

Graduated Driver Licensing (GDL) - Monitoring Report, 2018



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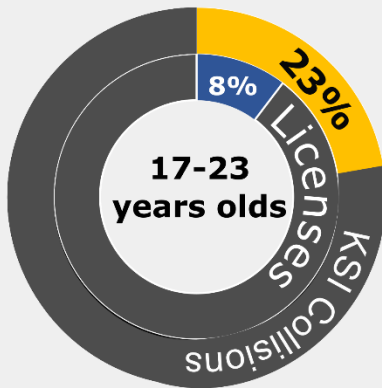
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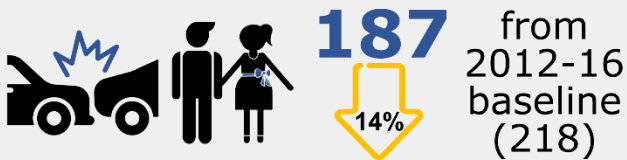
Licences held compared with KSI collisions, 2018



Drivers aged 17-23 are over-represented in collision statistics. In 2018, 17 to 23 year old drivers were deemed **responsible for 23% of all fatal or serious (KSI) collisions**, yet they accounted for just **8% of car driving licence** holders. These proportions are close to the 2012-2016 baseline proportions of 25% and 9%, respectively.

- Proportion of Licences
- Proportion of KSI collisions responsible for

KSIs from collisions involving drivers aged 17-23, 2018



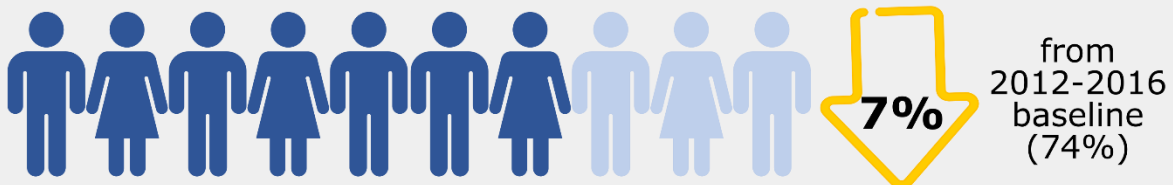
In 2018, **187 KSIs** resulted from collisions **involving** car drivers aged 17 to 23.

KSIs from collisions caused by drivers aged 17-23, 2018



Young drivers were **responsible** for **72%** of these casualties - **134** out of 187.

Young passenger KSIs and Young drivers, 2018



In 2018, **seven in every ten** (69%) passenger KSIs aged 14 to 20 were injured while travelling with a young driver aged 17-23.

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 is planned that GDL will be introduced in late 2020.

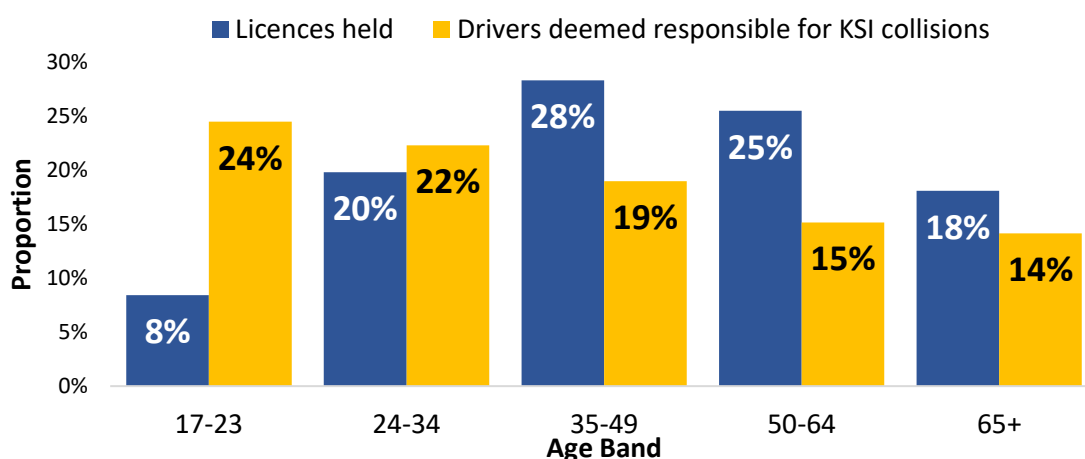
To assess the impact of GDL on road safety, overall statistics for collisions involving, and caused by drivers and motorcyclists aged 17-23 will be examined. Future trends in these data will help determine how the introduction of GDL has contributed to changes in collisions statistics. This report presents the most recently available data, highlighting the five years 2014-2018 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 third 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.

Previous reports additionally presented data on learning to drive and driving tests; however, this section has been excluded in this edition of the report as there is no real variation in the data from year to year and an annual update was therefore deemed unnecessary. This data will be included again next year, presenting data for 2018 and 2019.

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 2014 and 2018, although 17-23 year olds accounted for only 8% of all car driving licence holders they were deemed responsible for 24% of all fatal or serious (KSI) collisions, and 19% of all collisions, where a driver was deemed responsible. These proportions are similar to those reported in 2012-2016.

Figure 1. Proportion of car drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2014-2018



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 will be subject to lower alcohol limits¹ and must display a post-test plate;
- A time bound passenger restriction for those new drivers under 24 years old for the first 6 months after passing their test (drivers only).

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

- Removal of the 45mph speed limit for learner and newly qualified drivers;
- 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.

¹ Lower alcohol limits will be imposed at a later date than the other elements of GDL – likely summer 2021.

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

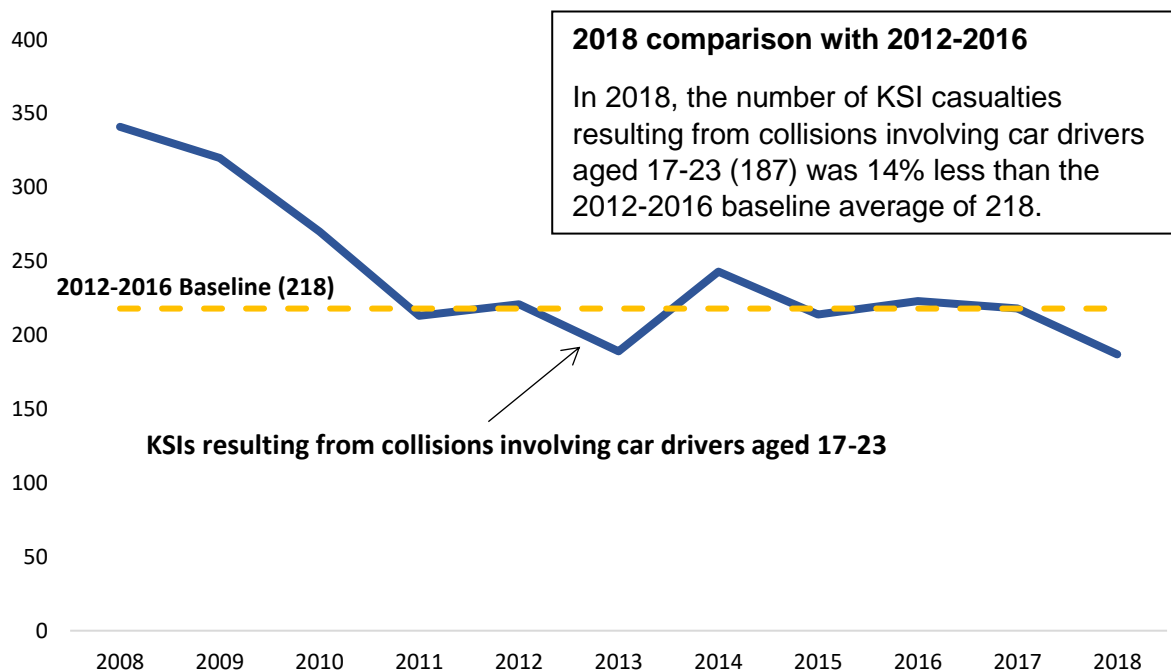
As stated in the introduction, statistics for collisions involving, and caused by, drivers and motorcyclists aged 17-23 will first be examined.

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 2016 this trend levelled off somewhat. In the last two years numbers have started to fall again, by 2% in 2017 and 14% in 2018.

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 2018, there were 187 KSI casualties resulting from collisions involving drivers aged 17-23 – a reduction of 14% from 2012-2016.

Figure 2: Number of KSIs resulting from collisions involving car drivers aged 17-23 Northern Ireland (2008-2018)

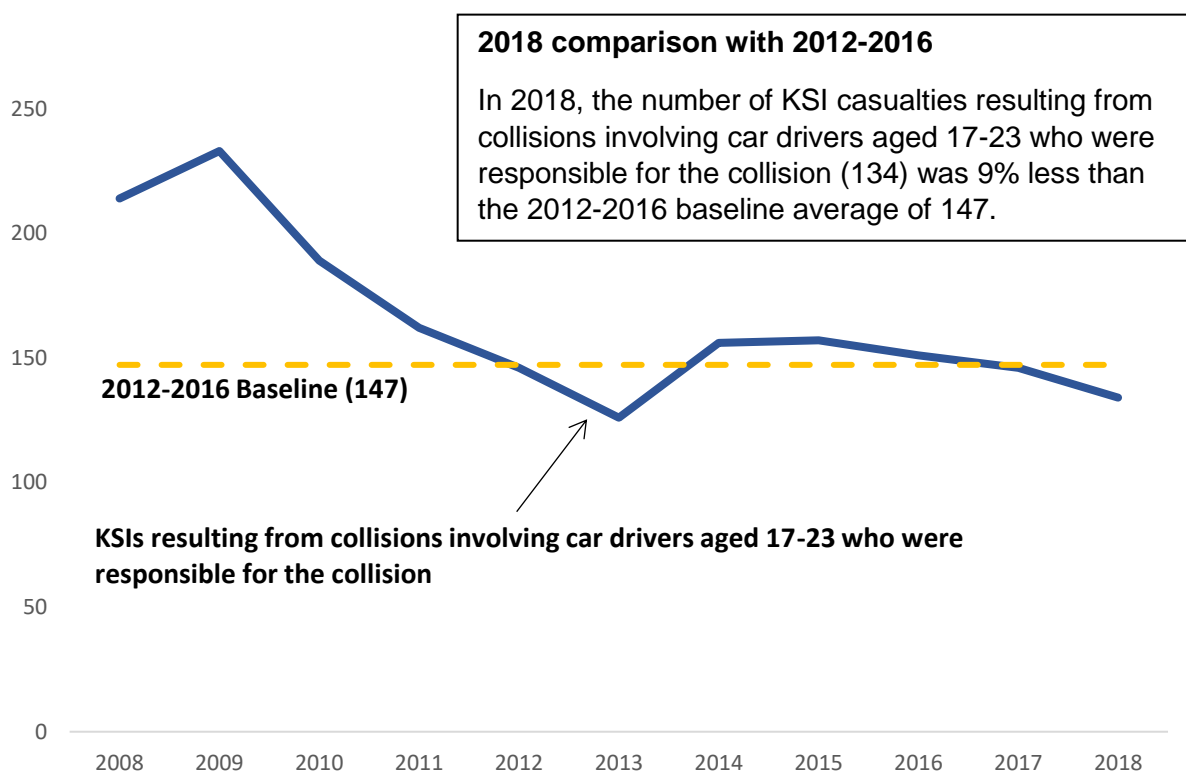


1.2. KSI casualties from collisions caused by car drivers aged 17-23

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. The most recent three years have seen decreasing numbers again.

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 2018, there were 134 KSI casualties – a decrease of 9% on the 2012-2016 baseline average.

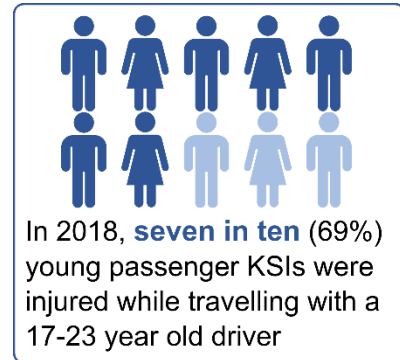
Figure 3: Number of KSIs resulting from collisions involving car drivers aged 17-23 who were responsible for the collision Northern Ireland (2008-2018)



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

2018

There were 42 car passengers aged 14-20 killed or seriously injured in 2018, and of these, 29, or 69% were injured while travelling with a car driver aged 17-23. This is slightly less than the 2012-2016 baseline average proportion (74%). Additionally, these 29 young passengers aged 14-20 who were killed or seriously injured while travelling with a driver aged 17-23 made up 73% of all passenger KSIs that were injured travelling with a 17-23 year old driver.

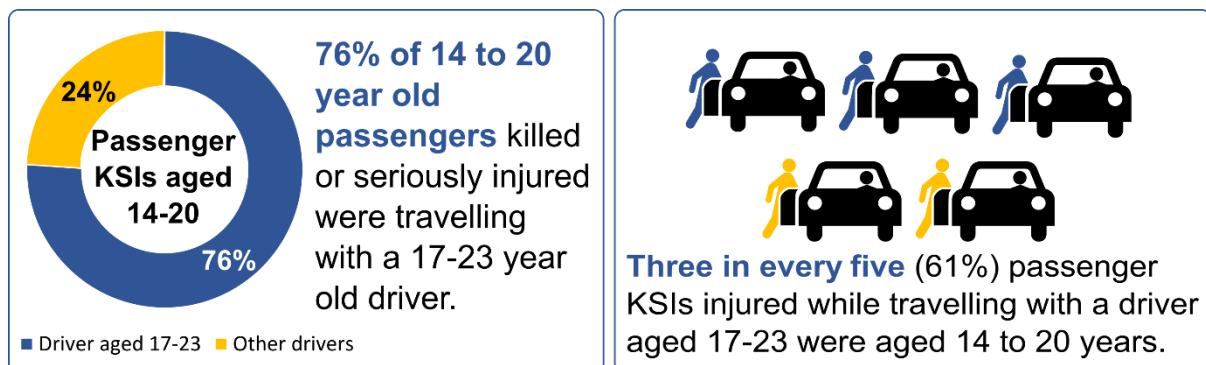


Five Year Average

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 2014-2018, there were 214 car passengers aged 14-20 killed or seriously injured. The majority of these young passengers (163, or 76%) were injured while travelling with a driver aged 17-23. Comparing this five year total with the baseline, there has been a 7% reduction in the overall number of car passengers aged 14-20 killed or seriously injured (from 231 in 2012-2016 to 214 in 2014 to 2018); however, the proportion that were injured travelling with a driver aged 17-23 has increased slightly from 74% to 76%.

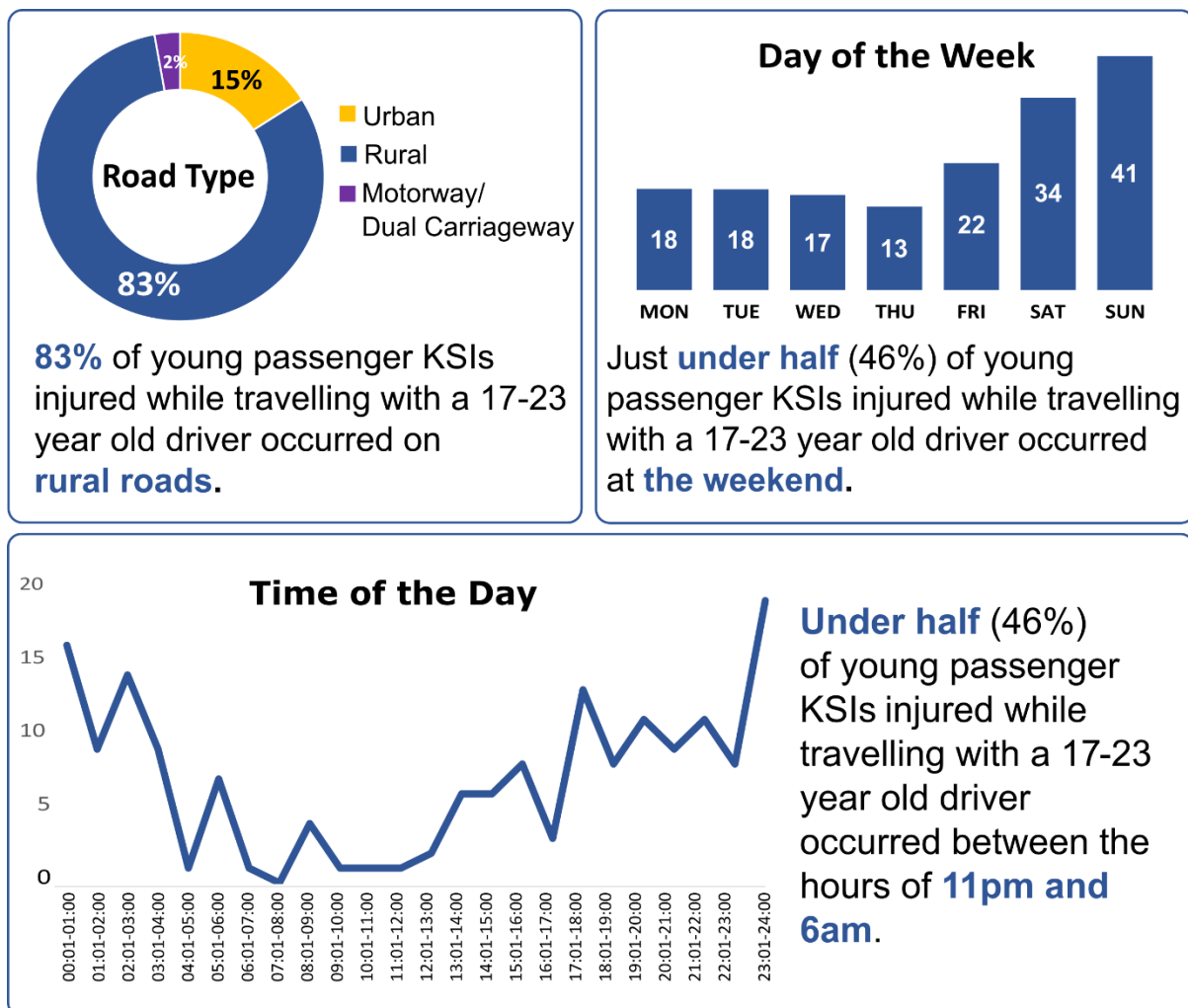
The association of young passengers KSIs while travelling with drivers aged 17-23 is further evidenced by the fact that the 163 young passengers who were injured with a 17-23 year old driver make up three-fifths (61%) of all passengers that were killed or seriously injured while travelling with a driver in this age range. This number is down from the 171 recorded in 2012-2016; however the proportion (61%) remains the same.

Figure 4: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23 Northern Ireland (2014-2018)



The vast majority of these young KSI casualties are injured in collisions on rural roads. In 2014-2018, 83% of car passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23, were travelling on a rural road. Large proportions occurred both at the weekend and late at night: in 2014-2018, 46% of these passenger KSIs happened at both the weekend and between the hours of 11pm and 6am. These proportions are all slightly greater than the baseline – in 2012-2016, 81% of young passengers KSIs injured while travelling with a driver aged 17-23, occurred on a rural road; 40% occurred at the weekend and 41% between the hours of 11pm and 6am. See tables 7-8 in the Annexe for full details.

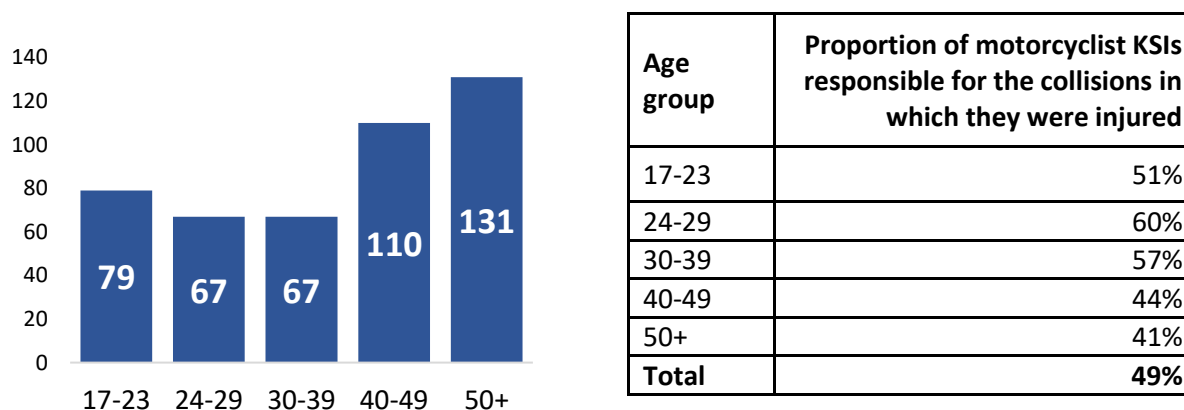
Figure 5: Passenger KSIs aged 14-20 injured while travelling with a driver aged 17-23, by Road Type, Day of the Week and Time of the day Northern Ireland (2014-2018)



1.4. Motorcyclist KSI casualties

In the five years 2014-2018, there were a total of 468 motorcyclist KSI casualties. This is four fewer than in 2012-2016. Under one-fifth (79, or 17%) were aged 17-23. Around half (49%) of motorcyclist KSI casualties were responsible for the collisions in which they were injured, and this proportion is the similar for those aged 17-23 (51%). Persons aged 24 to 39 were more likely to be responsible than other age groups.

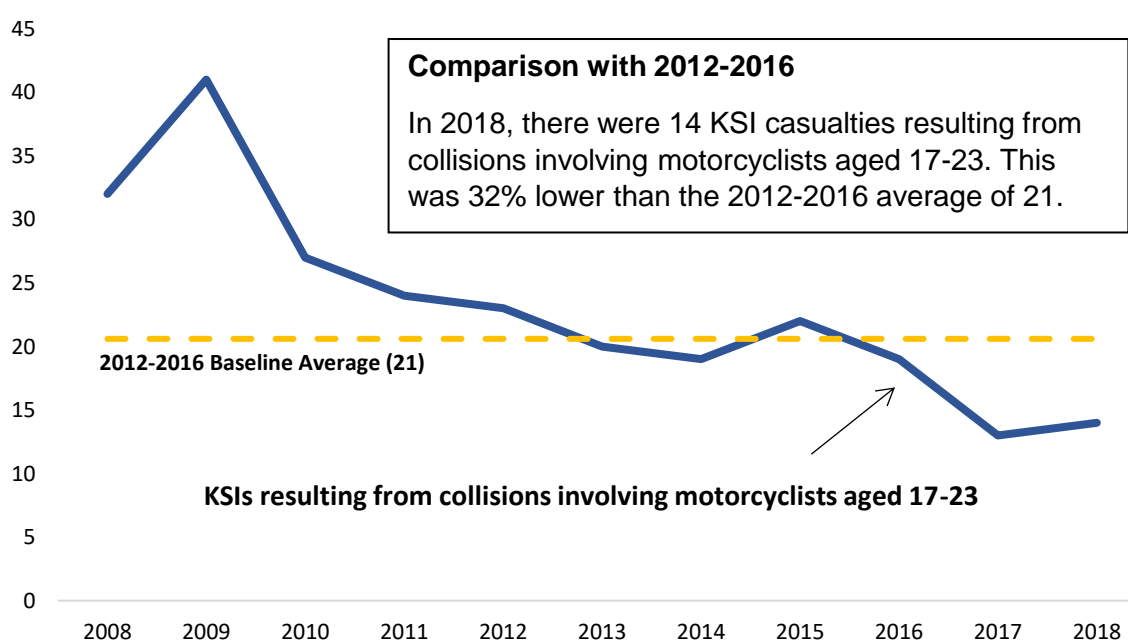
Figure 6: Motorcyclist KSIs, Northern Ireland 2014-2018



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. The numbers reported in 2018 (14) are one greater than in 2017. 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 2018 was 32% below this baseline average.

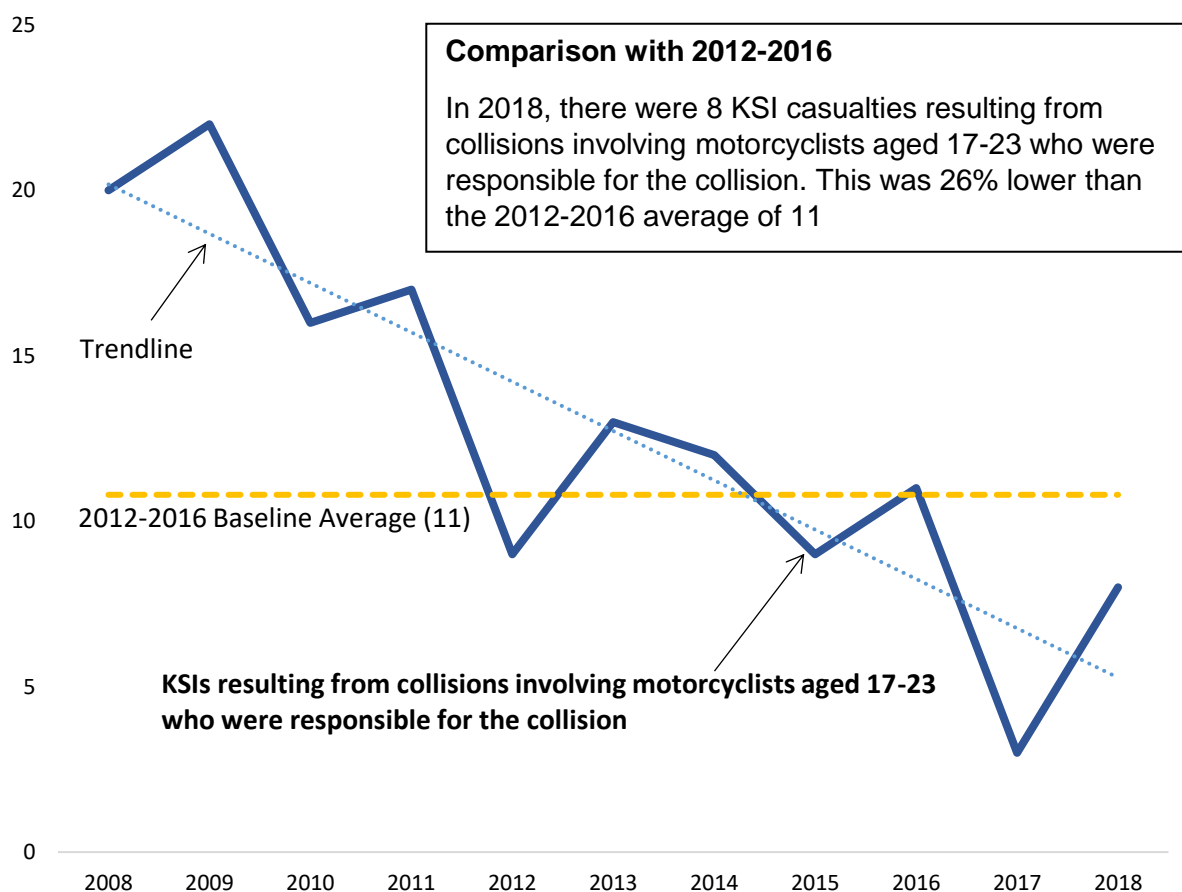
Figure 7: Number of KSIs resulting from collisions involving motorcyclists aged 17-23, Northern Ireland (2008-2018)



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, as indicated by the dotted blue line in Figure 8 below. 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 2014-2018 (9) was 20% below this baseline average. The data would indicate that young motorcyclists were responsible for around half of the KSI casualties that resulted from collisions they were involved in.

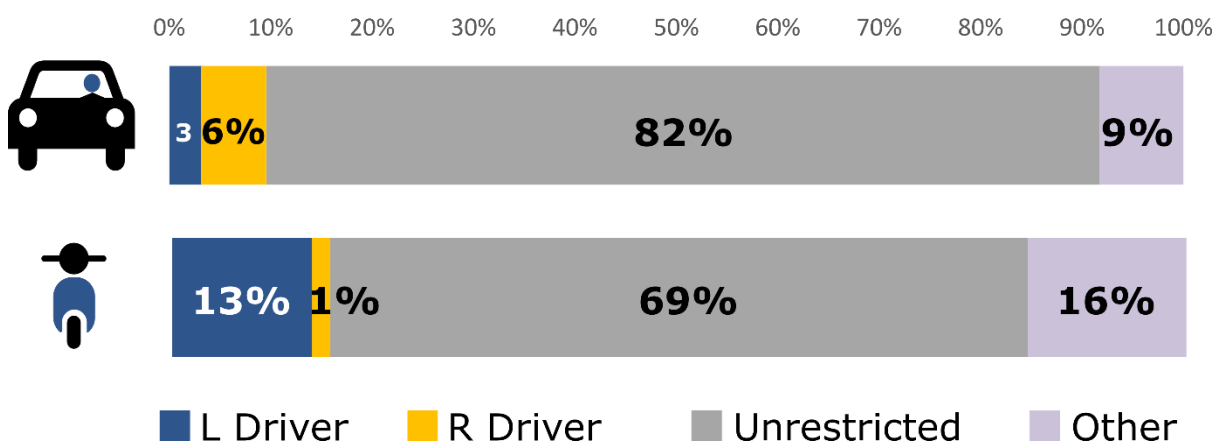
Figure 8: Number of KSI casualties resulting from collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland (2008-2018)



1.7. Driver and Motorcycle KSI casualties by License Type

Figure 9a below shows driver and motorcyclist KSI casualties in 2014-2018 who were responsible for the collisions in which they were injured, by their driving licence type. Unsurprisingly, the greatest proportion of both KSI casualty groups are made up of 'Unrestricted' license holders. However, almost one in seven (13%) 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. There were no noteworthy changes in the data in 2014-2018 compared with 2012-2016.

Figure 9a: Driver and motorcyclist KSIs responsible for the collisions in which they were injured, by License type Northern Ireland 2014-2018

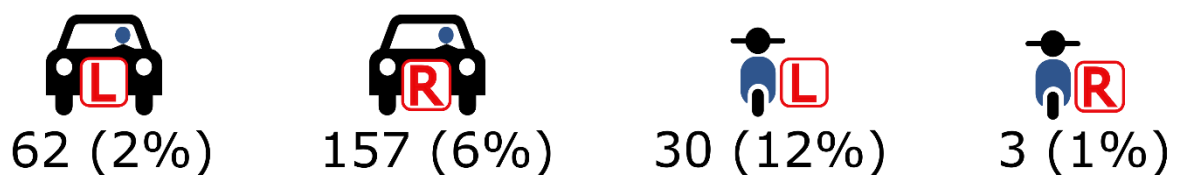


Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV

Figure 9b shows the number of KSI casualties that were caused by learner and restricted license holders. Learner riders were responsible for 12% (30) of the 260 KSI casualties caused by motorcyclists in the five years 2014-2018. The equivalent proportion for learner drivers was 2% (62 out of 2,775). 'R' drivers were responsible for 157 KSI casualties (6%); 'R' riders were responsible for three (1%).

There were no noteworthy changes in the data in 2014-2018 compared with 2012-2016.

Figure 9b: KSI casualties caused by learner and restricted drivers and riders Northern Ireland 2014-2018



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.

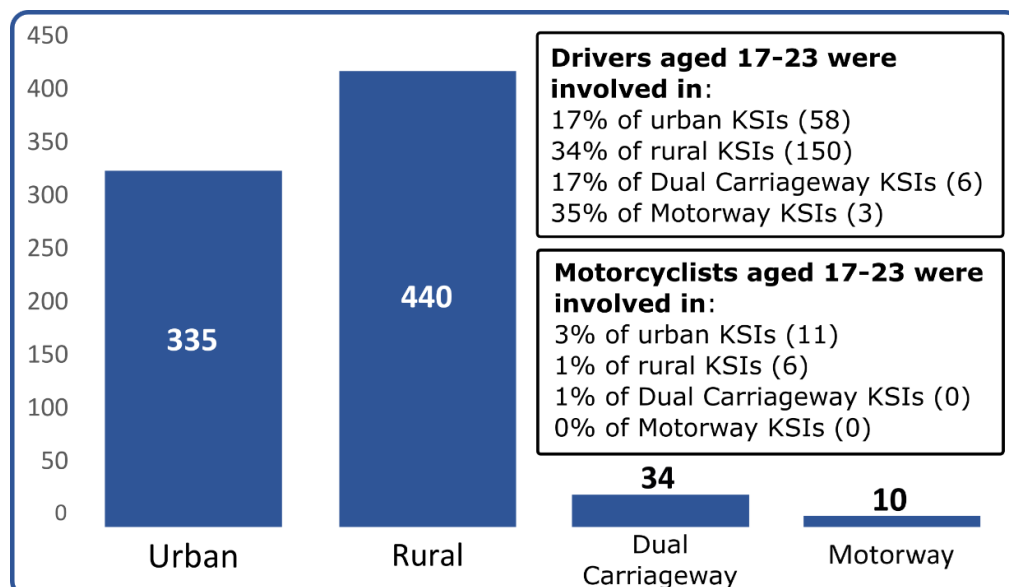
2.1: Programme of Training

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 2014-2018, an average of 10 (1%) KSI casualties per year were injured on a motorway. An average of 440 (54%) KSI casualties per year were **injured on rural roads**, with a further average of 335 (41%) occurring on urban roads and 34 (4%) occurring on dual carriageways. There were no noteworthy differences between 2014-2018 and 2012-2016.

A car driver aged 17-23 was involved in an average of 150 of the 440 rural KSIs (34%), and in an average of 35% 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 11 of the 335 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 2014-2018)



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 535 KSI collisions in the five year period 2014-2018 caused by car drivers aged 17-23 - 18 (3%) greater than in 2012-2016. There were 42 KSI collisions caused by motorcyclists aged 17-23 in 2014-2018, eight fewer than in 2012-2016. The most frequently reported collision causation for both groups was 'Excessive speed' (24% for drivers; 17% for motorcyclists).

Figure 11: Principal causation of KSI collisions involving car drivers aged 17-23 who were responsible for the collision
Northern Ireland (2014-2018)

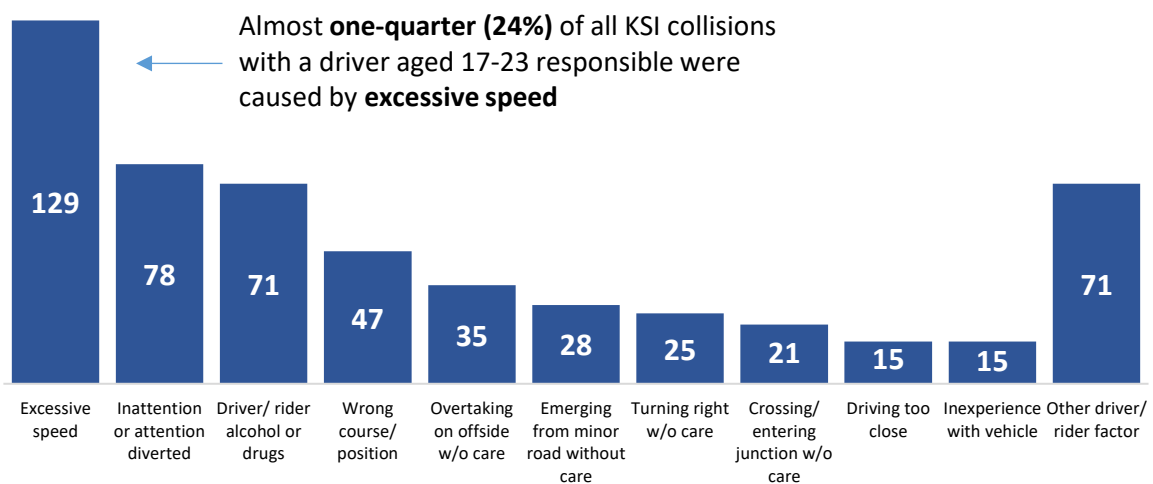


Figure 12: Principal causation of KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision
Northern Ireland (2014-2018)



Figures 13 and 14 examine the 'Excessive speed' collisions from Figures 11 and 12 in greater detail. In the five years 2014-2018, there were an annual average of 26 KSI collisions caused by excessive speed, where a car driver aged 17-23 was responsible. This is similar to the number reported in 2012-2016. The figure for motorcyclists was much lower – there was an average of 1 KSI collision 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 (2008-2018)

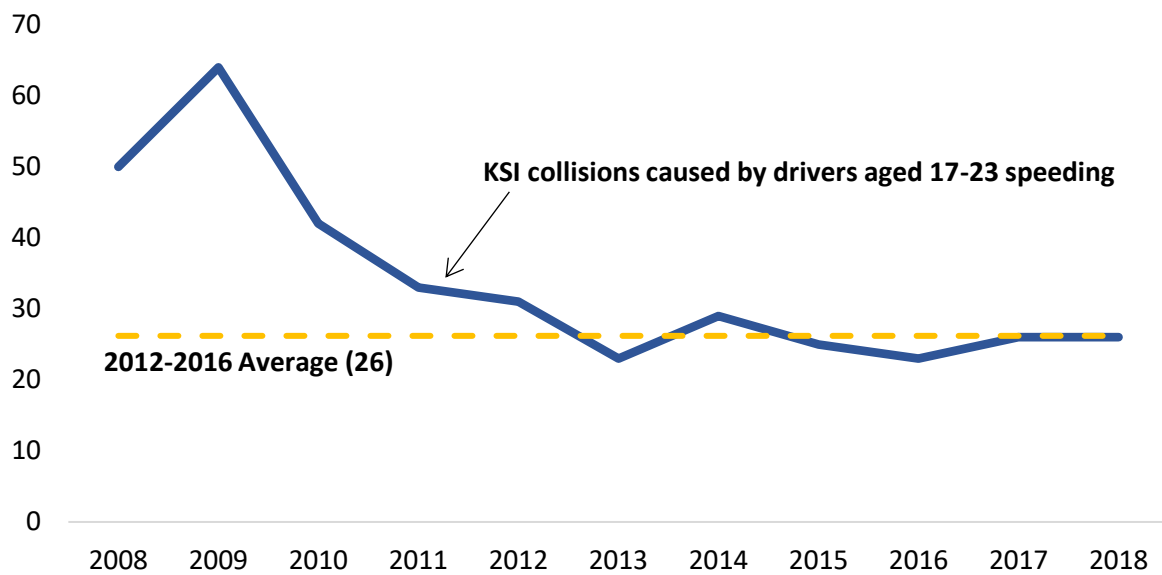
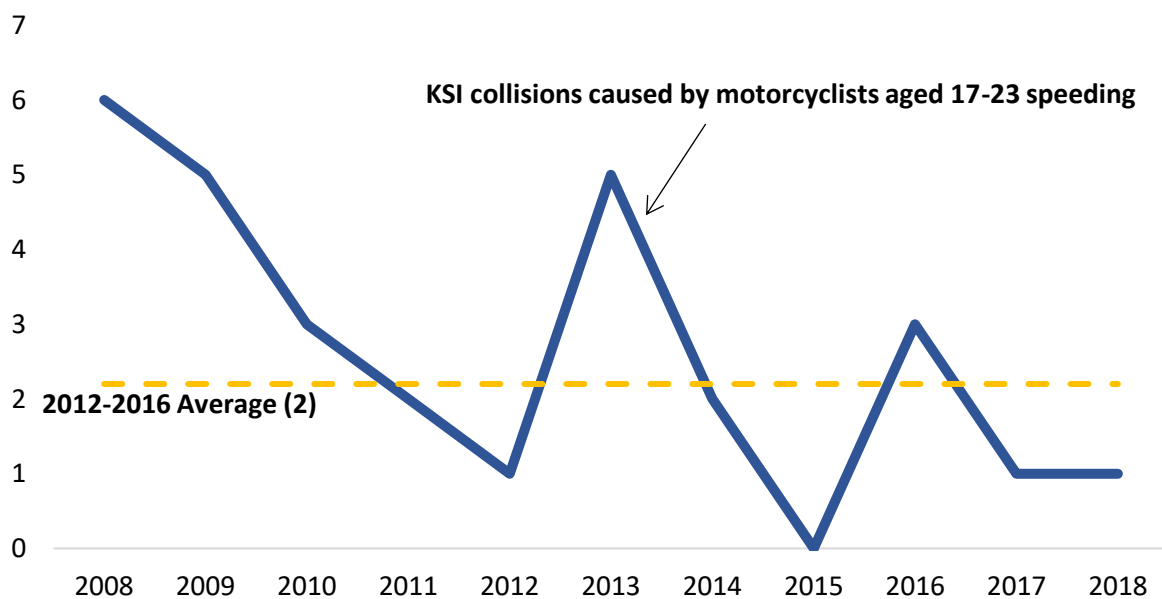
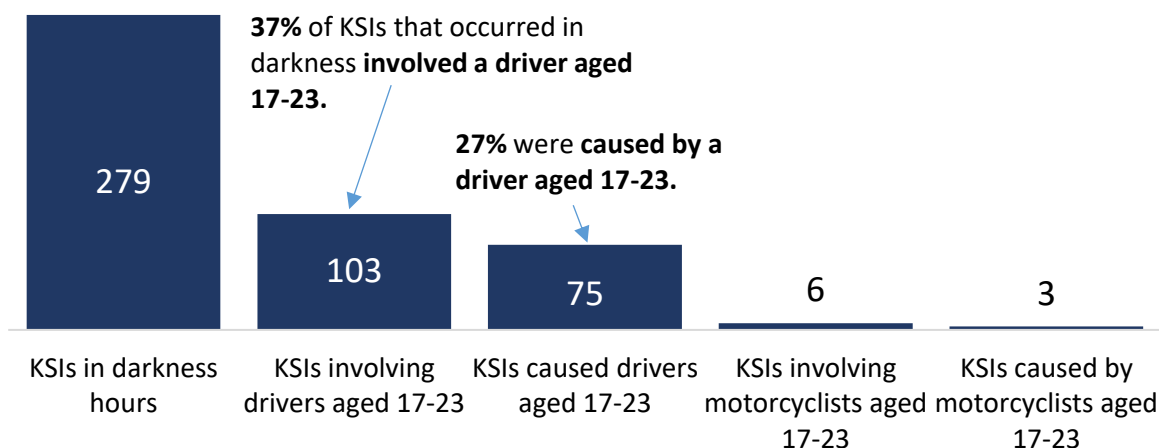


Figure 14: KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2018)

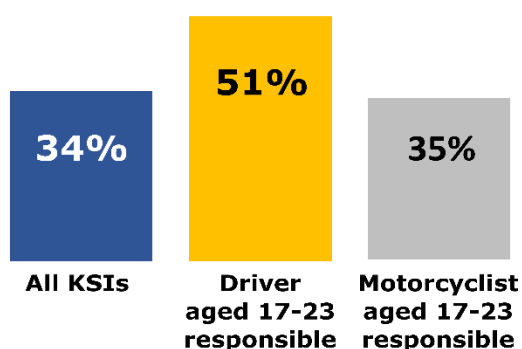


The Programme will also encourage learner drivers to practice in a range of lighting conditions, including darkness. In the five years 2014-2018, an average of 279 KSI casualties per year were injured in darkness hours. Drivers aged 17-23 were involved in 103 (37%) of these KSIs, and were responsible for 75 (27%). In comparison, motorcyclists aged 17-23 were involved in six 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 (2014-2018)



Proportion of KSIs occurring in **darkness hours**, 2014-2018



Over one-third (34%; or 1,394) of the 4,096 KSI casualties injured in 2014-2018 occurred in darkness. A similar proportion of KSIs that were caused by motorcyclists aged 17-23 occurred in the dark – 35% (15 out of 43). In comparison, however, a much greater proportion of KSIs that were caused by car drivers aged 17-23 occurred in the dark – just over half (51%, or 377 out of 744). The equivalent proportions in 2012-2016 were 35%, 30% and 48%, respectively.

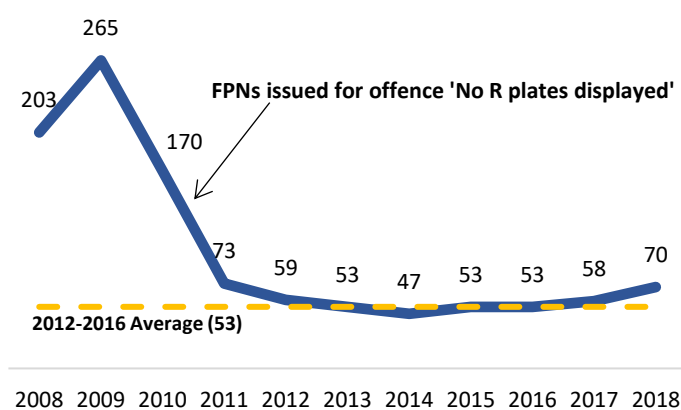
Future updates of this series, once GDL has been implemented, will seek to determine whether encouraging learner drivers to practise in a variety of lighting conditions has had any impact on KSI numbers.

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 (2008-2018)



2018 comparison with 2012-16

In 2018, there were **70** fixed penalty notices (FPNs) issued for the offence, '**No R plates displayed**'. This is a 32% increase on the 2012-2016 baseline of 53.

After falling steeply from the peak in 2009, numbers in the last seven years have been fairly stable.

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 (2014-2018)



In 2014-18 approximately **nine out of ten** of the FPNs for the offence 'No R plates displayed' were issued to **males** (89%). This is up slightly 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. Questions seeking views on how these new restrictions will be followed and enforced were included on the Continuous Household Survey, 2018/19 as part of the Publicity and Communications Strategy question set; results are available on pages 23-24.

Section 3: Publicity and Communications Strategy



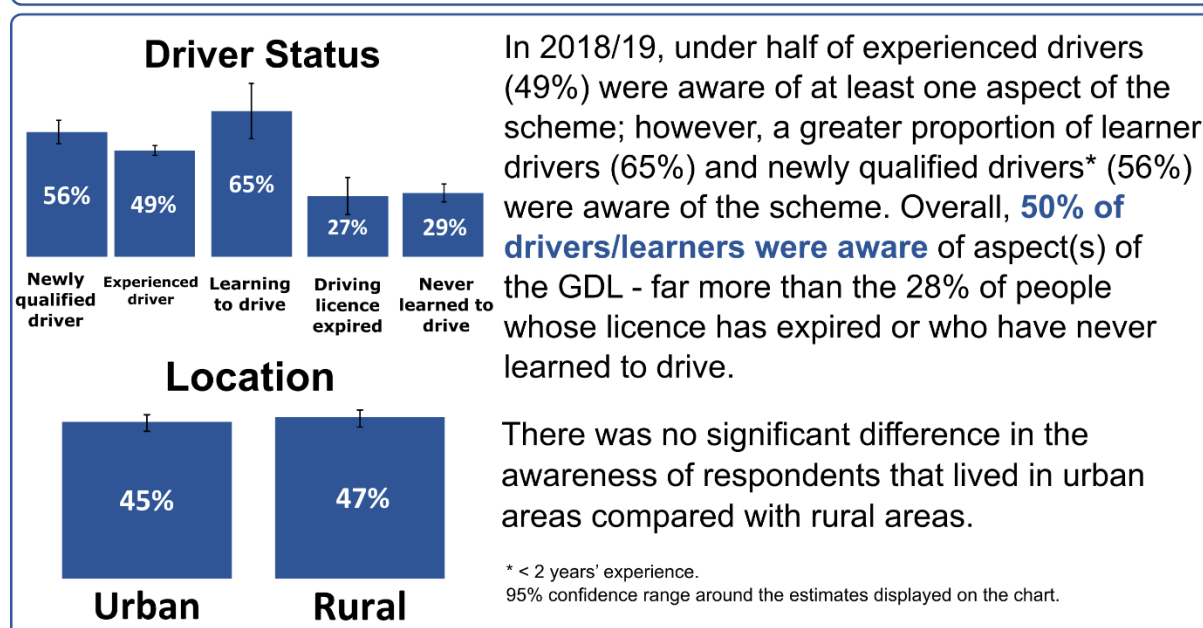
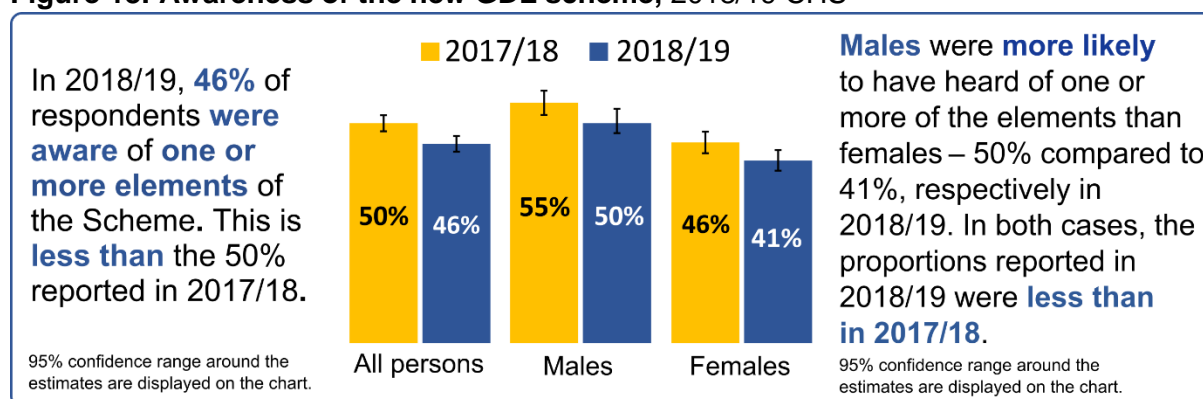
Section 3: Publicity and communication strategy

A GDL module, designed to determine public awareness of the scheme, was included in the 2018/19 Continuous Household Survey (CHS). A random sample of 9,000 eligible addresses were selected from the Pointer database of private addresses. The survey is split into two versions, with each distributed to around 4,500 addresses. This dataset contains the records for 2,948 adults aged 16 and over. A GDL module was also included in the 2017/18 CHS, and where appropriate, comparisons are made between the two years. Proportions derived from a sample will suffer from uncertainty associated with sampling error. In effect, the estimates will have a lower and upper bound within which the “true” population value may lie. These boundaries have been calculated and are displayed as a confidence range around the central estimate - represented by a black, bounded line on each bar in the charts below.

3.1 Awareness of the GDL

The first question in the CHS asked respondents to indicate whether or not they were aware of the various components of the new Graduated Driver Licensing Scheme. **Under half (46%) of respondents indicated that they were aware of one or more of the different elements of the GDL.** This is less than the 50% reported in 2017/18.

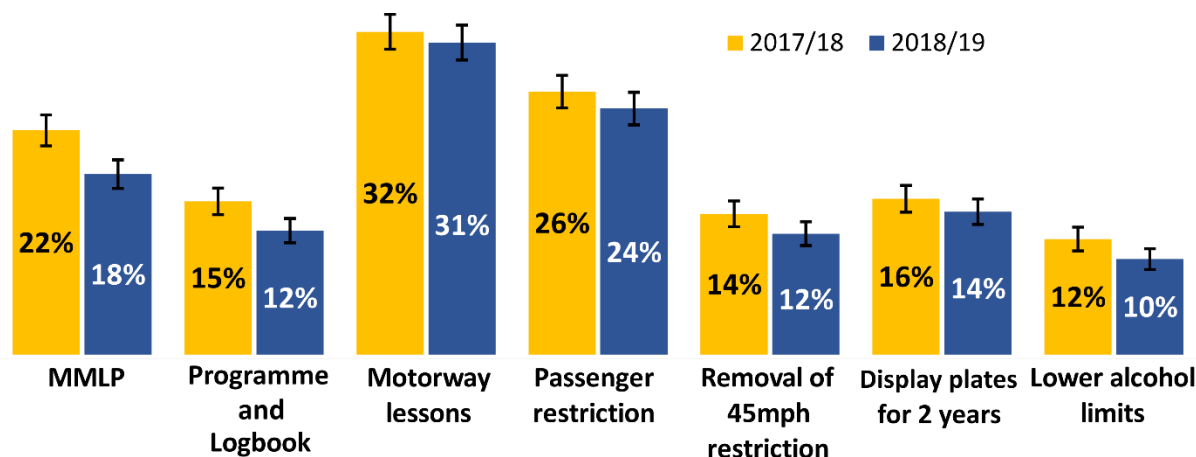
Figure 18: Awareness of the new GDL scheme, 2018/19 CHS



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

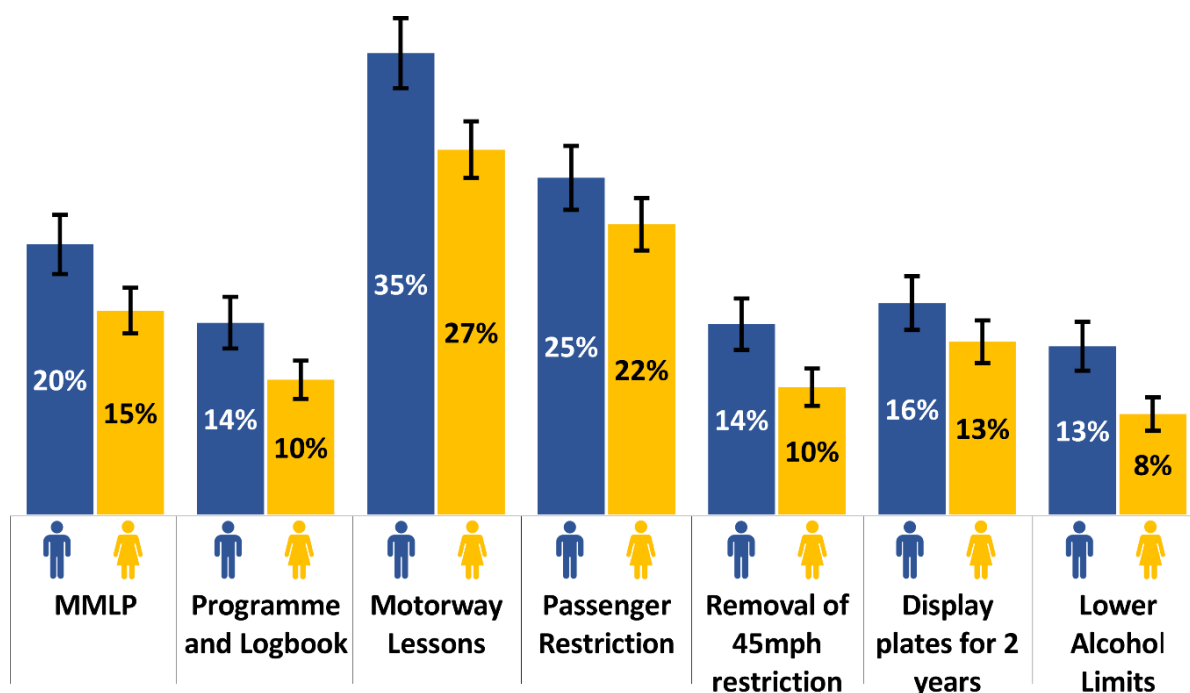
The chart below shows the proportions of respondents that were aware of each individual component of GDL. **Respondents were most likely to know that motorway lessons and a passenger restriction are to be introduced as part of GDL**, with 31% and 24%, respectively, of respondents in 2018/19 indicating these two elements. The remaining five elements all saw lower levels of awareness, with between 10% and 18% of respondents selecting them. In four of the GDL components, the proportions of respondents that indicated awareness were lower in 2018/19 than in 2017/18: the Minimum Mandatory Learning Period, Programme & Logbook, Passenger Restriction, and the Display of Plates.

Figure 19: Awareness of the elements in the new GDL scheme 2017/18 - 2018/19 CHS*



Analysis of the 2018/19 data by gender shows that for all of the GDL components **males were more likely than females to indicate awareness** – shown in Figure 20 below. ‘Motorway Lessons’ reported the greatest difference between male and female awareness, with 35% and 27%, respectively.

Figure 20: Specific awareness in the new GDL scheme, by Gender 2018/19 CHS *



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

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

The survey next asked respondents whether or not they think newly qualified drivers will follow the new rules relating to post-test restrictions.

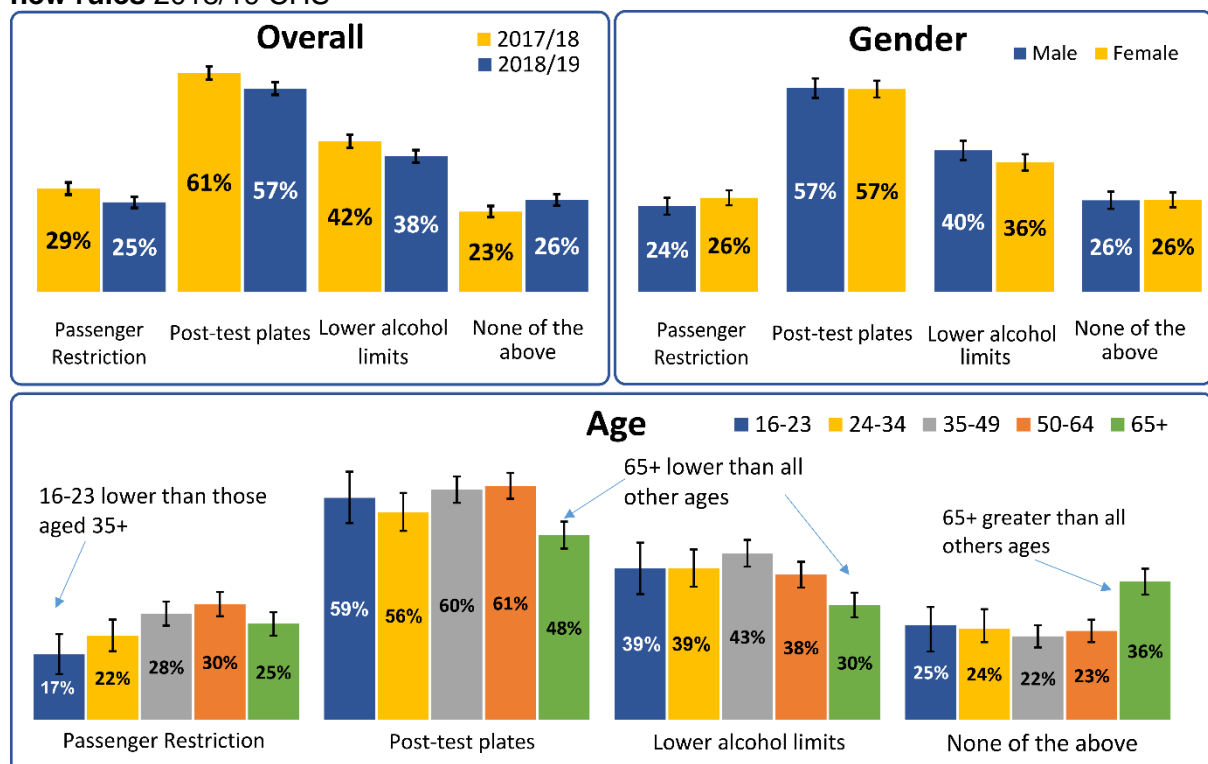
Overall, **one-in-seven (15%) respondents** think that newly qualified drivers will follow **all of the new rules**. This varied slightly by age. Only 10% of younger people aged 16-34 think that newly qualified drivers will follow all of the new rules, which was lower than people aged 35+ (16%).



Under three-fifths (57%) of respondents think that new drivers will display post-test plates for two years, under two-fifths (38%) of respondents think that they will adhere to the lower alcohol limits, one quarter (25%) think that new drivers will follow the passenger restriction. These proportions were lower than reported in 2017/18. Over **one-quarter (26%) of respondents in 2018/19 think that new drivers will not follow any of the new rules** – this is greater than the 23% reported in 2017/18.

There were no differences in responses by gender. Interestingly, there were some differences in responses by age. **Young people aged 16-23 were less likely to think that people will follow the passenger restriction** (17% compared with 25% overall), while people aged 65+ were less likely to think that new drivers would display post-test plates and adhere to the lower alcohol limits (48% compared with 57% overall for post-test plates; 30% compared with 38% overall for lower alcohol limits). **Older people aged 65+ were most likely to think that newly qualified drivers would not follow any of the rules** – 36% compared with 26% overall. These findings are all presented in Figure 21 below.

Figure 21: Proportion of respondents that think newly qualified drivers will follow the new rules 2018/19 CHS*



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

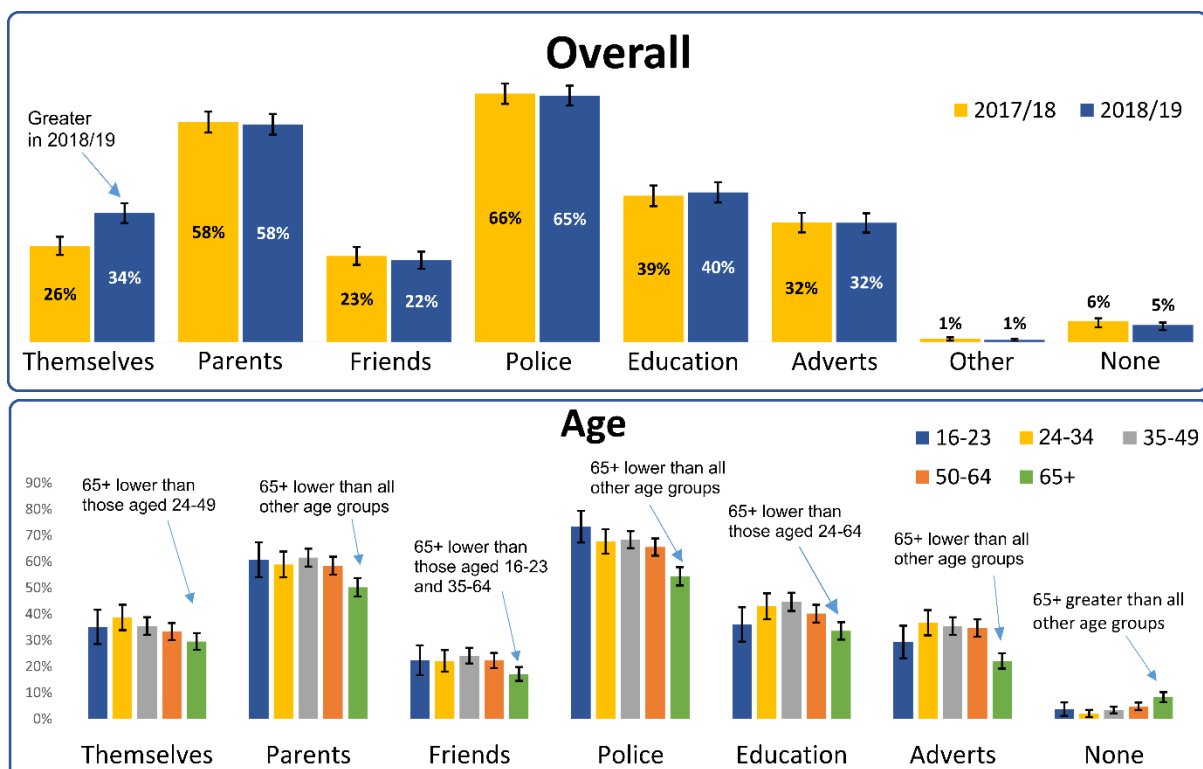
3.3 Who or what will influence newly qualified drivers to follow the new rules? (Post-test restrictions)

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

Overall, in 2018/19 **respondents were most likely to think that newly qualified drivers will be influenced to follow the new rules by a fear of being caught by the police**, with two-thirds (65%) of respondents selecting this option. Just under three-fifths (58%) of people thought that parents would influence new drivers. Respondents were least likely to think that friends (22%) would influence newly qualified drivers to follow the rules. Responses in 2018/19 were largely similar to 2017/18; the only exception was a greater proportion of people in 2018/19 think that the new driver themselves will influence to follow the rules (34% in 2018/19 compared to 26% in 2017/18). Approximately 1% of respondents suggested other potential influencing factors, with the most common themes relating to insurance schemes and legal issues (insurance black box, tougher penalties etc.). Five per cent of respondents think that there is nothing that will influence newly qualified drivers to follow the new rules.

Responses were further analysed to determine whether there were any differences by gender or age. While there were no reported differences in responses by gender, there were differences by age. **Younger people aged 16-23 were more likely than respondents overall to think that newly qualified drivers would be influenced by the police.** Those aged 65+ were less likely to think that newly qualified drivers would be influenced by themselves, parents, friends, police, education or adverts. Additionally, people aged 65+ were most likely to think that nothing will influence new drivers to follow the rules. See Figure 22 below.

Figure 22: Who/What will influence newly qualified drivers to follow the new rules? (proportion of respondents) 2018/19 CHS*



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

Future work

The data presented in this report provides the currently available data for 2018 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.
Comms Strategy evaluation	Dfl	Pre- and post-GDL	Monitoring Comms Strategy	Various surveys dependant	Question for general population included in CHS – results

				on respondent population	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.

Annexe: Additional Tables



Annexe of Additional Tables

Table 1: Proportion of drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2012-2018

Year	Aged 17-23		Aged 24-34		Aged 35-49		Aged 50-64		Aged 65+	
	% Licenses	% KSI collisions resp. for	% Licenses	% KSI collisions resp. for	% Licenses	% KSI collisions resp. for	% Licenses	% KSI collisions resp. for	% Licenses	% KSI collisions resp. for
2012	9%	25%	20%	24%	30%	22%	24%	12%	16%	12%
2013	9%	24%	20%	25%	30%	17%	25%	17%	17%	15%
2014	8%	27%	20%	24%	29%	18%	25%	12%	17%	14%
2015	8%	27%	20%	25%	29%	15%	25%	14%	18%	14%
2016	8%	21%	20%	23%	28%	20%	25%	17%	18%	13%
2017	8%	25%	20%	22%	28%	17%	26%	17%	19%	15%
2018	8%	23%	19%	19%	27%	23%	26%	14%	19%	15%
2012-2016	9%	25%	20%	24%	29%	19%	25%	15%	17%	13%
2013-2017	8%	25%	20%	24%	29%	18%	25%	16%	18%	14%
2014-2018	8%	24%	20%	22%	28%	19%	25%	15%	18%	14%

Note: 'Resp.' is short for responsible

Source: Police Service of Northern Ireland (PSNI) Road Traffic Casualty Statistics, Driver and Vehicle Agency Statistics

Table 2: Number of KSIs resulting from collisions involving car drivers aged 17-23, Northern Ireland 2008-2018

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2008	341		
2009	320		-6%
2010	270		-16%
2011	213		-21%
2012	221		4%
2013	189		-14%
2014	243		29%
2015	214		-12%
2016	223		4%
2017	218	0%	-2%
2018	187	-14%	-14%
2012-2016 Baseline	218		

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

Table 2a: Number of KSIs resulting from collisions involving car drivers aged 17-23, Northern Ireland 2008-2018 Rolling Average

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2008-2012	273		
2009-2013	243		-11%
2010-2014	227		-6%
2011-2015	216		-5%
2012-2016	218		1%
2013-2017	217	0%	0%
2014-2018	217	0%	0%
2012-2016 Baseline	218		

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

Table 3: Number of KSIs resulting from collisions involving car drivers aged 17-23 who were responsible for the collision, Northern Ireland 2008-2018

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2008	214		
2009	233		9%
2010	189		-19%
2011	162		-14%
2012	146		-10%
2013	126		-14%
2014	156		24%
2015	157		1%
2016	151		-4%
2017	146	-1%	-3%
2018	134	-9%	-8%
2012-2016 Baseline	147		

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

Table 3a: Number of KSIs resulting from collisions involving car drivers aged 17-23 who were responsible for the collision, Northern Ireland 2008-2018 Rolling Average

Year	Number of KSIs ^{1**}	Percentage change from baseline	Percentage change from last year
2008-2012	189		
2009-2013	171		-9%
2010-2014	156		-9%
2011-2015	149		-4%
2012-2016	147		-1%
2013-2017	147	0%	0%
2014-2018	149	1%	1%
2012-2016 Baseline	147		

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

Table 4: Age of Passenger KSIs that were travelling in a car with a driver aged 17-23, Northern Ireland 2008-2018

Year	Age of Passenger KSI				Total	% aged 14-20	% change from baseline
	<14	14-20	21-24	25+			
2008	1	46	17	14	78	59%	
2009	1	56	19	9	85	66%	
2010	3	41	10	8	62	66%	
2011	2	38	11	8	59	64%	
2012	0	34	13	12	59	58%	
2013	0	25	10	4	39	64%	
2014	3	33	16	16	68	49%	
2015	4	38	14	2	58	66%	
2016	1	41	6	8	56	73%	
2017	0	22	7	17	46	48%	-22%
2018	0	29	4	7	40	73%	19%
2012-2016 Baseline	2	34	12	8	56	61%	

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

Table 4a: Age of Passenger KSIs that were travelling in a car with a driver aged 17-23, Northern Ireland 2008-2018 Rolling Average

Year	Age of Passenger KSI				Total	% aged 14-20	% change from baseline
	<14	14-20	21-24	25+			
2008-2012	1	43	14	10	69	63%	
2009-2013	1	39	13	8	61	64%	
2010-2014	2	34	12	10	57	60%	
2011-2015	2	34	13	8	57	59%	
2012-2016	2	34	12	8	56	61%	
2013-2017	2	32	11	9	53	60%	-2%
2014-2018	2	33	9	10	54	61%	0%
2012-2016 Baseline	2	34	12	8	56	61%	

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

Table 5: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-23, by location of collision: Northern Ireland 2008-2018

Year	Location of Young Passenger KSIs			Total	% of Rural KSIs	% change since baseline
	Urban	Rural	Motorway/ Dual Carriageway			
2008	16	27	3	46	59%	
2009	7	48	1	56	86%	
2010	8	32	1	41	78%	
2011	10	27	1	38	71%	
2012	9	24	1	34	71%	
2013	3	21	1	25	84%	
2014	5	28	0	33	85%	
2015	3	32	3	38	84%	
2016	8	33	0	41	80%	
2017	6	15	1	22	68%	-16%
2018	2	27	0	29	93%	15%
2012-2016 Baseline	6	28	1	34	81%	

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

Table 5a: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-23, by location of collision: Northern Ireland 2008-2018 Rolling Average

Year	Location of Young Passenger KSIs			Total	% of Rural KSIs	% change since baseline
	Urban	Rural	Motorway/ Dual Carriageway			
2008-2012	10	32	1	43	73%	
2009-2013	7	30	1	39	78%	
2010-2014	7	26	1	34	77%	
2011-2015	6	26	1	34	79%	
2012-2016	6	28	1	34	81%	
2013-2017	5	26	1	32	81%	1%
2014-2018	5	27	1	33	83%	3%
2012-2016 Baseline	6	28	1	34	81%	

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

Table 6: Passenger KSIs aged 14-20 injured travelling in a car, by age of driver Northern Ireland 2008-2018

Year	Car passenger KSIs aged 14-20, injured travelling with a driver aged:			% young passengers injured while travelling with a driver aged 17-23	% change from baseline
	17-23	Other ages	Total		
2008	46	19	65	71%	
2009	56	16	72	78%	
2010	41	18	59	69%	
2011	38	13	51	75%	
2012	34	17	51	67%	
2013	25	12	37	68%	
2014	33	9	42	79%	
2015	38	9	47	81%	
2016	41	13	54	76%	
2017	22	7	29	76%	2%
2018	29	13	42	69%	-7%
2012-2016 Baseline	34	12	46	74%	

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

Table 6a: Passenger KSIs aged 14-20 injured travelling in a car, by age of driver Northern Ireland 2008-2018 Rolling Average

Year	Car passenger KSIs aged 14-20, injured travelling with a driver aged:			% young passengers injured while travelling with a driver aged 17-23	% change from baseline
	17-23	Other ages	Total		
2008-2012	43	17	60	72%	
2009-2013	39	15	54	72%	
2010-2014	34	14	48	71%	
2011-2015	34	12	46	74%	
2012-2016	34	11	46	74%	
2013-2017	32	10	42	76%	3%
2014-2018	33	10	43	76%	3%
2012-2016 Baseline	34	12	46	74%	

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

Table 7: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-23, by day of the week: Northern Ireland 2008-2018

Year	Day of the week							Total	% Weekend	Trend
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun			% change from baseline
2008	2	4	6	2	5	13	14	46	59%	
2009	7	2	9	3	10	6	19	56	45%	
2010	7	4	3	5	7	8	7	41	37%	
2011	5	1	4	7	5	4	12	38	42%	
2012	6	3	5	3	3	10	4	34	41%	
2013	0	5	2	6	2	5	5	25	40%	
2014	4	6	4	2	6	7	4	33	33%	
2015	6	4	5	2	8	9	4	38	34%	
2016	3	3	6	5	3	7	14	41	51%	
2017	3	0	0	1	4	5	9	22	64%	58%
2018	2	5	2	3	1	6	10	29	55%	37%
2012-2016	4	4	4	4	4	8	6	34	40%	

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

Table 7a: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-23, by day of the week: Northern Ireland 2008-2018 Rolling Average

Year	Day of the week							Total	% Weekend	Trend
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun			% change from baseline
2008-2012	5	3	5	4	6	8	11	43	45%	
2009-2013	5	3	5	5	5	7	9	39	41%	
2010-2014	4	4	4	5	5	7	6	34	39%	
2011-2015	4	4	4	4	5	7	6	34	38%	
2012-2016	4	4	4	4	4	8	6	34	40%	
2013-2017	3	4	3	3	5	7	7	32	43%	8%
2014-2018	4	4	3	3	4	7	8	33	46%	14%
2012-2016 Baseline	4	4	4	4	4	8	6	34	40%	

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

Table 8: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-23, by time of the day: Northern Ireland 2012-2016, 2013-2017, 2014-2018

Time	All Roads			Rural Roads		
	2012-2016	2013-2017	2014-2018	2012-2016	2013-2017	2014-2018
00:01-01:00	20	17	16	16	15	14
01:01-02:00	9	9	9	8	6	6
02:01-03:00	13	8	14	9	5	11
03:01-04:00	5	10	9	5	9	8
04:01-05:00	0	1	1	0	1	1
05:01-06:00	6	7	7	6	7	7
06:01-07:00	1	1	1	1	1	1
07:01-08:00	0	0	0	0	0	0
08:01-09:00	4	4	4	4	4	4
09:01-10:00	1	1	1	1	1	1
10:01-11:00	1	1	1	1	1	1
11:01-12:00	3	3	1	3	3	1
12:01-13:00	3	2	2	2	1	1
13:01-14:00	7	8	6	5	5	4
14:01-15:00	5	6	6	5	6	6
15:01-16:00	7	6	8	5	5	8
16:01-17:00	4	3	3	2	1	2
17:01-18:00	12	9	12	6	4	7
18:01-19:00	4	3	6	4	3	4
19:01-20:00	11	10	10	10	9	9
20:01-21:00	7	10	9	6	8	7
21:01-22:00	21	17	10	16	14	7
22:01-23:00	10	9	8	8	7	7
23:01-24:00	17	14	19	15	13	18
Total	171	159	163	138	129	135

Key

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

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

Table 9a: Motorcyclist KSIs by age, Northern Ireland 2012-2018

Age group	2012	2013	2014	2015	2016	2017	2018	2012-2016	2013-2017	2014-2018
17-23	22	16	19	18	18	11	13	93	82	79
24-29	17	17	16	8	12	11	20	70	64	67
30-39	15	16	16	8	13	11	19	68	64	67
40-49	25	24	26	29	20	20	15	124	119	110
50+	18	23	17	16	27	32	39	101	115	131
Total	100	101	97	82	92	89	108	472	461	468

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

Note: There were a small number of casualties whose age was unknown, or where age was less than 17. These have been excluded from the table above.

Table 9b: Motorcyclist KSIs by age and responsibility, Northern Ireland 2012-2016, 2013-2017, 2014-2018

Age group	2012-2016	2013-2017	2014-2018	Proportion responsible: % difference between 2014-2018 and 2012-2016
	Proportion responsible for their injuries	Proportion responsible for their injuries	Proportion responsible for their injuries	
17-23	52%	52%	51%	-2%
24-29	49%	55%	60%	23%
30-39	60%	63%	57%	-6%
40-49	41%	44%	44%	6%
50+	38%	41%	41%	10%
Total	47%	50%	49%	4%

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

Table 10: Number of KSIs resulting from collisions involving motorcyclists aged 17-23, Northern Ireland 2008-2018

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008	32		
2009	41		28%
2010	27		-34%
2011	24		-11%
2012	23		-4%
2013	20		-13%
2014	19		-5%
2015	22		16%
2016	19		-14%
2017	13	-37%	-32%
2018	14	-32%	8%
2012-2016 Baseline	21		

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

Table 10a: Number of KSIs resulting from collisions involving motorcyclists aged 17-23, Northern Ireland 2008-2018 Rolling Average

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008-2012	29		
2009-2013	27		-8%
2010-2014	23		-16%
2011-2015	22		-4%
2012-2016	21		-5%
2013-2017	19	-10%	-10%
2014-2018	17	-16%	-6%
2012-2016 Baseline	21		

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

Table 11: Number of KSIs resulting from collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland 2008-2018

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008	20		
2009	22		10%
2010	16		-27%
2011	17		6%
2012	9		-47%
2013	13		44%
2014	12		-8%
2015	9		-25%
2016	11		22%
2017	3	-72%	-73%
2018	8	-26%	167%
2012-2016 Baseline	11		

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

Table 11a: Number of KSIs resulting from collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland 2008-2018 Rolling Average

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008-2012	17		
2009-2013	15		-8%
2010-2014	13		-13%
2011-2015	12		-10%
2012-2016	11		-10%
2013-2017	10	-11%	-11%
2014-2018	9	-20%	-10%
2012-2016 Baseline	11		

Table 12: Car Driver and Motorcyclist KSIs by license type. Northern Ireland 2012-2016, 2013-2017, 2014-2018

License type	Drivers						Motorcyclists					
	2012-2016		2013-2017		2014-2018		2012-2016		2013-2017		2014-2018	
	#	%	#	%	#	%	#	%	#	%	#	%
L Driver	21	1%	21	1%	27	2%	66	14%	60	13%	55	12%
R Driver	69	4%	69	4%	70	4%	8	2%	7	2%	4	1%
Unrestricted	1,358	88%	1376	88%	1381	88%	352	75%	346	76%	353	77%
Other	94	6%	93	6%	100	6%	44	9%	43	9%	47	10%
Total	1,542		1,559		1,578		470		456		459	

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

Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV. Total excludes drivers and motorcyclists with missing licence details.

Table 13: Car Driver and Motorcyclist KSIs, responsible for their injuries, by license type. Northern Ireland 2012-2016, 2013-2017, 2014-2018

License type	Drivers						Motorcyclists					
	2012-2016		2013-2017		2014-2018		2012-2016		2013-2017		2014-2018	
	#	%	#	%	#	%	#	%	#	%	#	%
L Driver	20	2%	19	2%	25	3%	31	14%	31	14%	30	13%
R Driver	57	7%	57	6%	57	6%	5	2%	5	2%	3	1%
Unrestricted	719	83%	737	83%	750	82%	153	68%	157	69%	159	69%
Other	73	8%	76	9%	86	9%	35	16%	36	16%	37	16%
Total	869		889		918		224		229		229	

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

Note: 'Other' includes: No license; Foreign EU; Foreign Non-EU; PSV. Total excludes drivers and motorcyclists with missing licence details

Table 14: KSIs resulting from collisions involving Learner and Restricted drivers and motorcyclists responsible for the collision, Northern Ireland 2012-2018

Year	Drivers		Motorcyclists	
	Learner	Restricted	Learner	Restricted
2012	11	38	5	0
2013	9	27	9	2
2014	18	23	9	2
2015	16	35	5	1
2016	7	39	6	0
2017	9	31	4	0
2018	12	29	6	0
2012-2016 Baseline	12	32	7	1
2013-2017	12	31	7	1
2014-2018	12	31	6	1
Trend assessment:				
% difference between 2012-16 and 2014-2018				
	2%	-3%	-12%	-40%

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

Table 15: Number of KSIs that occurred on the motorway– Northern Ireland (2008-2018)

Year	Number of KSIs	Number of KSIs resulting from a collision involving a driver aged 17-23	Number of KSIs resulting from a collision where driver aged 17-23 responsible	Proportion of Motorway KSIs resulting from a collision involving a driver aged 17-23
2008	17	3	1	18%
2009	6	1	0	17%
2010	9	1	1	11%
2011	8	2	1	25%
2012	15	7	2	47%
2013	8	1	1	13%
2014	6	2	2	33%
2015	15	7	5	47%
2016	9	3	1	33%
2017	6	2	2	33%
2018	13	3	1	23%
2012-2016 Baseline	11	4	2	38%
2013-2017	9	3	2	34%
2014-2018	10	3	2	35%
% difference between 2012-16 and 2014-2018	-8%	-15%	0%	-8%

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

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

Table 15a: Number of KSIs that occurred on the motorway– Northern Ireland 2008-2018 Rolling Average

Year	Number of KSIs	Number of KSIs resulting from a collision involving a driver aged 17-23	Proportion of Motorway KSIs resulting from a collision involving a driver aged 17-23
2008-2012	11	3	25%
2009-2013	9	2	26%
2010-2014	9	3	28%
2011-2015	10	4	37%
2012-2016	11	4	38%
2013-2017	9	3	34%
2014-2018	10	3	35%

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

Table 16: KSIs by road type, Northern Ireland 2008-2018

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	429	608	43	17	1097
2009	450	661	33	6	1150
2010	402	504	32	9	947
2011	418	425	33	8	884
2012	379	422	27	15	843
2013	348	387	34	8	777
2014	332	420	31	6	789
2015	332	402	36	15	785
2016	349	514	24	9	896
2017	343	446	46	6	841
2018	321	419	32	13	785
2012-2016 Baseline	348	429	30	11	818
2013-2017	341	434	34	9	818
2014-2018	335	440	34	10	819
% difference between 2012-16 and 2014-2018	-4%	3%	11%	-8%	0%

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

Table 16a: KSIs by road type, Northern Ireland 2008-2018 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	416	524	34	11	984
2009-2013	399	480	32	9	920
2010-2014	376	432	31	9	848
2011-2015	362	411	32	10	816
2012-2016	348	429	30	11	818
2013-2017	341	434	34	9	818
2014-2018	335	440	34	10	819

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

Table 17: KSIs from collisions involving a car driver aged 17-23, by road type: Northern Ireland 2008-2018

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	122	203	13	3	341
2009	89	221	9	1	320
2010	85	180	4	1	270
2011	65	143	3	2	213
2012	77	134	3	7	221
2013	57	122	9	1	189
2014	74	165	2	2	243
2015	57	147	3	7	214
2016	54	164	2	3	223
2017	59	140	17	2	218
2018	47	132	5	3	187
2012-2016 Baseline	64	146	4	4	218
2013-2017	60	148	7	3	217
2014-2018	58	150	6	3	217
% difference between 2012-16 and 2014-2018	-9%	2%	53%	-15%	0%

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

Table 17a: KSIs from collisions involving a car driver aged 17-23, by road type: Northern Ireland 2008-2018 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	88	176	6	3	273
2009-2013	75	160	6	2	243
2010-2014	72	149	4	3	227
2011-2015	66	142	4	4	216
2012-2016	64	146	4	4	218
2013-2017	60	148	7	3	217
2014-2018	58	150	6	3	217

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

Table 18: KSIs from collisions caused by a car driver aged 17-23, by road type:
Northern Ireland 2008-2018

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	72	137	4	1	214
2009	63	163	7	0	233
2010	55	129	4	1	189
2011	41	117	3	1	162
2012	54	89	1	2	146
2013	38	83	4	1	126
2014	39	115	0	2	156
2015	35	114	3	5	157
2016	38	112	0	1	151
2017	39	95	10	2	146
2018	33	100	0	1	134
2012-2016 Baseline	41	103	2	2	147
2013-2017	38	104	3	2	147
2014-2018	37	107	3	2	149
Trend assessment: % difference between 2012-16 and 2014-18	-10%	4%	63%	0%	1%

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

Table 18a: KSIs from collisions caused by a car driver aged 17-23, by road type:
Northern Ireland 2008-2018 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	57	127	4	1	189
2009-2013	50	116	4	1	171
2010-2014	45	107	2	1	156
2011-2015	41	104	2	2	149
2012-2016	41	103	2	2	147
2013-2017	38	104	3	2	147
2014-2018	37	107	3	2	149

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

Table 19: KSIs from collisions involving a motorcyclist aged 17-23, by road type:
Northern Ireland 2008-2018

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	19	13	0	0	32
2009	28	12	1	0	41
2010	19	8	0	0	27
2011	12	11	1	0	24
2012	17	6	0	0	23
2013	9	10	1	0	20
2014	14	5	0	0	19
2015	16	6	0	0	22
2016	12	6	1	0	19
2017	10	3	0	0	13
2018	5	9	0	0	14
2012-2016 Baseline	14	7	0.4	0.0	21
2013-2017	12	6	0.4	0.0	19
2014-2018	11	6	0.2	0.0	17
Trend assessment: % difference between 2012-16 and 2014-2018	-16%	-12%	-50%		-16%

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

Table 19a: KSIs from collisions involving a motorcyclist aged 17-23, by road type:
Northern Ireland 2008-2018 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	19	10	0	0	29
2009-2013	17	9	1	0	27
2010-2014	14	8	0	0	23
2011-2015	14	8	0	0	22
2012-2016	14	7	0	0	21
2013-2017	12	6	0	0	19
2018-2018	11	6	0	0	17

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

Table 20: KSIs from collisions caused by a motorcyclist aged 17-23, by road type:
Northern Ireland 2008-2018

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	12	8	0	0	20
2009	14	8	0	0	22
2010	10	6	0	0	16
2011	8	8	1	0	17
2012	7	2	0	0	9
2013	5	7	1	0	13
2014	7	5	0	0	12
2015	8	1	0	0	9
2016	5	5	1	0	11
2017	0	3	0	0	3
2018	2	6	0	0	8
2012-2016 Baseline	6	4	0.4	0.0	11
2013-2017	5	4	0.4	0.0	10
2014-2018	4	4	0.2	0.0	9
Trend assessment: % difference between 2012-16 and 2014-18	-31%	0%	-50%		-20%

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

Table 20a: KSIs from collisions caused by a motorcyclist aged 17-23, by road type:
Northern Ireland 2008-2018 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	10	6	0	0	17
2009-2013	9	6	0	0	15
2010-2014	7	6	0	0	13
2011-2015	7	5	0	0	12
2012-2016	6	4	0	0	11
2013-2017	5	4	0	0	10
2014-2018	4	4	0	0	9

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

Table 21: Principal causation of KSI collisions involving car drivers aged 17- 23 who were responsible for the collision, Northern Ireland 2012-2016, 2013-2017, 2014-2018

Principal Causation	KSI collisions					
	Number			Proportion		
	2012-2016	2013-2017	2014-2018	2012-2016	2013-2017	2014-2018
Excessive speed	131	126	129	25%	24%	24%
Inattention or attention diverted	64	72	78	12%	14%	15%
Driver/ rider alcohol or drugs	68	67	71	13%	13%	13%
Wrong course/ position	46	45	47	9%	9%	9%
Overtaking on offside without care	27	31	35	5%	6%	7%
Emerging from minor road without care	28	29	28	5%	6%	5%
Turning right without care	30	29	25	6%	6%	5%
Crossing or entering road junction without care	26	23	21	5%	4%	4%
Driving too close	17	15	15	3%	3%	3%
Inexperience with type of vehicle	13	13	15	3%	2%	3%
Other	67	77	71	13%	15%	13%
Total	517	527	535	517	527	535

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

Table 22: Principal causation of KSI collisions involving motorcyclists aged 17-23 who were responsible for the collision, Northern Ireland 2012-2016, 2013-2017, 2014-2018

Principal Causation	KSI collisions					
	Number			Proportion		
	2012-2016	2013-2017	2014-2018	2012-2016	2013-2017	2014-2018
Excessive speed	11	11	7	22%	24%	17%
Driver/ rider alcohol or drugs	6	6	6	12%	13%	14%
Overtaking on offside without care	7	6	4	14%	13%	10%
Inattention or attention diverted	3	4	4	6%	9%	10%
Wrong course/ position	4	4	4	8%	9%	10%
Inexperience with type of vehicle	3	3	4	6%	7%	10%
Driving too close	2	2	3	4%	4%	7%
Other driver/rider factor	14	9	10	28%	20%	24%
Total	50	45	42	50	45	42

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

Table 23: 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 2008-2018

Year	KSI collisions caused by drivers aged 17-23 speeding
2008	50
2009	64
2010	42
2011	33
2012	31
2013	23
2014	29
2015	25
2016	23
2017	26
2018	26
2012-2016 Baseline	26

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

Table 23a: 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 2008-2018 Rolling Average

Year	KSI collisions caused by drivers aged 17-23 speeding
2008-2012	44
2009-2013	39
2010-2014	32
2011-2015	28
2012-2016	26
2013-2017	25
2014-2018	26
2012-2016 Baseline	26

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

Table 24: 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 2008-2018

Year	KSI collisions caused by motorcyclists aged 17-23 speeding
2008	6
2009	5
2010	3
2011	2
2012	1
2013	5
2014	2
2015	0
2016	3
2017	1
2018	1
2012-2016 Baseline	2

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

Table 24a: 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 2008-2018 Rolling Average

Year	KSI collisions caused by motorcyclists aged 17-23 speeding
2008-2012	3
2009-2013	3
2010-2014	3
2011-2015	2
2012-2016	2
2013-2017	2
2014-2018	1
2012-2016 Baseline	2

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

Table 25: Number of KSIs that occurred in darkness hours – Northern Ireland (2008-2018)

Year	Number of KSIs	KSIs resulting from a collision involving a driver aged 17-23		KSIs resulting from a collision where driver aged 17-23 responsible		KSIs resulting from a collision involving a motorcyclist aged 17-23		KSIs resulting from a collision where motorcyclist aged 17-23 responsible	
		#	%	#	%	#	%	#	%
2008	406	168	41%	119	29%	11	3%	6	1%
2009	419	162	39%	129	31%	11	3%	6	1%
2010	283	121	43%	100	35%	10	4%	5	2%
2011	301	100	33%	77	26%	8	3%	6	2%
2012	294	93	32%	68	23%	6	2%	1	0%
2013	263	85	32%	54	21%	6	2%	4	2%
2014	243	104	43%	71	29%	7	3%	3	1%
2015	293	106	36%	78	27%	6	2%	3	1%
2016	322	115	36%	80	25%	7	2%	5	2%
2017	278	99	36%	80	29%	5	2%	0	0%
2018	258	89	34%	68	26%	5	2%	4	2%
2012-2016 Baseline	283	101	36%	70	25%	6	2%	3	1%

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

Table 25a: Number of KSIs that occurred in darkness hours – Northern Ireland (2008-2018) Rolling Average

Year	Number of KSIs	KSIs resulting from a collision involving a driver aged 17-23		KSIs resulting from a collision where driver aged 17-23 responsible		KSIs resulting from a collision involving a motorcyclist aged 17-23		KSIs resulting from a collision where motorcyclist aged 17-23 responsible	
		#	%	#	%	#	%	#	%
2008-2012	341	129	38%	99	29%	9	3%	5	1%
2009-2013	312	112	36%	86	27%	8	3%	4	1%
2010-2014	277	101	36%	74	27%	7	3%	4	1%
2011-2015	279	98	35%	70	25%	7	2%	3	1%
2012-2016	283	101	36%	70	25%	6	2%	3	1%
2013-2017	280	102	36%	73	26%	6	2%	3	1%
2014-2018	279	103	37%	75	27%	6	2%	3	1%
2012-2016 Baseline	283	101	36%	70	25%	6	2%	3	1%

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

Table 26: Number of fixed penalty notices issued for the offence 'No R plates displayed': – Northern Ireland (2008-2018)

Year	Female				Male				Total			Total
	17 - 23	24+	Unk	Total	17 - 23	24+	Unk	Total	17 - 23	24+	Unk	
2008	21	4	0	25	165	12	1	178	186	16	1	203
2009	38	4	0	42	197	22	4	223	235	26	4	265
2010	24	5	1	30	123	17	0	140	147	22	1	170
2011	5	1	0	6	56	11	0	67	61	12	0	73
2012	8	3	0	11	40	8	0	48	48	11	0	59
2013	4	4	0	8	35	10	0	45	39	14	0	53
2014	5	1	0	6	36	5	0	41	41	6	0	47
2015	5	0	0	5	39	9	0	48	44	9	0	53
2016	6	1	0	7	40	6	0	46	46	7	0	53
2017	1	1	0	2	47	9	0	56	48	10	0	58
2018	8	2	0	10	55	5	0	60	63	7	0	70
2012-2016 Baseline	6	2	0	7	38	8	0	46	44	9	0	53

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. 'Unk' is unknown.

Table 26a: Number of fixed penalty notices issued for the offence 'No R plates displayed': – Northern Ireland (2008-2018) Rolling average

Year	Female				Male				Total			
	17 - 23	24+	Unk	Total	17 - 23	24+	Unk	Total	17 - 23	24+	Unk	Total
2008-2012	19	3	0	23	116	14	1	131	135	17	1	154
2009-2013	16	3	0	19	90	14	1	105	106	17	1	124
2010-2014	9	3	0	12	58	10	0	68	67	13	0	80
2011-2015	5	2	0	7	41	9	0	50	47	10	0	57
2012-2016	6	2	0	7	38	8	0	46	44	9	0	53
2013-2017	4	1	0	6	39	8	0	47	44	9	0	53
2014-2018	5	1	0	6	43	7	0	50	48	8	0	56

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. 'Unk' is unknown.

Table 27: Awareness of the GDL Scheme by gender and driver status, Northern Ireland 2017/18-2018/19

Gender	Driver Status	Proportion of respondents aware of one or more elements of GDL	
		2017/18	2018/19
Male	Yes - driver with less than 2 years experience	60%	58%
	Yes - driver with more than 2 years experience	57%	52%
	No - currently learning to drive	60%	62%
	No - driving license has expired	30%	32%
	No - never learned to drive	43%	36%
	Total	55%	50%
Female	Yes - driver with less than 2 years experience	58%	54%
	Yes - driver with more than 2 years experience	49%	45%
	No - currently learning to drive	68%	68%
	No - driving license has expired	25%	21%
	No - never learned to drive	32%	26%
	Total	46%	41%
Total	Yes - driver with less than 2 years experience	59%	56%
	Yes - driver with more than 2 years experience	53%	49%
	No - currently learning to drive	64%	65%
	No - driving license has expired	27%	27%
	No - never learned to drive	36%	29%
	Total	50%	46%

Source: Continuous Household Survey 2017/18, 2018/19

Note: Statistically significant differences are highlighted in yellow

Table 28: Awareness of the GDL Scheme by urban/rural location, Northern Ireland 2017/18-2018/19

Location	Proportion of respondents aware of one or more elements of GDL	
	2017/18	2018/19
Urban	51%	45%
Rural	50%	47%
Total	50%	46%

Source: Continuous Household Survey 2017/18, 2018/19

Note: Statistically significant differences are highlighted in yellow

Table 29: Awareness of Specific elements in the new GDL scheme, Northern Ireland 2017/18-2018/19

GDL Element	Proportion of respondents aware of GDL		Sig difference between 2017/18 and 2018/19
	2017/18	2018/19	
A mandatory minimum learning period of 6 months	22%	18%	Yes
New Programme of Training for learner drivers and completion of logbook	15%	12%	Yes
Learner drivers will be able to take lessons on motorways although this won't be compulsory	32%	31%	
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	26%	24%	Yes
Removal of the 45mph speed restriction	14%	12%	Yes
Display of plates for 2 years after passing driving test (known as the new-driver period)	16%	14%	
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	12%	10%	
None of these	50%	46%	Yes
Base	2,799	2,938	

Source: Continuous Household Survey 2017/18-2018/19

Note: Percentages do not sum to 100% since respondents could select more than one response.

Table 30: Awareness of Specific elements in the new GDL scheme, by gender
Continuous Household Survey 2018-19

GDL Element	Male		Female		Sig difference between males and females
	Proportion of respondents aware of GDL	95% CI (+/- %)	Proportion of respondents aware of GDL	95% CI (+/- %)	
A mandatory minimum learning period of 6 months	20%	2%	15%	2%	Yes
New Programme of Training for learner drivers and completion of logbook	14%	2%	10%	1%	Yes
Learner drivers will be able to take lessons on motorways although this won't be compulsory	35%	3%	27%	2%	Yes
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	25%	2%	22%	2%	Yes
Removal of the 45mph speed restriction	14%	2%	10%	1%	Yes
Display of plates for 2 years after passing driving test (known as the new-driver period)	16%	2%	13%	2%	Yes
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	13%	2%	8%	1%	Yes
Base	1,252		1,686		

Source: Continuous Household Survey 2018/19

Note: Percentages do not sum to 100% since respondents could select more than one response.

Table 31: Proportion of respondents that think newly qualified drivers will follow the new rules, by gender and age Northern Ireland 2018/19

Rules	Gender		Age					Total
	Male	Female	16-23	24-34	35-49	50-64	65+	
Passenger Restriction	24%	26%	17%	22%	28%	30%	25%	25%
95% CI+/-	2%	2%	6%	4%	3%	3%	3%	2%
Post-test plates	57%	57%	59%	56%	60%	61%	48%	57%
95% CI+/-	3%	2%	7%	5%	3%	3%	4%	2%
Lower alcohol limits	40%	36%	39%	39%	43%	38%	30%	38%
95% CI+/-	3%	2%	7%	5%	3%	3%	3%	2%
None of the above	26%	26%	25%	24%	22%	23%	36%	26%
95% CI+/-	2%	2%	6%	4%	3%	3%	3%	2%

Source: Continuous Household Survey 2018/19

Table 32: Who respondents think will influence newly qualified drivers to follow the new rules, by gender and age Northern Ireland 2018/19

Who will influence?	Gender		Age					Total
	Male	Female	16-23	24-34	35-49	50-64	65+	
Themselves	36%	33%	34%	39%	35%	33%	30%	34%
95% CI+/-	3%	2%	7%	5%	3%	3%	3%	2%
Parents	57%	59%	62%	58%	62%	58%	50%	58%
95% CI+/-	3%	2%	7%	5%	3%	3%	4%	2%
Friends	22%	21%	24%	22%	24%	22%	17%	22%
95% CI+/-	2%	2%	6%	4%	3%	3%	3%	1%
Police	65%	66%	72%	69%	68%	66%	54%	65%
95% CI+/-	3%	2%	7%	4%	3%	3%	4%	2%
Education	41%	39%	38%	42%	45%	40%	34%	40%
95% CI+/-	3%	2%	7%	5%	3%	3%	3%	2%
Adverts	31%	33%	31%	36%	35%	35%	22%	32%
95% CI+/-	3%	2%	7%	5%	3%	3%	3%	2%
Other	0%	1%	1%	0%	1%	0%	1%	1%
95% CI+/-	0%	0%	1%	0%	1%	0%	1%	0%
None	4%	5%	4%	2%	3%	5%	8%	5%
95% CI+/-	1%	1%	3%	1%	1%	1%	2%	1%

Source: Continuous Household Survey 2018/19



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