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Road Safety Issues in Northern Ireland, 2019/20



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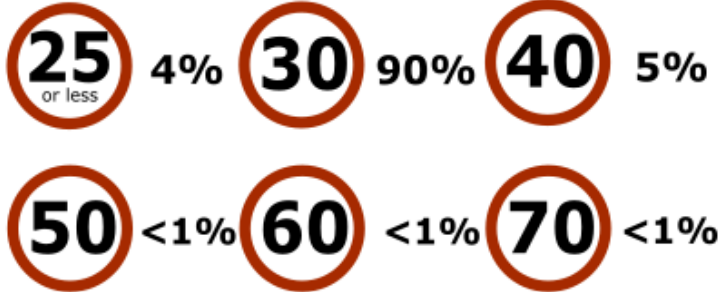
Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

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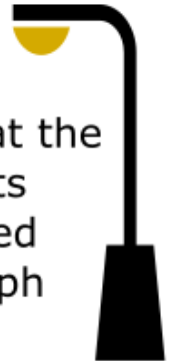
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The presence of street lights means that the speed limit (in miles per hour) on that road is?

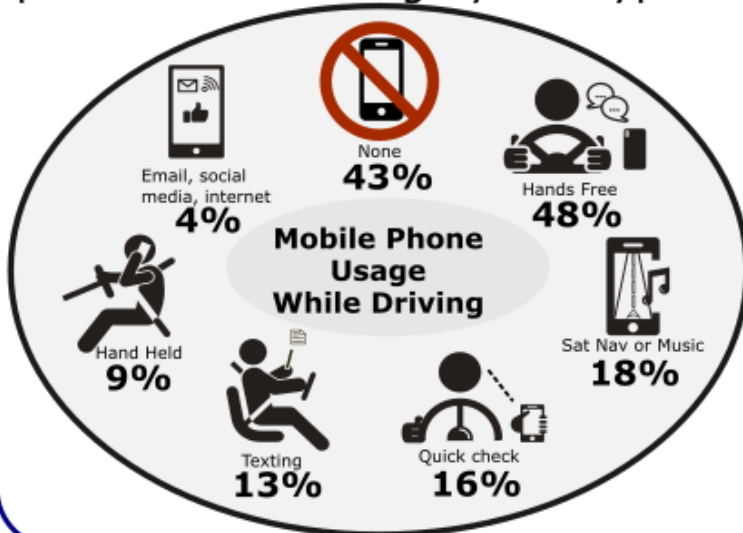
(proportion of respondents)



90% of respondents correctly identified that the presence of streetlights indicates that the speed limit is generally **30** mph



Proportion of drivers who used their phone while driving by use type:



57% of drivers used their phone in some capacity in the last year while driving



Males were more likely to make a **hand held call**, or to **check e-mail, social media or internet** while driving

Older drivers (65+) were much **less likely to use their phone** while driving

Top 3 risks identified by respondents for using mobile phone while driving:



More likely to cause a crash - 94%

More likely to be involved in a crash - 86%



Less likely to notice a danger ahead - 86%



49% of respondents believed they were likely to be **caught by police** if using a mobile phone while driving



59% of respondents believed **the penalty** for driving while using a mobile phone should be **increased**

Introduction

This report presents information from the 2019/2020 Continuous Household Survey (CHS) in relation to the attitudes, awareness and behaviour of respondents to specific road safety issues. The 2019/20 CHS consisted of a systematic random sample of addresses selected from the NISRA Address Register. The survey samples 9,000 addresses and data is collected by personal interview using Computer Assisted Personal Interviewing (CAPI) with interviews spread equally over the 12 months from April to March. The final dataset contains the records for 2,962 adults with these people being asked questions relating to their understanding of speed limits and mobile phone usage with 2,953 providing responses to at least one of these questions. See Annex B for further information on survey methodology. A set of questions on attitudes to Road Safety in Northern Ireland was first included in the 2016/17 Continuous Household Survey (CHS) and where applicable, comparisons have been made between the findings for this year and last year.

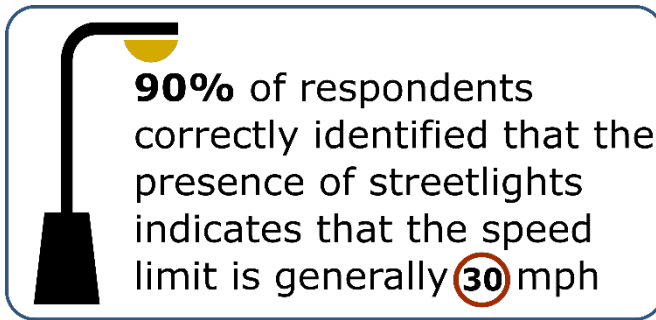
The Department for Infrastructure (DfI) and its Road Safety Partners are committed to promoting improved road safety and delivering better regulation of the transport sector. An annual programme of research and statistical investigations into road safety problems in NI continues to be developed and implemented in collaboration with Road Safety Partner organisations. The results from this report form part of that research programme.

Key Findings from 2019/20 CHS

- The majority of respondents (90%) responded correctly that the presence of street lights, generally means that the speed limit is 30 miles per hour.
- Almost three-fifths of all drivers (57%) reported that they used their phone in some capacity while driving. Although, making a hands free call accounted for the highest usage in a moving (45%) or stationary vehicle (40%), nine percent of drivers admitted to making a hand held call while driving.
- Older drivers were identified as the group who were least likely to use their phone while driving with just over a quarter (27%) of those aged 65 or over admitting to have done so in the last 12 months.
- The top 3 risks stated by respondents of using a mobile phone while driving were being more likely to cause a crash (94%), being more likely to be involved in a crash and being less likely to notice a danger ahead (both with 86%).
- Less than half (49%) of respondents believe that drivers were likely to be stopped by police for using their mobile phone while driving.
- Over two thirds (69%) of respondents correctly identified that the police penalty for being caught was a £60 fine plus 3 penalty points. Almost three-fifths (59%) of those surveyed, however, believed that this penalty should be increased.
- In February 2021, the penalty for illegal use of a mobile phone behind the wheel increased to 6 penalty points and £200.

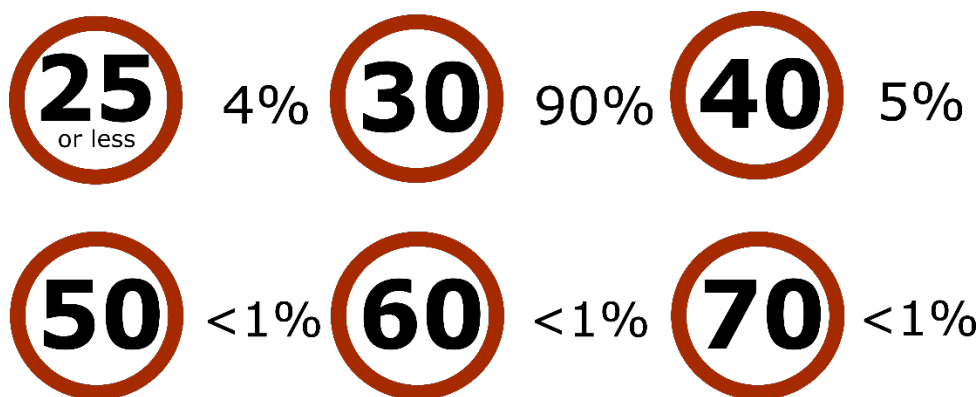
Section 1- Understanding of speed limits

Presence of street lights



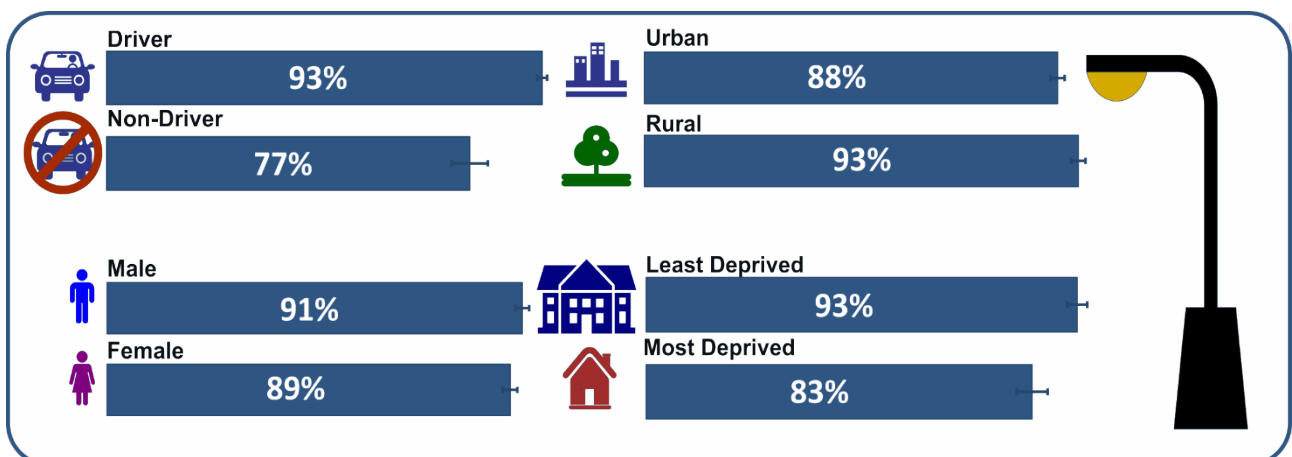
The respondents were asked in an open response question that “in general, the presence of street lights means that the speed limit (in miles per hour) on that road is....?” The vast majority of respondents, 2,546 out of 2,828 (90%) responded correctly that the speed limit is generally 30 miles per hour* when street lights are present.

Figure 1.1 Speed limit perceived by the presence of street lights as reported by respondents, 2019/20



Opinions differed when those who responded 30 miles per hour in 2019/20 figure was broken down by driver status, gender, urban/rural area and deprivation area, however, there were no differences to report by age group. All comparisons shown in the infographic below are significantly different, with those from a **rural location, males** and those from **least deprived areas** having a higher proportion responding correctly; however, the greatest percentage point difference was reported between **drivers and non-drivers**, with drivers much more likely to state 30 miles per hour as their response – 93% compared with 77%. As this is the first year this question has been asked, comparisons can’t be done with previous years.

Figure 1.2 Proportion of people who correctly responded that the presence of street lights indicates that the speed limit is generally 30mph*, 2019/20




* where no other speed limit signs are present

Section 2 - Attitudes to Mobile phone usage while driving

Respondents were asked in the last 12 months have they used their mobile phone in any of the following ways while driving:

- Made or received a phone call (hand-held or hands free)
- Used your phone to send or read a text message
- Used your phone for email, social media or internet
- Used your phone for sat nav or music
- Quickly checked your phone (for example, to see your notifications)
- None of the above

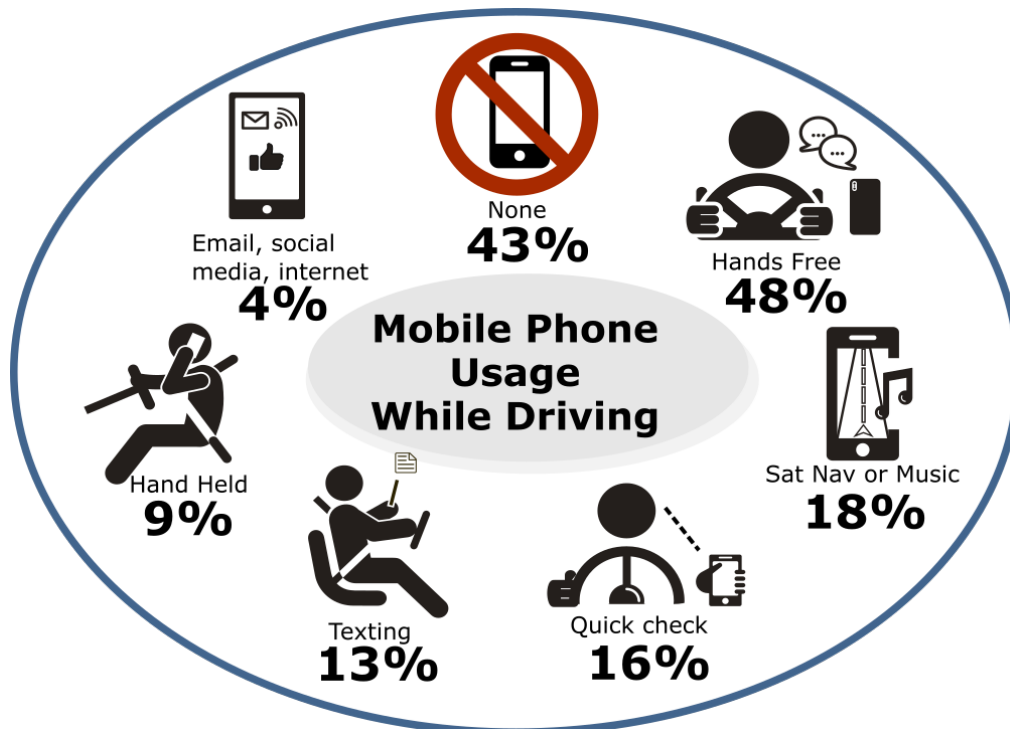


57% of drivers used their phone in some capacity while driving over the last year

Almost three fifths of drivers (1,354 out of 2,356, or 57%) surveyed carried out at least one action on their mobile phone while driving within the last 12 months, while 1,002 (43%) stated they had not accessed their phone while driving.

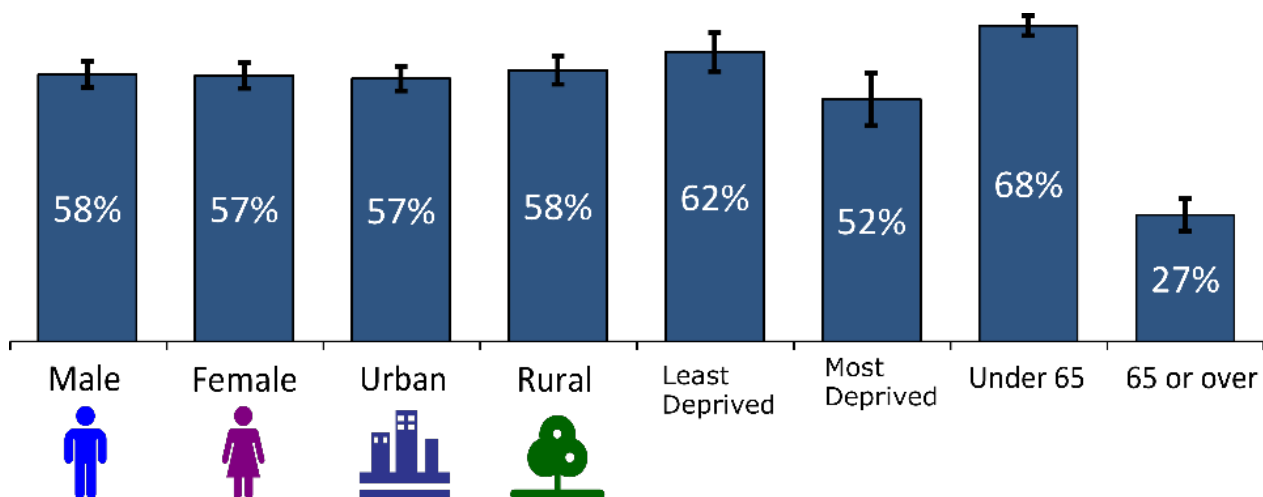
The infographic below shows that making a hands free call was the greatest usage, with almost half (48%) of drivers responding having done so within the last year. The next highest usage was using sat nav or music (18%), followed by making a quick check of the phone (16%), texting (13%), making a hand held call (9%) and finally using the phone for e-mail, social media or internet which was reported by 4% of drivers. **When compared with last year's figures**, it was found that both **making a hands free call** (48% compared with 41%) and **overall usage** (57% compared with 52%) **were significantly higher** in 2019/20, although caution should be taken with this as sat nav or music was not an option last year meaning that it is not a like for like comparison.

Figure 2.1: Phone usage overall by use type while driving² within last 12 months 2019/20



² regardless of while moving or stationary

Figure 2.2: Proportion of phone usage overall within last 12 months while driving by category 2019/20



There were no differences in responses by gender or urban/rural location. However, respondents living in the most deprived areas and those aged 65 or over were less likely to have used a phone while driving in the last 12 months.

Further to above, responses have been analysed to determine if respondent's attitudes to using a mobile phone while driving differ if they are driving a moving vehicle compared with driving a vehicle that is stationary, but still on the road (e.g. as part of a queue of traffic).

Using mobile phone in a moving vehicle 2019/20

Over two fifths of all drivers stated that they had made a hands free call (45%) while **driving a moving vehicle** in the last 12 months; this is in comparison with 6% of drivers who had made a hand held call in the same time period. Aside from making a call, the next highest action when in a moving vehicle reported by respondents was to use their phone for sat nav or music (15%), with having a quick check of the phone (9%), texting (5%) and checking e-mail, social media or internet (2%) making up the rest of the other responses. Almost half of all respondents (47%), reported that they had never used their phone in the last 12 months while driving in a moving vehicle.

Using mobile phone in a stationary vehicle 2019/20










A higher proportion of drivers reported that they made a hand held call (8%), texted (12%), used e-mail, social media or internet (4%) or quickly checked their phone (15%) when the vehicle was **stationary in traffic than those in a moving vehicle**. In contrast, fewer respondents reported making a hands free call (40%) in a stationary vehicle than a moving vehicle (45%) while using sat nav or music showed no real change in usage regardless of whether the vehicle was moving or stationary. Almost half of all drivers stated that they didn't interact with their phone while stuck in traffic or waiting at traffic lights (48%), similar to the proportion observed in moving vehicles.

Using a mobile phone in a vehicle 2019/20 compared with 2018/19

Making calls (both hand held and hands free) as well as texting from a moving vehicle all showed an increase this year in comparison with 2018/19; hands free calls in particular increased the most (up by 7%). Hands free calls were also the only action to change from last year regarding usage in a stationary vehicle, increasing from 34% in 2018/19 to 40% in 2019/20. There was a decrease this

year for those who did not interact with their phone at all in both a moving and stationary vehicle but, as stated earlier, this could be as a result of the introduction of using sat nav or music in 2019/20 which was not an option last year rather than due to any real change in driver behaviour.

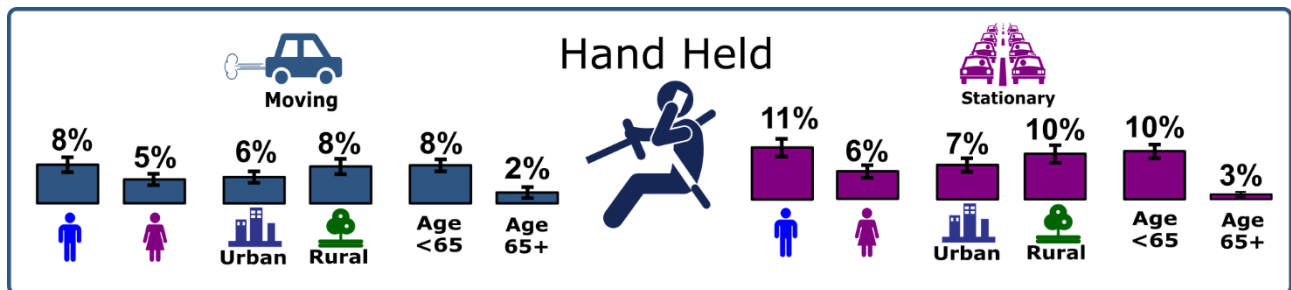
Figure 2.3: Mobile Phone Usage in a Moving Vehicle and Stationary Vehicle 2019/20

	 Hands Free	 Sat nav/ Music	 Quick Check	 Hand Held	 Texting	 Email, social media & internet	 None
 Moving Vehicle	45%	15%	9%	6%	5%	2%	47%
 Stationary Vehicle	40%	14%	15%	8%	12%	4%	48%
Trend Assessment	Reported phone usage in a moving vehicle is lower than in a stationary vehicle for all phone behaviours except 'Hands Free Call' and 'Sat nav or music'						

Phone usage while driving - Further Breakdown

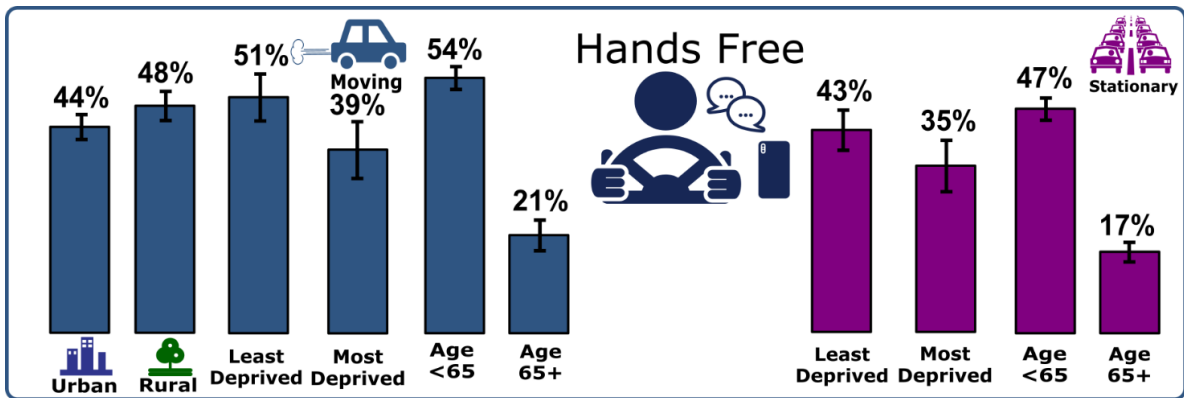
Responses to the question of mobile phone usage while driving was further analysed to see if there were any differences apparent by gender, age, location, or deprivation area. Only those responses that show a significant difference are displayed below. In general, there were no differences between the age groups younger than 65, so these have been grouped, and analysis therefore focuses on those aged under 65 compared with those aged 65+.

Figure 2.4: Proportion of respondents who made or received a hand held call while driving 2019/20



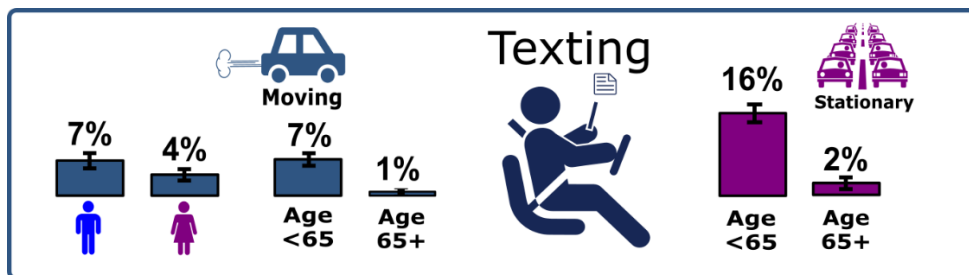
Male drivers, drivers from a rural area and drivers under the age of 65 all showed an increase in usage from 2018/19 and were all more likely to make a hand held call in 2019/20 in both a moving and stationary vehicle than female drivers, drivers from an urban area and older drivers.

Figure 2.5: Proportion of respondents who made or received a hands free call while driving 2019/20



Drivers from a rural area were more likely to make a hands free call in a moving vehicle while those drivers from least deprived areas and drivers under the age of 65 were all more likely to make a hands free call in both a moving and stationary vehicle than drivers from most deprived areas and older drivers. Using a hands free phone showed a significant increase in all categories this year from 2018/19 with the exception of those respondents from least deprived areas.

Figure 2.6: Proportion of respondents who used phone to send or read a text message while driving 2019/20



Older drivers were less likely to send a text than younger drivers with only 1% of drivers over the age of 65 reporting that they texted in a moving vehicle within the last 12 months and just 2% admitting to doing the same in a stationary vehicle. The only other category to show a significant difference was gender, with a greater proportion of males (7%) admitting to sending a text in the last 12 months in a moving vehicle than females (4%).

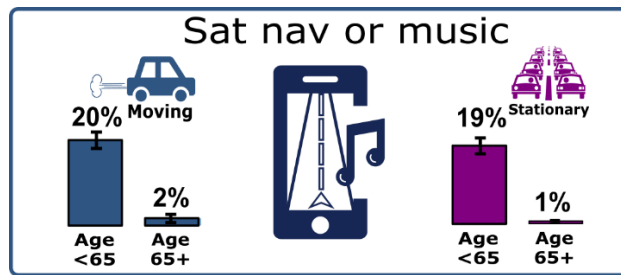
Figure 2.7: Proportion of respondents who used phone for any other purpose while driving (email, social media, and internet) 2019/20



Female drivers reported a lower proportion of those who accessed their phone for email, social media or internet in both a moving or stationary vehicle than male drivers. Older drivers were also less likely to check their e-mails/social media while driving in both a moving or stationary car than

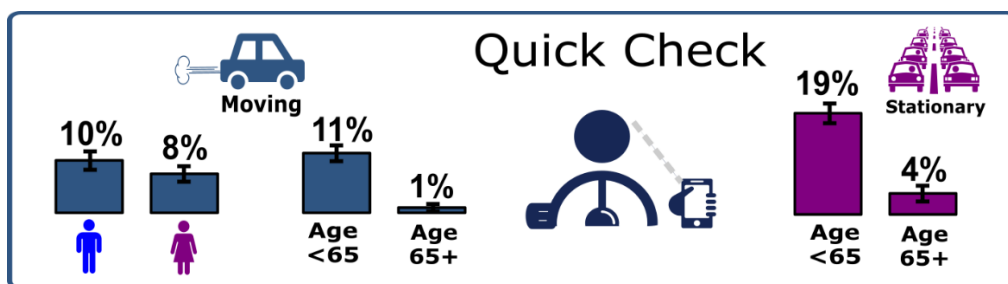
drivers under the age of 65 (this could be due to older drivers being more aware of road safety but may also be due to fewer owning a mobile phone/accessing social media).

Figure 2.8: Proportion of respondents who used phone for sat nav or music while driving 2019/20



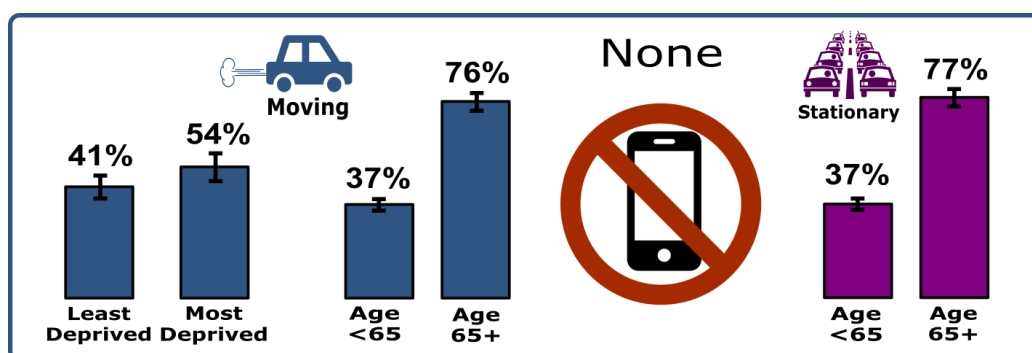
While most phone activity increased in a stationary vehicle from that of a moving vehicle, this was not the case in the use of sat nav or music with no change reported. Older drivers were much less likely to use sat nav or music while driving in both a moving or stationary vehicle than those under the age of 65. On closer inspection by age group, those under the age of 35 were also more likely to use sat nav or music while driving than the 35 to 64 age category as well.

Figure 2.9: Proportion of respondents who quickly checked phone while driving 2019/20



Drivers under the age of 65 were far more likely to perform a quick check of their phone while driving (both in a moving or stationary vehicle) than drivers who were aged 65 or over. A higher proportion of male drivers (10%) stated that they checked their phone in a moving vehicle than female drivers (8%).

Figure 2.10: Proportion of respondents who did not use phone at all while driving 2019/20

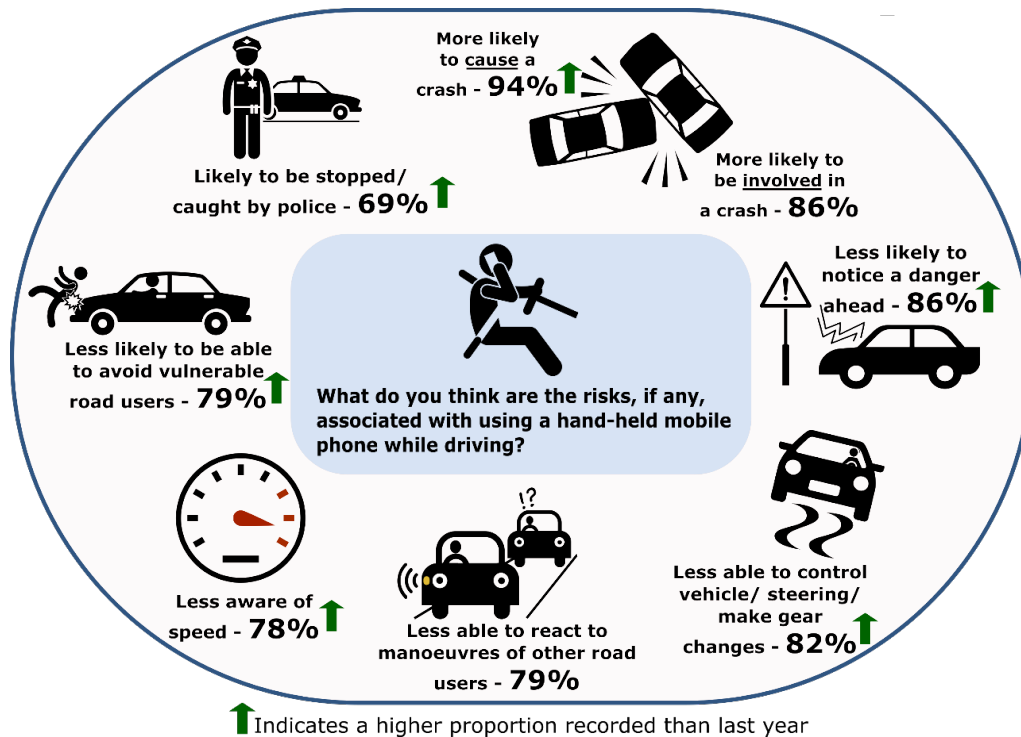


When looking at those who reported that they did not use their phone at all when driving, older drivers were much more likely not to use their phone in either a moving or stationary vehicle. Those who live in the most deprived areas were also more likely than those in the least deprived areas not to use their phone in a moving vehicle (largely due to fewer using a hands free phone) although there was no difference to report on phone usage between these two groups when in a stationary vehicle.

Mobile phone risks

Respondents were asked what they thought the main risks were of using a hand-held mobile phone while driving. While all of the mentioned risks (see infographic below) were chosen by the majority of respondents, most people indicated that the main risk associated with using a mobile phone while driving was to do with crashing; 94% felt it would be more likely to cause a crash and 86% thought it would be more likely to be involved in a crash. Given the behaviours noted in the previous section, it is interesting that respondents seem aware of the risks but many still exhibit behaviours which they acknowledge carry risk. Less than 1% of respondents thought that there were no risks involved in using a mobile phone while driving.

Figure 2.11: Risks of using a mobile phone while driving 2019/20



Mobile phone risks - comparison between 2019/20 and 2018/19

All risks had a significantly higher response this year than in 2018/19 with the exception of being more likely to be involved in a crash and being less able to react to manoeuvres of other road users. The six risks which showed a significant increase are all listed below:



More likely to cause a crash increased from 92% in 2018/19 to 94% this year. Males, non-drivers and those from the most deprived areas were the only groups not to increase in proportion for this risk from last year.

These were the same groups (along with those from a rural area) not to increase in proportion for **being stopped by police**

which increased overall from 65% in 2018/19 to 69% in 2019/20.



Notice a danger ahead increased from 82% to 86% with females, drivers, non-drivers, urban, rural, under 65s (due to an increase amongst those aged 35-64) and over 65s all expressing a higher proportion than last year.



Less able to control vehicle increased from 78% to 82% with all groups increasing except males, non-drivers, the least deprived area and those aged over 65.















Avoiding vulnerable road users increased from 74% in 2018/19 to 78% this year. Males, non-drivers, those from the least deprived area and those over the age of 65 didn't express a higher proportion in 2019/20 than last year.

Less aware of speed increased from 76% last year to 79% in 2019/20 with females, drivers, urban, rural and under 65s all stating a higher proportion for this risk this year than reported in 2018/19.



Figure 2.12: Risks of using a mobile phone while driving, by other categories 2019/20 (only significant differences are shown)

	 Male	 Female	 Driver	 Non Driver	Least Deprived	Most Deprived	Under 65	65+
 Cause a crash	93%	95%						
 Involved in crash			87%	82%	89%	84%	87%	82%
 Danger ahead			87%	79%	91%	81%	88%	81%
 Control Vehicle	80%	83%	83%	76%	86%	78%	83%	77%
 React to manoeuvres			81%	70%	85%	74%	81%	73%
 Avoid vulnerable road users			80%	71%	82%	74%	81%	71%
 Less aware of speed	77%	81%	81%	73%	84%	74%	81%	74%
 Stopped by police	67%	71%	71%	62%	73%	63%	71%	65%

There were **no differences** to report in 2019/20 between those living in an **urban** or **rural** area while **females** were more concerned about causing a crash, controlling the vehicle, being less aware of speed and being stopped by police than **males**.

Drivers were more concerned about the risks of using a mobile phone while driving. This group **identified a greater proportion for each risk than non-drivers** in 2019/20 with the only exception being causing a crash, which saw no difference between the two groups.

This was the same in terms of deprivation with the **least deprived areas reporting a greater proportion** for all of the risks except for causing a crash. The biggest difference between the groups though, was reacting to manoeuvres with a difference of 11 percentage points between the least deprived areas (85%) and the most deprived areas (74%) for this risk.

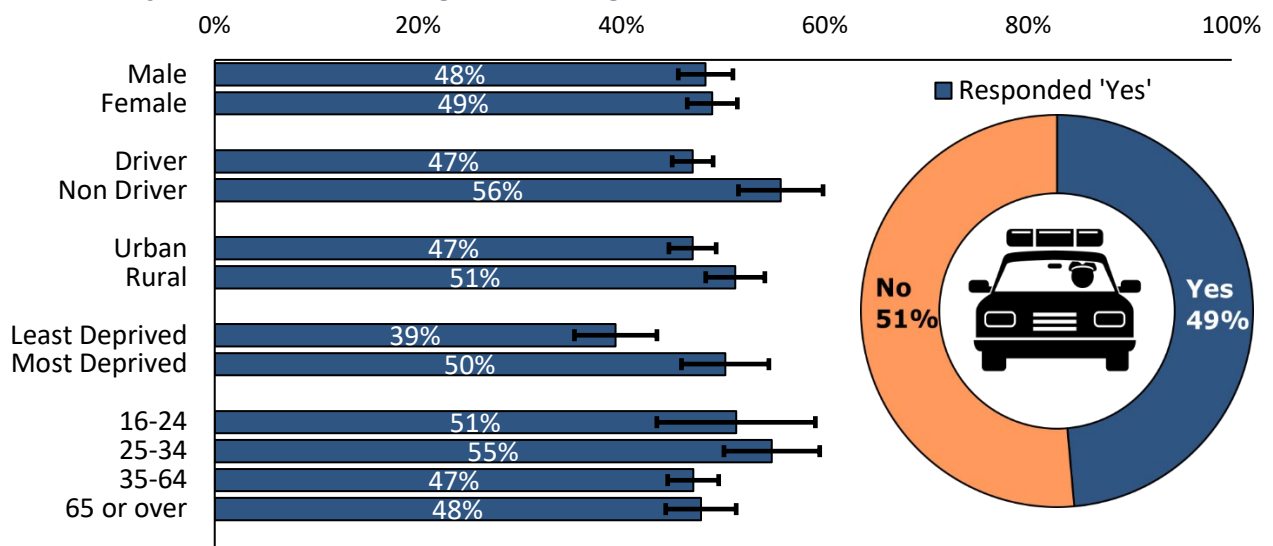
Finally **older people reported fewer risks concerning the dangers of driving with a mobile phone**, with those aged 65 or over indicating a lower proportion for all risks than those under the age of 65 with the exception of causing a crash. This is perhaps surprising as this age group indicated by far the least usage with just over a quarter of older drivers reporting that they used a mobile phone in the last year while driving. It may be as fewer had used a mobile phone while driving, there is less awareness from this group as to the potential risk.

Mobile phone use – likely to be stopped by police

Respondents were then asked ‘Do you think that it is likely that drivers using a hand-held mobile phone whilst driving will be caught by the police?’ The responses were split down the middle with 51% responding ‘No’ and 49% responding ‘Yes’. This is similar to the 46% who responded ‘Yes’ last year, which contradicts the fact that a higher proportion this year identified the risk that those using a hand-held mobile would be likely to be stopped/caught by police (see page 9).

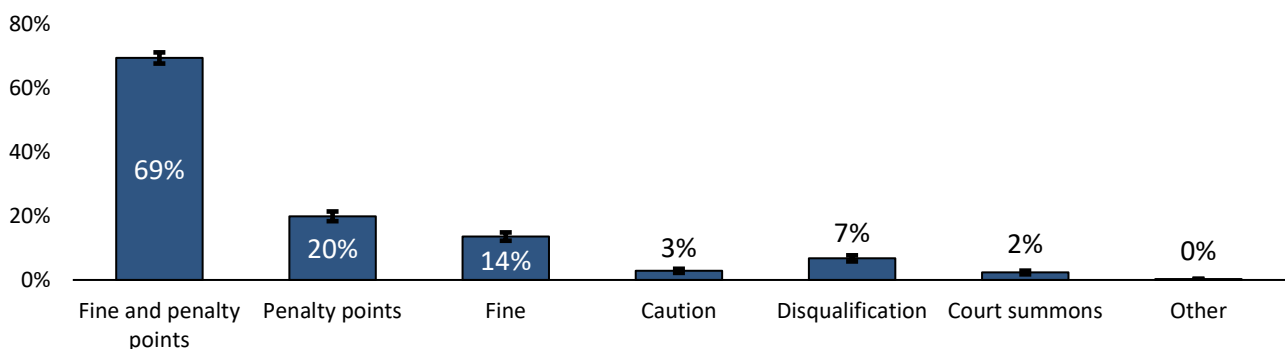
Respondents from a rural area (51%) and non-drivers (56%) were more likely to think that drivers would be stopped by police for using a hand-held mobile phone at the wheel of a car than urban respondents and drivers respectively (both with 47%). In terms of age group, those aged between 25 and 34 (55%) felt that drivers were more likely to be stopped than the 35 to 64 (47%) and 65 or over age groups (48%). Those living in the most deprived areas (50%) also believed drivers were more likely to be stopped than those from the least deprived areas (39%). However, there was no difference in opinion on this question between males and females.

Figure 2.13: Proportion of respondents who believe that drivers were more likely to be stopped by police whilst driving when using a mobile phone 2019/20



The survey then asked ‘What do you think are the penalties for being caught by the police using a hand-held mobile phone while driving?’ Sixty-nine percent of respondents (higher than the 66% recorded last year) correctly identified that the penalty for being caught by the police was a fine and penalty points. This was followed by 20% who thought the punishment was penalty points only and 14% who believed it was a fine only.

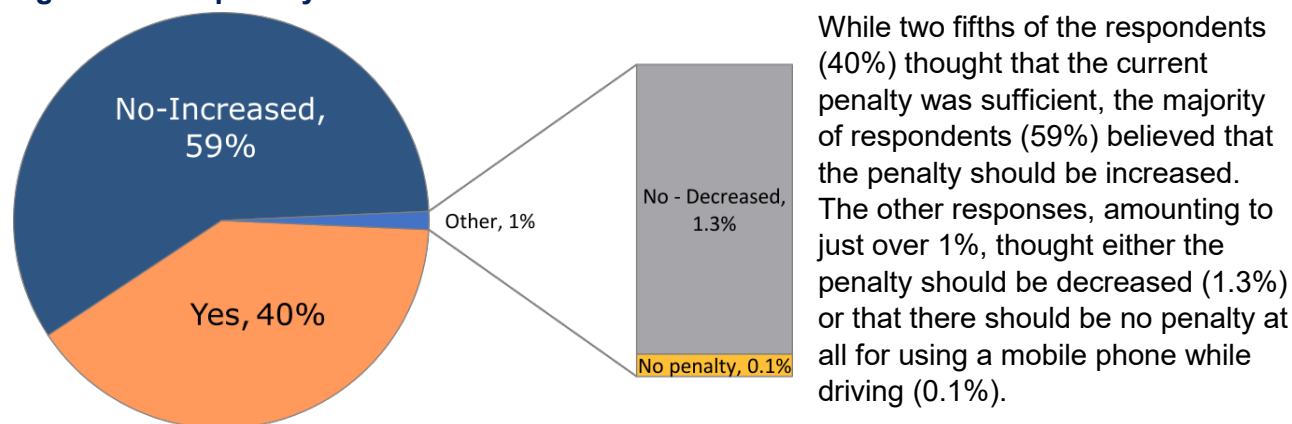
Figure 2.14: What do you think are the penalties for being caught by the police using a hand-held mobile phone while driving? 2019/20




Mobile phone use – is penalty sufficient?

The respondents were then informed that ‘the PSNI currently give a fixed penalty of £60 fine and 3 penalty points to those caught using a hand-held mobile phone while driving’¹ and then asked whether they thought the penalty was sufficient or should it be increased or decreased?

Figure 2.15: Is penalty sufficient? 2019/20

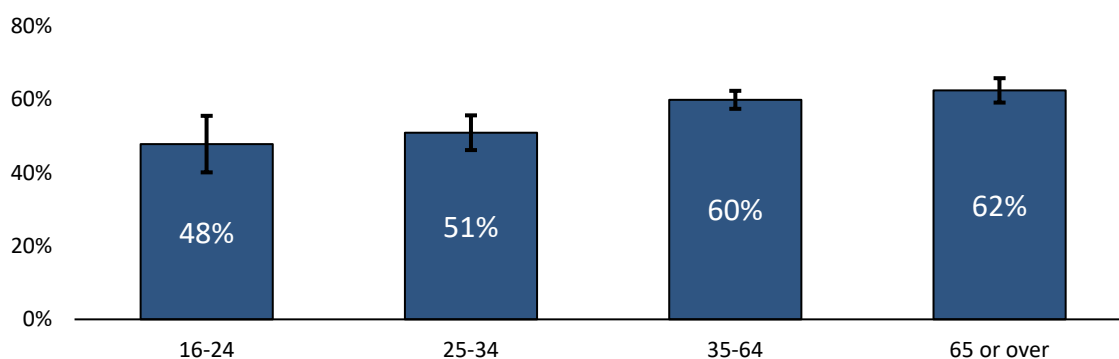




Those from an **urban area** and those **over the age of 35** were more likely to think that the penalty should be increased from a £60 fine and 3 penalty points

Looking at the responses of those who said that the **current penalty should be increased** broken down by driver status, gender and deprivation, there were no differences to report between each of these groups. Those from an urban area (60%) were more likely to think that the penalty should be increased than people residing in a rural area (56%) and, in terms of age, the younger age groups were less likely to think that the penalty should be increased, with those aged 16 to 24 (48%) and those aged 25 to 34 (51%) reporting a lower proportion than the 35 to 64 and 65 or over age groups (60% and 62% respectively).

Figure 2.16: Proportion of people who think that the current penalty should be increased by age group 2019/20



¹ In February 2021, the penalty for illegal use of a mobile phone behind the wheel increased to 6 penalty points and £200

Annex A – Additional Tables

Table 1a: In general, the presence of street lights means that the speed limit (in miles per hour) on that road is....?

(Base N=2,828)

Miles per hour	Proportion	Total
10	<1%	16
15	<1%	6
16	<1%	1
20	3%	73
25	<1%	10
30	90%	2,546
32	<1%	1
35	<1%	12
40	5%	145
45	<1%	5
50	<1%	7
60	<1%	5
70	<1%	1
Total	-	2,828

Table 1b: In general, the presence of street lights means that the speed limit (in miles per hour) on that road is.....? Those who responded 30 miles per hour against those who responded not 30 by category

(Base N=2,828)

Category	Yes	No	Total
Driver	93%	7%	2,369
Non driver	77%	23%	459
Male	91%	9%	1,322
Female	89%	11%	1,506
SOA Urban	88%	12%	1,704
SOA Rural	93%	7%	1,124
Least deprived quintile	93%	7%	562
Most deprived quintile	83%	17%	481
16-24	87%	13%	147
25-34	90%	10%	416
35-64	90%	10%	1,497
65 or over	90%	10%	768
Total	90%	10%	2,828

Table 2a: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving a moving vehicle?

(Base N=2,356)

Road type	Proportion	Total
Made or received a phone call (hand-held)	6%	152
Made or received a phone call (hands-free)	45%	1,070
Used your phone to send or read a text message	5%	128
Used your phone for any other purpose (email, social media, internet)	2%	42
Used your phone for sat nav or music	15%	365
Quickly checked your phone	9%	205
None of the above	47%	1,115
Used phone at all	53%	1,241
Total	-	2,356

Table 2b: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving a stationary vehicle?

(Base N=2,356)

Road type	Proportion	Total
Made or received a phone call (hand-held)	8%	193
Made or received a phone call (hands-free)	40%	933
Used your phone to send or read a text message	12%	291
Used your phone for any other purpose (email, social media, internet)	4%	99
Used your phone for sat nav or music	14%	328
Quickly checked your phone	15%	360
None of the above	48%	1,125
Used phone at all	52%	1,231
Total	-	2,356

Table 2c: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving?

(Base N=2,356)

Road type	Proportion	Total
Made or received a phone call (hand-held)	9%	220
Made or received a phone call (hands-free)	48%	1,120
Used your phone to send or read a text message	13%	304
Used your phone for any other purpose (email, social media, internet)	4%	104
Used your phone for sat nav or music	18%	427
Quickly checked your phone	16%	388
None of the above	43%	1,002
Used phone at all	57%	1,354
Total	-	2,356

Table 2d: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving a moving vehicle? By category

(Base N=2,356)

Category	Hand Held	Hands Free	Text	Other purpose	Sat nav music	Quick Check	None	Use	Total
Male	8%	46%	7%	3%	16%	10%	46%	54%	1,131
Female	5%	45%	4%	1%	15%	8%	48%	52%	1,225
SOA Urban	6%	44%	5%	1%	16%	9%	49%	51%	1,325
SOA Rural	8%	48%	6%	2%	14%	8%	46%	54%	1,031
Least deprived quintile	6%	51%	7%	2%	16%	11%	41%	59%	519
Most deprived quintile	7%	39%	4%	1%	16%	8%	54%	46%	295
Under 65	8%	54%	7%	2%	20%	11%	37%	63%	1,743
65 or over	2%	21%	1%	0.2%	2%	1%	76%	24%	613
Proportion	6%	45%	5%	2%	15%	9%	47%	53%	-
Total	152	1,070	128	42	365	205	1,115	1,241	2,356

Table 2e: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving a stationary vehicle? By category

(Base N=2,356)

Category	Hand Held	Hands Free	Text	Other purpose	Sat nav music	Quick Check	None	Use	Total
Male	11%	41%	13%	5%	15%	15%	47%	53%	1,131
Female	6%	38%	12%	3%	13%	16%	48%	52%	1,225
SOA Urban	7%	39%	13%	4%	15%	16%	48%	52%	1,325
SOA Rural	10%	41%	11%	4%	13%	14%	48%	52%	1,031
Least deprived quintile	6%	43%	15%	6%	16%	15%	44%	56%	519
Most deprived quintile	9%	35%	11%	4%	14%	17%	51%	49%	295
Under 65	10%	47%	16%	6%	19%	19%	37%	63%	1,743
65 or over	3%	17%	2%	0.3%	1%	4%	77%	23%	613
Proportion	8%	40%	12%	4%	14%	15%	48%	52%	-
Total	193	933	291	99	328	360	1,125	1,231	2,356

Table 2f: In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving? By category

(Base N=2,356)

Category	Hand Held	Hands Free	Text	Other purpose	Sat nav music	Quick Check	None	Use	Total
Male	12%	48%	14%	6%	18%	16%	42%	58%	1,131
Female	7%	47%	12%	3%	18%	17%	43%	57%	1,225
SOA Urban	8%	46%	14%	5%	19%	17%	43%	57%	1,325
SOA Rural	11%	50%	12%	4%	17%	15%	42%	58%	1,031
Least deprived quintile	7%	52%	16%	6%	20%	17%	38%	62%	519
Most deprived quintile	9%	42%	11%	4%	18%	18%	48%	52%	295
Under 65	11%	57%	17%	6%	24%	21%	32%	68%	1,743
65 or over	4%	22%	3%	0.3%	2%	4%	73%	27%	613
Proportion	9%	48%	13%	4%	18%	16%	43%	57%	-
Total	220	1,120	304	104	427	388	1,002	1,354	2,356

Table 3a: What do you think are the risks, if any, associated with using a hand-held mobile phone while driving? By gender and age group

(Base N=2,942)

Risk	Males	Females	Under 65	65 or over	Proportion	Total
More likely to cause a crash	93%	95%	95%	93%	94%	2,778
More likely to be involved in a crash	86%	86%	87%	82%	86%	2,519
Less likely to notice a danger ahead	85%	86%	88%	81%	86%	2,523
Less able to control vehicle /steering/make gear changes	80%	83%	83%	77%	82%	2,403
Less able to react to manoeuvres of other road users	79%	79%	81%	73%	79%	2,322
Less likely to be able to avoid vulnerable road users	77%	79%	81%	71%	78%	2,293
Less aware of speed	77%	81%	81%	74%	79%	2,326
Likely to be stopped/caught by police	67%	71%	71%	65%	69%	2,041
Other ²	0%	0.4%	0.2%	0.1%	0.2%	6
None	1%	1%	0.4%	1%	1%	21
Total	1,345	1,597	2,125	817	-	2,942

Table 3b: What do you think are the risks, if any, associated with using a hand-held mobile phone while driving? By category

(Base N=2,942)

Risk	Driver	Non-Driver	Urban	Rural	Least Deprived	Most Deprived	Total
Cause a crash	95%	93%	95%	94%	95%	94%	2,778
Involved in a crash	87%	82%	86%	85%	89%	84%	2,519
Danger ahead	87%	79%	86%	85%	91%	81%	2,523
Control vehicle	83%	76%	82%	81%	86%	78%	2,403
React to manoeuvres	81%	70%	79%	79%	85%	74%	2,322
Avoid vulnerable road users	80%	71%	79%	77%	82%	74%	2,293
Less aware of speed	81%	73%	79%	78%	84%	74%	2,326
Stopped by police	71%	62%	69%	69%	73%	63%	2,041
Other ²	0.2%	0.2%	0.2%	0.2%	0%	0%	6
None	1%	2%	1%	1%	0.2%	1%	21
Total	2,387	555	1,790	1,152	568	526	2,942

²Table 3c: Please specify other risk

(Base N=6)

Comments
Be responsible for someone's death
Held responsible for another person's life, injury or death
Kill Someone
Kill Someone
Kill Someone
Put others in danger

Table 4a: Do you think that it is likely that drivers using a hand-held mobile phone whilst driving will be caught by the police? By category

(Base N=2,910)

Category	Yes	No	Total
Driver	47%	53%	2,362
Non diver	56%	44%	548
Male	48%	52%	1,328
Female	49%	51%	1,582
SOA Urban	47%	53%	1,773
SOA Rural	51%	49%	1,137
Least deprived quintile	39%	61%	558
Most deprived quintile	50%	50%	520
16-24	51%	49%	158
25-34	55%	45%	429
35-64	47%	53%	1,524
65 or over	48%	52%	799
Total	49%	51%	2,910

Table 4b: What do you think are the penalties for being caught by the police for using a hand-held mobile phone while driving?

(Base N=2,696)

Penalty	Proportion	Total
Fine and penalty points	69%	1,873
Penalty Points	20%	537
Fine	14%	366
Caution	3%	77
Disqualification	7%	182
Court summons	2%	63
Other ¹	0.2%	6
Total	-	2,696

¹Table 4c: Please specify penalties

(Base N=6)

Comments
Community Service
Driving Course
Have to attend an awareness course
None
Safety Training Course
Speed awareness course

Table 5a: The PSNI currently give a fixed penalty of £60 fine and 3 penalty points to those caught using a hand-held mobile phone while driving. Do you think this penalty is sufficient, or should it be increased or decreased? By category

(base N=2,931)

Category	Penalty is sufficient	Penalty should be increased	Penalty should be decreased	There should be no penalty	Total
Driver	41%	58%	1%	0.1%	2,381
Non driver	37%	62%	1%	0.2%	550
Male	41%	57%	2%	0.2%	1,340
Female	39%	60%	1%	0%	1,591
SOA Urban	38%	60%	1%	0.1%	1,787
SOA Rural	42%	56%	1%	0.2%	1,144
Least deprived quintile	42%	56%	1%	0%	568
Most deprived quintile	36%	62%	2%	0.4%	520
16-24	49%	48%	2%	1%	161
25-34	47%	51%	2%	0%	428
35-64	39%	60%	1%	0.1%	1,529
65 or over	37%	62%	1%	0%	813
Total	40%	59%	1%	0.1%	2,931

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 2019/2020 CHS. The questions are presented in Annex C on page 23 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 Practice².

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 22). 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 2019/20 CHS was based on a random sample of 9,000 domestic addresses drawn from the NISRA Address register. The NISRA Address Register is maintained by Census Branch and is created by merging the POINTER database with additional records, and removing duplicates and communal establishments. The survey samples 9,000 addresses throughout the survey year (from April to March) and interviews were sought with all adults aged 16 and over in these households and the final dataset contains 2,962 records. These people were asked the questions relating to road safety, and 2,953 adults provided a response to at least one of the questions.

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. 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.

² [Statistics authority Code of Practice \(opens in a new window\)](#)

Rounding Conventions

Percentages have been rounded to whole numbers and as a consequence some percentages may not sum to 100. Values under 0.5% have been rounded to one decimal place.

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; driver/non-driver, gender, urban/rural location, deprivation area and age group. See definitions below:

Driver and non-driver

Respondents were assigned as drivers or non-drivers based on their response to the 'May I check, do you drive?' question. Options were either 'Yes' (Drivers with less/Drivers with more than 2 years of experience) or 'No' (Currently learning to drive, expired licence, never learned).

Gender

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

Urban and Rural Areas

Urban and Rural areas have been classified 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.

Deprivation quintile

Each respondent was assigned a deprivation quintile based on the Northern Ireland Multiple Deprivation Measure 2017 (NIMDM2017), these are the official measures of deprivation in Northern Ireland and replace the NIMDM2010. These measures were informed through public consultation and Steering Group agreement and provide a mechanism for ranking the 890 Super Output areas (SOAs) in Northern Ireland from the most deprived (rank 1) to the least deprived (rank 890). They include ranks of the areas for each of the 7 distinct types (or domains) of deprivation, which have been combined to produce an overall multiple deprivation measure (MDM) rank of the areas.

Age group

Respondents are grouped into the following age categories; 16-24, 25-34, 35-44, 45-54, 55-64, 65 or over. For the purpose of this report the age groups were defined as 16-24, 25-34, 35-64 and 65 or over while in some cases categories under the age of 65 were grouped together to compare against the oldest age group.

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.

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 have a valid driving license?

1. Yes – driver with less than 2 years experience
2. Yes – driver with more than 2 years experience
3. No – Currently learning to drive
4. No – Driving license has expired
5. No – never learned to drive

[DRIVE2] Have you driven a vehicle on a public road in the last 12 months?

1. Yes – I have driven a vehicle I own
2. Yes – I have driven a vehicle I have access to
3. No

[LIGHTS1] In general, the presence of street lights means that the speed limit (**in miles per hour**) on that road is....?

OPEN RESPONSE

ASKED IF [DRIVE2] = 1 or 2

[MOB1a] SHOWCARD (VEHICLE)

In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving a moving vehicle?

1. made or received a phone call (hand-held)
2. made or received a phone call (hands free)
3. used your phone to send or read a text message
4. used your phone for email, social media or internet
5. used your phone for sat nav or music
6. quickly checked your phone (for example, to see your notifications)
7. None of the above

ASKED IF [DRIVE] = 1 YES

[MOB2a] SHOWCARD (VEHICLE)

In the last 12 months, have you used your mobile phone in any of the ways listed on the Showcard while you were driving and the vehicle was stationary but still on the road e.g. stuck in traffic or at traffic lights?

1. made or received a phone call (hand-held)
2. made or received a phone call (hands free)
3. used your phone to send or read a text message
4. used your phone for any other purpose (email, social media, internet)
5. used your phone for sat nav or music
6. quickly checked your phone (for example, to see your notifications)
7. None of the above

[MOB3] SHOWCARD (MOBILE RISKS)

What do you think are the risks, if any, associated with using a hand-held mobile phone while driving?

1. More likely to cause a crash
2. More likely to be involved in a crash
3. Less likely to notice a danger ahead
4. Less able to control vehicle/steering/or make gear changes
5. Less able to react to manoeuvres of other road users
6. Less likely to be able to avoid vulnerable road users
7. Less aware of speed
8. Likely to be stopped/caught by police
9. Other → [MOB3oth]
10. None

[MOB3OTH] Please specify other risk

[MOB4] Do you think that it is likely that drivers using a hand-held mobile phone whilst driving will be caught by the police?

1. Yes
2. No

[MOB5] What do you think are the penalties for being caught by the police for using a hand-held mobile phone while driving?

1. Fine and penalty points
2. Penalty points
3. Fine
4. Caution
5. Disqualification
6. Court summons
7. Other → [MOB5oth]

[MOB5OTH] Please specify penalties.

[MOB6] The PSNI currently give a fixed penalty of £60 fine and 3 penalty points to those caught using a hand-held mobile phone while driving. Do you think this penalty is sufficient, or should it be increased or decreased?

1. Yes – the penalty is sufficient
2. No – the penalty should be increased
3. No – the penalty should be decreased
4. There should be no penalty/ drivers should be allowed to use their hand-held mobile phone while driving