	1,174
SOA Rural	20%	80%	707
<b>Total*</b>	<b>19%</b>	<b>81%</b>	<b>1,881</b>

\*drivers who drink alcohol

**Table 3b: Would you normally drive after one drink e.g. a pint of beer, one glass of wine or a measure of spirits? By age group**  
(Base N=1,881)

Age group	Yes (%)	No (%)	Total (count)
16-24	17%	83%	89
25-34	21%	79%	305
35-44	22%	78%	357
45-54	16%	84%	442
55-64	16%	84%	315
65 or over	23%	77%	373
<b>Total*</b>	<b>19%</b>	<b>81%</b>	<b>1,881</b>

\*drivers who drink alcohol

**Table 4a: Would you normally drive the morning after an evening on which you had been drinking 4 (for women) or 5 (for men) or more alcoholic drinks?**  
(Base N=1,880)

Category	Yes (%)	No (%)	I don't drink that amount (%)	Total (count)
Male	24%	47%	29%	907
Female	19%	45%	36%	973
SOA Urban	21%	46%	33%	1,173
SOA Rural	21%	47%	32%	707
<b>Total*</b>	<b>21%</b>	<b>46%</b>	<b>33%</b>	<b>1,880</b>

\*drivers who drink alcohol

**Table 4b: Would you normally drive the morning after an evening on which you had been drinking 4 (for women) or 5 (for men) or more alcoholic drinks? By age group**  
(Base N=1,880)

Age group	Yes (%)	No (%)	I don't drink that amount (%)	Total (count)
16-24	34%	46%	20%	89
25-34	30%	48%	22%	305
35-44	30%	47%	23%	357
45-54	17%	51%	32%	441
55-64	18%	44%	37%	315
65 or over	9%	40%	51%	373
<b>Total*</b>	<b>21%</b>	<b>46%</b>	<b>33%</b>	<b>1,880</b>

\*drivers who drink alcohol

**Table 5a: With regard to drinking and driving, do you think there are more police officers out on the roads now ensuring there are no drink drivers than in previous years?**  
(Base N=2,985)

Category	Yes (%)	No, similar to previous years (%)	No, fewer than previous years (%)	Total (count)
Driver	21%	38%	42%	2,362
Non driver	27%	38%	35%	623
Male	20%	36%	44%	1,306
Female	24%	39%	37%	1,679
SOA Urban	23%	39%	39%	1,937
SOA Rural	21%	36%	43%	1,048
Drink alcohol	23%	38%	39%	2,181
Do not drink alcohol	19%	38%	43%	802
<b>Total</b>	<b>22%</b>	<b>38%</b>	<b>40%</b>	<b>2,985</b>

**Table 5b: With regard to drinking and driving, do you think there are more police officers out on the roads now ensuring there are no drink drivers than in previous years? By age group**  
(Base N=2,985)

Age group	Yes (%)	No, similar to previous years (%)	No, fewer than previous years (%)	Total (count)
16-24	43%	39%	18%	184
25-34	31%	40%	29%	414
35-44	22%	40%	38%	489
45-54	20%	38%	42%	615
55-64	18%	38%	44%	506
65 or over	16%	35%	49%	777
<b>Total</b>	<b>22%</b>	<b>38%</b>	<b>40%</b>	<b>2,985</b>

**Table 6a: Vehicle seizure is being considered as an option for serious road traffic offences. Do you think that police should have the powers to seize vehicles in these circumstances?**

(Base N=3,209)

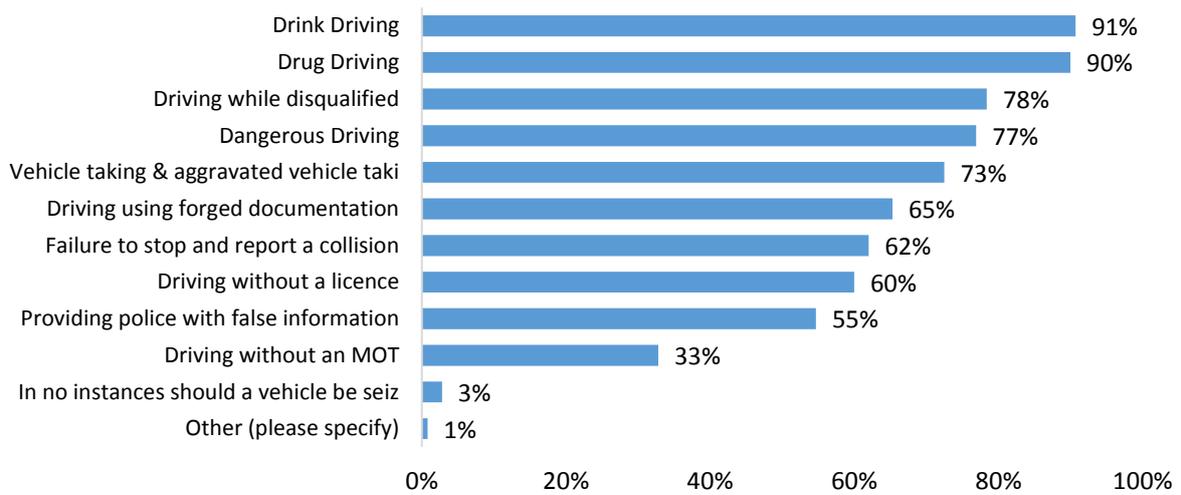
Circumstance	Male (%)	Female (%)	Driver (%)	Non Driver (%)	Total (%)
Drink Driving	88%	93%	90%	92%	91%
Drug Driving	87%	92%	90%	91%	90%
Driving while disqualified	78%	79%	80%	72%	78%
Dangerous Driving	71%	81%	77%	77%	77%
Vehicle taking & aggravated vehicle taking	72%	73%	75%	65%	73%
Driving using forged documentation	64%	66%	68%	56%	65%
Failure to stop and report a collision	58%	66%	63%	61%	62%
Driving without a licence	57%	63%	60%	62%	60%
Providing police with false information	51%	57%	55%	53%	55%
Driving without an MOT	30%	35%	31%	38%	33%
In no instances should a vehicle be seized	4%	2%	3%	2%	3%
Other	1%	1%	1%	1%	1%
<b>Total (count)</b>	<b>1,389</b>	<b>1,820</b>	<b>2,476</b>	<b>733</b>	<b>3,209</b>

**Table 6b: Vehicle seizure is being considered as an option for serious road traffic offences. Do you think that police should have the powers to seize vehicles in these circumstances? By age group**

(Base N=3,209)

Circumstance	16-24 (%)	25-34 (%)	35-44 (%)	45-54 (%)	55-64 (%)	65 or over (%)	Total (%)
Drink Driving	88%	93%	94%	91%	90%	89%	91%
Drug Driving	89%	92%	93%	90%	90%	88%	90%
Driving while disqualified	74%	78%	81%	79%	80%	77%	78%
Dangerous Driving	71%	75%	80%	76%	80%	76%	77%
Vehicle taking & aggravated vehicle	63%	72%	78%	73%	74%	70%	73%
Driving using forged documentation	59%	64%	69%	66%	66%	64%	65%
Failure to stop and report a collision	50%	65%	62%	60%	67%	63%	63%
Driving without a licence	68%	69%	66%	57%	58%	55%	61%
Providing police with false information	44%	53%	57%	55%	58%	55%	55%
Driving without an MOT	36%	33%	35%	30%	32%	33%	33%
In no instances should a vehicle be	4%	3%	2%	3%	3%	3%	3%
Other (please specify)	1%	0%	1%	1%	1%	1%	1%
<b>Total (count)</b>	<b>208</b>	<b>454</b>	<b>519</b>	<b>647</b>	<b>541</b>	<b>840</b>	<b>3,209</b>

**Proportion of respondents who thought police should have the power to seize vehicles in these circumstances**



**Table 7a: The speed limit in built up areas is generally 30mph unless signed otherwise. Do you think that a lower speed limit of 20mph should be more widely used?**  
(Base N=3,221)

Category	Yes (%)	No (%)	Total (count)
Driver	46%	54%	2,481
Non driver	65%	35%	739
Male	44%	56%	1,391
Female	55%	45%	1,830
SOA Urban	53%	47%	2,113
SOA Rural	44%	56%	1,108
Drink alcohol	48%	52%	2,314
Do not drink alcohol	54%	46%	905
<b>Total</b>	<b>50%</b>	<b>50%</b>	<b>3,221</b>

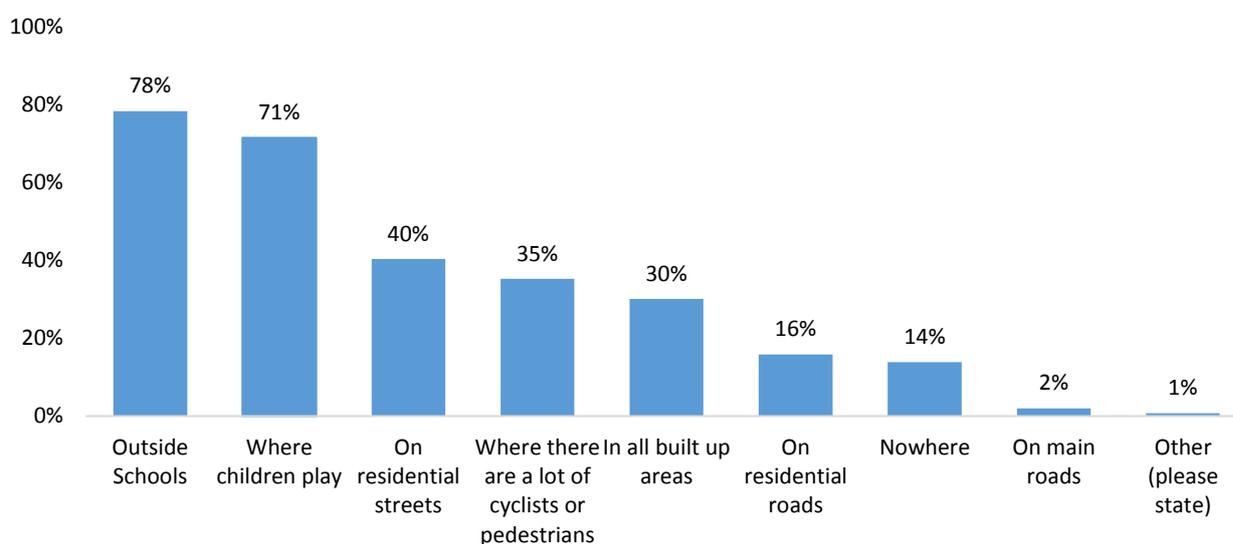
**Table 7b: The speed limit in built up areas is generally 30mph unless signed otherwise. Do you think that a lower speed limit of 20mph should be more widely used? By age group**  
(Base N=3,221)

Age group	Yes (%)	No (%)	Total (count)
16-24	36%	64%	207
25-34	45%	55%	458
35-44	51%	49%	519
45-54	52%	48%	651
55-64	51%	49%	537
65 or over	53%	47%	849
<b>Total</b>	<b>50%</b>	<b>50%</b>	<b>3,221</b>

**Table 8: Where do you think that the speed limit should be 20mph rather than 30mph?**  
(Base N=3,238)

Area	Proportion (%)	Number (count)
Outside Schools	78%	2,534
Where children play	71%	2,313
On residential streets	40%	1,305
Where there are a lot of cyclists or pedestrians	35%	1,140
In all built up areas	30%	973
On residential roads	16%	513
Nowhere	14%	449
On main roads	2%	64
Other	1%	24
<b>Total</b>	-	<b>3,238</b>

**Proportion of respondents who thought a 20mph speed limit should apply rather than 30mph in these areas.....**



**Table 9a: Have a look at this showcard and tell me on which of the following road types would you normally drive faster than the speed limit?**  
(Base N=2,489)

Road type	Males (%)	Females (%)	Proportion (%)	Number (count)
Roads in a built up area (urban type)	4%	3%	3%	85
Roads outside a built up area (rural type)	12%	8%	10%	242
Dual carriageways	35%	23%	29%	710
Motorways	50%	39%	44%	1,094
Never normally exceed the speed limit	43%	53%	49%	1,213
<b>Total (count)</b>	<b>1,142</b>	<b>1,347</b>	-	<b>2,489</b>

**Table 9b: Have a look at this showcard and tell me on which of the following road types would you normally drive faster than the speed limit? By age group**  
(Base N=2,489)

Road type	16-24 (%)	25-34 (%)	35-44 (%)	45-54 (%)	55-64 (%)	65 or over (%)
Roads in a built up area (urban type)	3%	2%	4%	5%	3%	2%
Roads outside a built up area (rural type)	12%	10%	12%	10%	10%	7%
Dual carriageways	33%	37%	33%	33%	26%	17%
Motorways	54%	59%	56%	51%	38%	21%
Never normally exceed the speed limit	41%	34%	38%	42%	54%	70%
<b>Total (count)</b>	<b>111</b>	<b>363</b>	<b>437</b>	<b>555</b>	<b>423</b>	<b>600</b>

**Table 10a: How likely or unlikely do you think it is that you would be stopped by the police if you are exceeding the speed limit? (Drivers only)**  
(Base N=2,465)

Category	Very likely (%)	Likely (%)	Unlikely (%)	Very unlikely (%)	Total (count)
Male	9%	36%	40%	15%	1,135
Female	11%	38%	38%	14%	1,330
SOA Urban	9%	35%	41%	15%	1,505
SOA Rural	11%	40%	35%	14%	960
Drink alcohol	9%	38%	39%	14%	1,866
Do not drink alcohol	13%	34%	36%	17%	597
<b>Total*</b>	<b>10%</b>	<b>37%</b>	<b>39%</b>	<b>14%</b>	<b>2,465</b>

\*drivers only

**Table 10b: How likely or unlikely do you think it is that you would be stopped by the police if you are exceeding the speed limit? (Drivers only) By age group**  
(Base N=2,465)

Age group	Very likely (%)	Likely (%)	Unlikely (%)	Very unlikely (%)	Total (count)
16-24	8%	39%	38%	15%	110
25-34	8%	39%	42%	11%	360
35-44	11%	36%	39%	14%	436
45-54	11%	39%	37%	13%	551
55-64	10%	36%	39%	15%	419
65 or over	10%	35%	38%	18%	589
<b>Total (count)*</b>	<b>243</b>	<b>914</b>	<b>954</b>	<b>354</b>	<b>2,465</b>

\*drivers only

## Annex B - Technical Notes

### Data Collection

The information presented in this publication derives from the Northern Ireland Continuous Household Survey (CHS), a Northern Ireland wide household survey administered by the Central Survey Unit (CSU) of the Northern Ireland Statistics and Research Agency (NISRA). It is based on a sample of the general population resident in private households and has been running since 1983. The survey is designed to provide a regular source of information on a wide range of social and economic issues relevant to Northern Ireland. The nature and aims of the CHS are similar to those of the General Household Survey (GHS), which is carried out by the Office for National Statistics (ONS) in Great Britain.

DFI commissioned these questions on road safety issues in the 2016/2017 CHS. The questions are presented in Annex C on page 25 of this publication.

### Data Quality

Data were collected by CSU and various validation checks were carried out as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of NISRA, an Agency within the Department of Finance. CSU has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Official Statistics Code of Practice<sup>1</sup>. The CHS sample was assessed and considered to be a representative sample of the Northern Ireland population at household level.

Whilst data quality is considered to be very good, note that all survey estimates are subject to a degree of error and this must be taken account of when considering results (see notes on sampling error on page 23). This error will be reasonably small for the majority of Northern Ireland level results but care should be taken when looking at results based on smaller breakdowns.

### Respondents

The 2016/2017 CHS was based on a random sample of 4,500 domestic addresses drawn from the Land and Property Services list of addresses and interviews were sought with all adults aged 16 and over in these households. The dataset contains the records for 3,262 adults aged 16 and over. These persons were asked the questions relating to road safety, and 3,250 adults provided a response to the initial question.

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<sup>1</sup> <https://www.statisticsauthority.gov.uk/code-of-practice/>

The number of respondents who answered each question, i.e. the base number, is stated in the tables in Annex A. The base number is the unweighted count. Some questions were only asked if the respondent had answered 'yes' to a previous question. The base number may also vary between questions due to some respondents not answering certain questions. For example, some questions are only asked of those respondents who can drive.

### **Rounding Conventions**

Percentages have been rounded to whole numbers and as a consequence some percentages may not sum to 100. 0% may reflect rounding down of values under 0.5.

### **Weighting**

Statistical tests have been carried out on these results and have determined that weighting is not required for this module.

### **Significant difference**

Any statements in this report regarding differences between groups such as males and females, different age groups, urban/rural, etc., are statistically significant at the 95% confidence level. This means that we can be 95% confident that the differences between groups are actual differences and have not just arisen by chance. Both the base numbers and the sizes of the percentages have an effect on statistical significance. Therefore on occasion, a difference between two groups may be statistically significant while the same difference in percentage points between two other groups may not be statistically significant. The reason for this is because the larger the base numbers or the closer the percentages are to 0 or 100, the smaller the standard errors. This leads to increased precision of the estimates which increases the likelihood that the difference between the proportions is actually significant and did not just arise by chance.

The following respondent groups were considered:

#### **Age group**

The age of the respondent is grouped into the following age bands; 16-24, 25-34, 35-49, 50-64, 65 and over.

#### **Gender**

Gender of respondent is defined as whether the respondent is male or female.

## Urban and Rural Areas

A review of the classification and delineation of settlements established in 2005 has been carried out<sup>2</sup>. It resulted in some changes to the settlement and urban-rural classifications, including that the urban-rural population boundary moved from 4,500 to a population of 5,000.

While previous versions of this report used an urban/rural definition based on Super Output Area (SOA) classification of addresses, this and future publications will use the updated classifications using the statistical classification of settlements defined by the Inter-Departmental Urban-Rural Definition Group.

- Bands A to E are classified as Urban. This includes Belfast Metropolitan Urban Area (Band A), Derry Urban Area (Band B) and large, medium and small towns (Bands C-E) with populations greater than or equal to 5,000 people.
- Bands F to H are classified as rural. This includes intermediate settlements (Band F), villages (Band G) and small villages, hamlets and open countryside (Band H) with populations of less than 5,000 people and including open countryside.

## Sampling error

No sample is likely to precisely mirror the characteristics of the population it is drawn from due to both sampling and non-sampling errors. An estimate of the amount of error due to the sampling process can be calculated. For a simple random sample design, the sampling error (s.e.) of any percentage,  $p$ , can be calculated by the formula:  $s.e. (p) = \sqrt{(p*(100-p)/n)}$  where  $n$  is the number of respondents on which the percentage is based.

## Confidence Interval

A 95% confidence interval for the population percentage can be calculated using the formula: **95% confidence interval =  $p \pm 1.96 * s.e. (p)$**

This means that if 100 similar, independent samples were chosen from the same population, 95 of them would yield an estimate for the percentage,  $p$ , within this range of values.

The absence of design effects in the survey means that standard statistical tests of significance can be applied directly to the data.

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<sup>2</sup> A 'Review of the Statistical Classification and Delineation of Settlements' was published by NISRA in March 2015 at: <http://www.nisra.gov.uk/archive/geography/review-of-the-statistical-classification-and-delineation-of-settlements-march-2015.pdf>

## Annex C: Questionnaire

### ROAD SAFETY

[DDINT] I am now going to ask you some questions on road safety. (Continue)

[MODE] May I check, do you drive?

1. Yes
2. No

[DD1] Would you travel as a passenger in a car in which the driver has had one drink?

1. Yes
2. No

[DD2] Do you think that it is acceptable to drive after ONE drink (e.g. a pint of beer, one glass of wine or a measure of spirits)?

1. Yes
2. No

[DD3] With regard to drinking and driving, do you think there are more police officers out on the roads now ensuring there are no drink drivers than in previous years . . .

#### ***RUNNING PROMPT***

1. Yes
2. No, similar to previous years
3. No, fewer than previous years?

[DD4] Vehicle seizure is being considered as an option for serious road traffic offences. Do you think that police should have the powers to seize vehicles in these circumstances?

SERIOUS ROAD TRAFFIC OFFENCE MAY BE VIEWED AS DRINK, DRUG OR DANGEROUS DRIVING

1. Drink Driving
2. Drug Driving
3. Dangerous Driving
4. Driving without a licence
5. Driving without an MOT
6. Driving while disqualified
7. Driving using forged documentation
8. Providing police with false information
9. Vehicle taking & aggravated vehicle taking
10. Failure to stop and report a collision
11. Other -> [DD4o]
12. In no instances should a vehicle be seized

[DD4o] Please specify other powers.

[DD5] The speed limit in built up areas is generally 30mph unless signed otherwise. Do you think that a lowerspeed limit of 20mph should be more widely used?

1. Yes
2. No

**[DD6] SHOWCARD (SPEED LIMIT)**

Where do you think that the speed limit should be 20mph rather than 30 mph?

**CODE ALL THAT APPLY**

1. In all built up areas
2. Outside Schools
3. On residential streets
4. On residential roads
5. On main roads
6. Where there are a lot of cyclists or pedestrians
7. Where children play
8. Other -> [DD6o]
9. Nowhere

**[DD6o]** Please specify where speed limit should be 20mph.

(MODE = 1 (DRIVER))

**[DD7] SHOWCARD (TYPES OF ROAD)**

Have a look at this showcard and tell me on which of the following road types would you normally drive faster than the speed limit?

IF CLARIFICATION IS ASKED FOR – ROADS IN A BUILT UP AREA ARE ROADS WITH A 40MPH SPEED LIMIT OR LESS. ROADS OUTSIDE A BUILT UP AREA ARE ROADS CLASSED AS ROADS WITH A 40MPH – 60 MPH SPEED LIMIT

1. Roads in a built up area (urban type roads)
2. Roads outside a built up area (rural type roads)
3. Dual carriageways
4. Motorways
5. Never normally exceed the speed limit

**[DD8]** How likely or unlikely do you think it is that you would be stopped by the police if you are exceeding the speed limit?

***RUNNING PROMPT***

1. Very Likely
2. Likely
3. Unlikely
4. Very Unlikely

**[DD10]** Would you normally drive after one drink e.g. a pint of beer, one glass of wine or a measure of spirits?

1. Yes
2. No

**[DD11]** Would you normally drive the morning after an evening on which you had been drinking 4 (for women) or 5 (for men) or more alcoholic drinks?

1. Yes
2. No
3. I don't drink that amount