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Road Safety Issues in Northern Ireland 2017/2018

Findings from the Northern Ireland Continuous Household Survey 2017/18

Contents:

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

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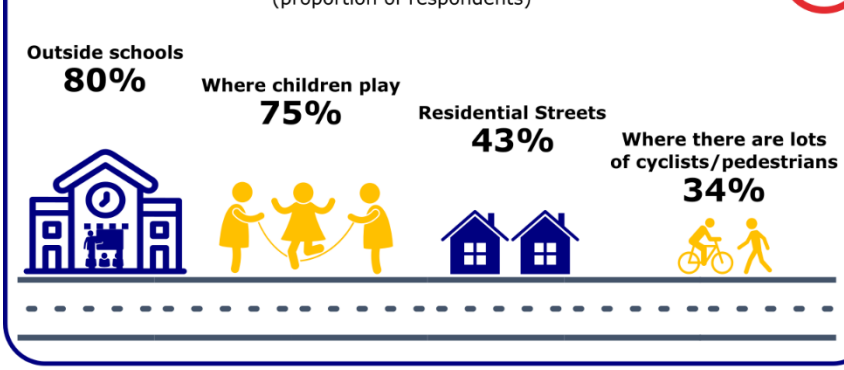
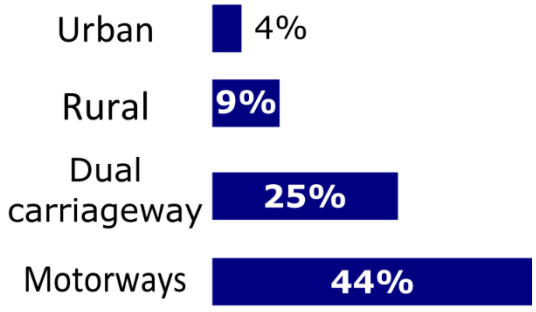
Where should **20mph speed limit** be applied?

(proportion of respondents)

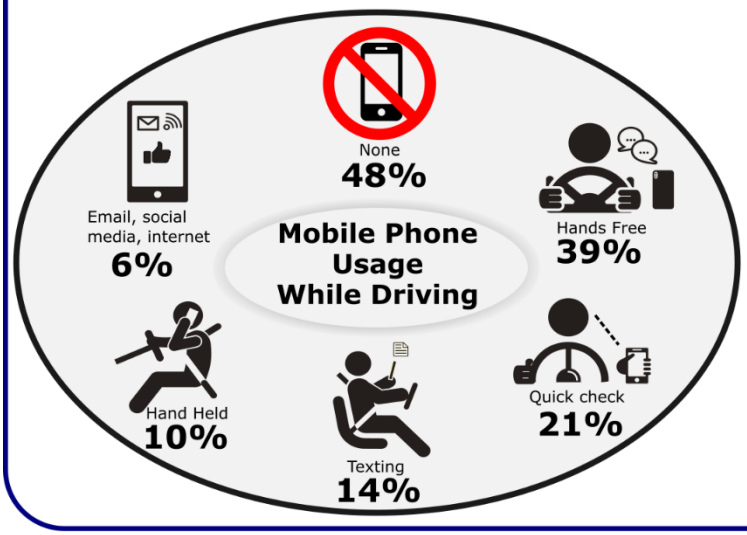


Where **drivers** say they **speed**

(proportion of respondents)



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



52% 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 - 91%**

More likely to be **involved** in a **crash - 84%**

Less likely to **notice a danger ahead- 82%**

51% of respondents believed they were more likely to be **caught by police** if using a mobile phone while driving

55% of respondents believed **the penalty** for driving while using a mobile phone should be **increased**

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

Introduction

This report presents information from the 2017/2018 Continuous Household Survey (CHS) in relation to the attitudes, awareness and behaviour of respondents to specific road safety issues. The 2017/18 CHS was based on a random sample of 9,000 domestic addresses provided by Land and Property Services and interviews were sought with all adults aged 16 and over in these households with the final dataset containing the records for 2,805 adults. These people were asked questions relating to 20 mph speed limits, speeding and mobile phone usage, and 2,793 adults provided a response to the 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 are made between the two years (please note that mobile phone usage while driving was not included in 2016/17).

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.

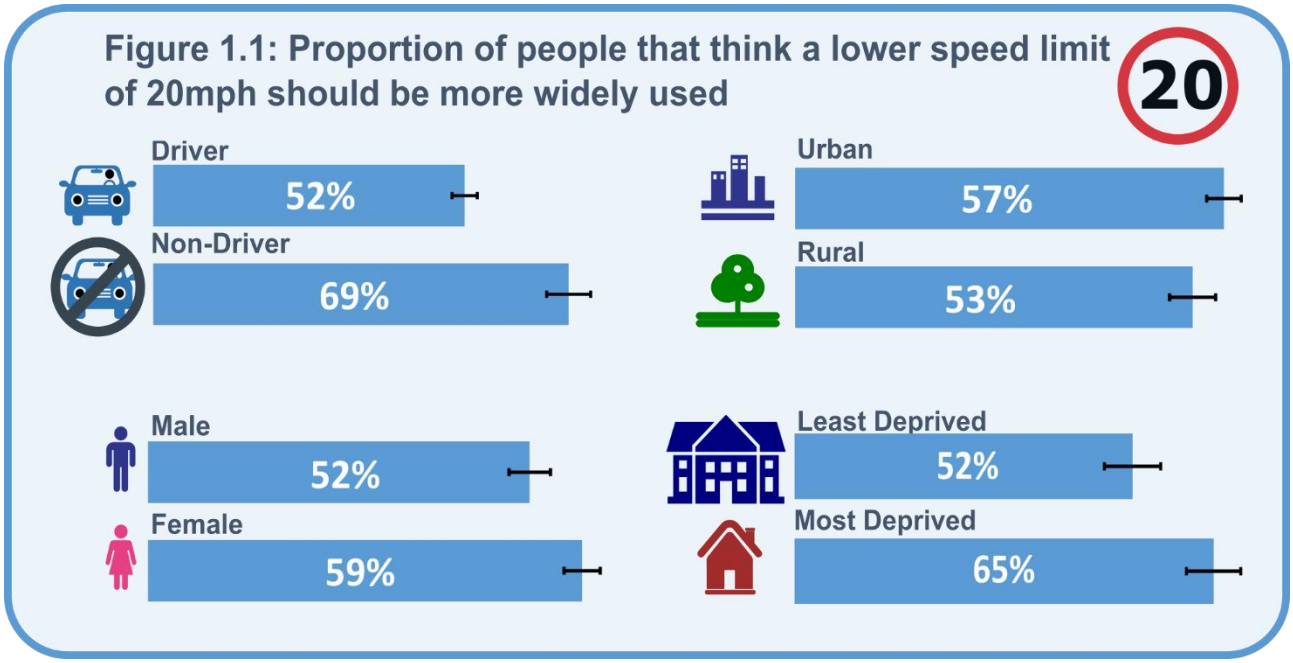
Key Findings

- The majority of respondents (56%) thought that a 20mph speed limit should be more widely used, with four fifths (80%) of respondents believing a 20mph speed limit should be applied outside schools, and three quarters (75%) thinking it should also be applied to an area where children play.
- Just under half of all drivers (48%) reported they never normally exceed the speed limit; however, 44% of drivers stated they exceed the speed limit on motorways, this was followed by 25% on dual carriageways and reduced to 4% for roads in ‘built-up’ areas.
- More than half of all drivers (52%) 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 (36%) or stationary vehicle (30%), approximately one in ten 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 a quarter (25%) 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 (91%), being more likely to be *involved* in a crash (84%) and being less likely to notice a danger ahead (82%).
- Just over half (51%) of respondents believe that drivers were likely to be stopped by police for using their mobile phone while driving.
- Almost three quarters of respondents (72%) correctly identified that the police penalty for being caught was a fine plus penalty points. More than half of those surveyed (55%), however, believed that this penalty should be increased.

20mph Speed Limit

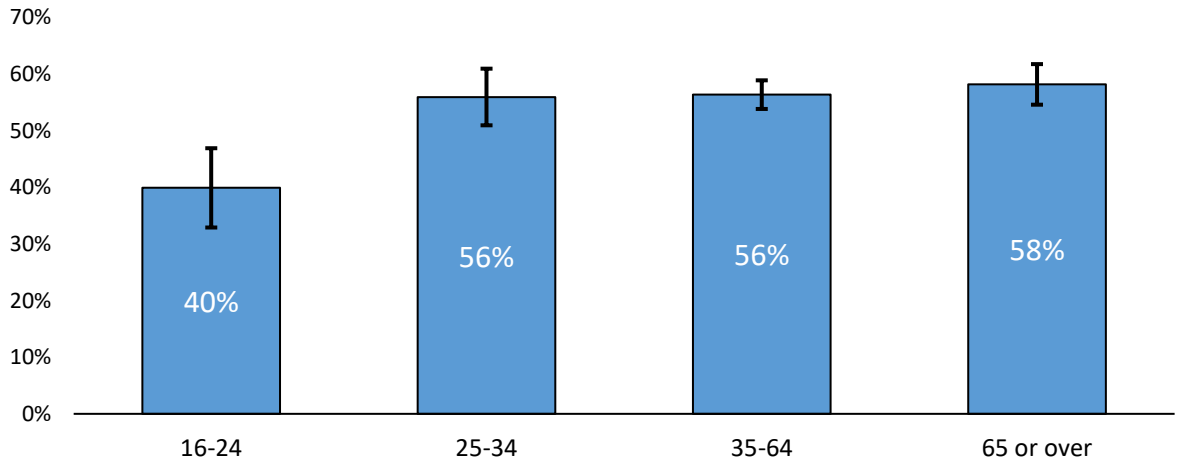
Speed limit of 20mph used more widely

The speed limit in built up areas is generally 30mph unless signed otherwise. A majority of people responded that a 20mph speed limit should be more widely used with 1,545 respondents out of 2,776 (56%) in favour of this proposal; significantly higher than the 50% who agreed with this in 2016/17. Opinions differed when this was broken down by driver status, gender, urban/rural area and deprivation quintile. All comparisons shown in the infographic below are significantly different, however the greatest difference is between drivers and non-drivers, with non-drivers much more likely to think a 20mph speed limit should be more widely used – 69% compared with 52%.



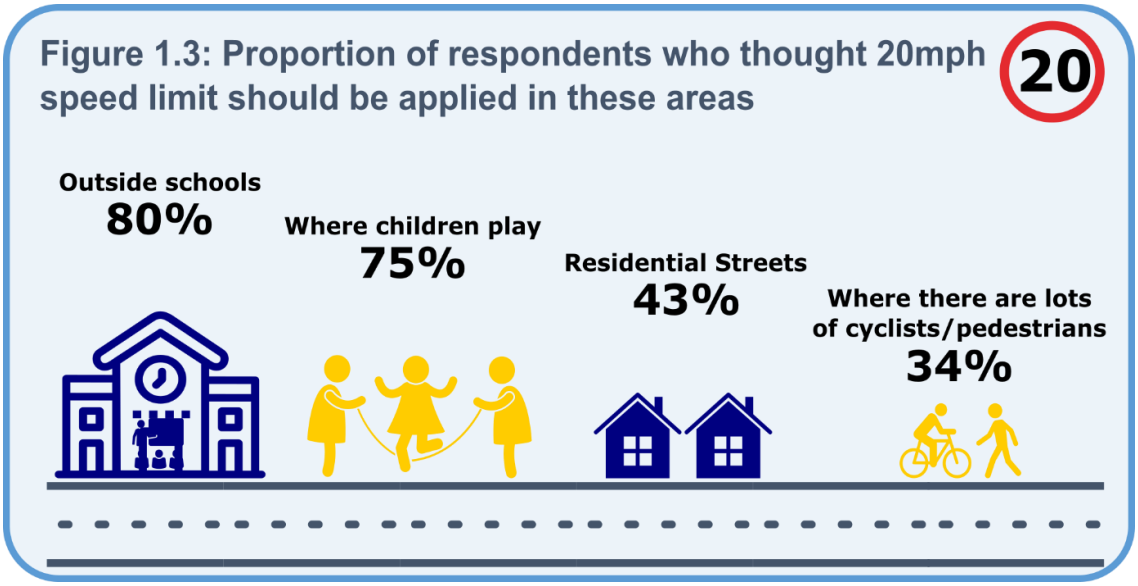
Considering the breakdown by age, a lower proportion of respondents aged 16-24 thought 20mph should be more widely used, with only 40% from this age group in favour of a reduction in the speed limit in comparison with almost 60% for those in each of the older age groups.

Figure 1.2: Proportion of respondents who thought that a 20mph speed limit should be more widely used by age group



Areas where a 20mph speed limit should be applied

All respondents were asked where they thought a speed limit should be 20mph rather than 30mph. Despite 56% of respondents stating (in the previous question) that they thought a 20mph limit should be more widely used, when considering specific locations, four-fifths (80%) of respondents thought a 20mph speed limit should be applied outside schools and 75% thought it should be applied to an area where children play (significantly higher than the 71% who reported this in 2016/17). The proportion decreased to under half for the remaining locations; 43% thought it should be applied on residential streets and 34% in areas with a lot of cyclists or pedestrians. One in nine respondents (11%) thought that a 20mph speed limit should **not** be applied anywhere; significantly fewer than the 14% who stated this in 2016/17.

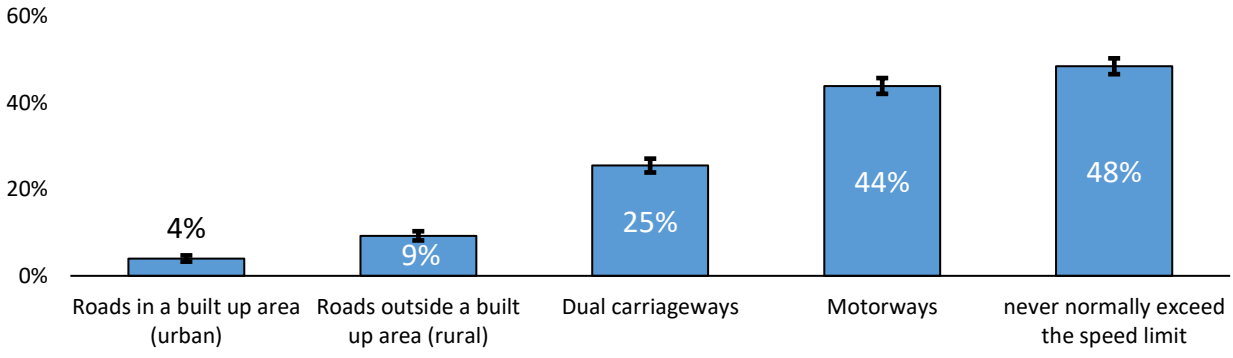


Attitudes to Speeding

Exceeding the speed limit

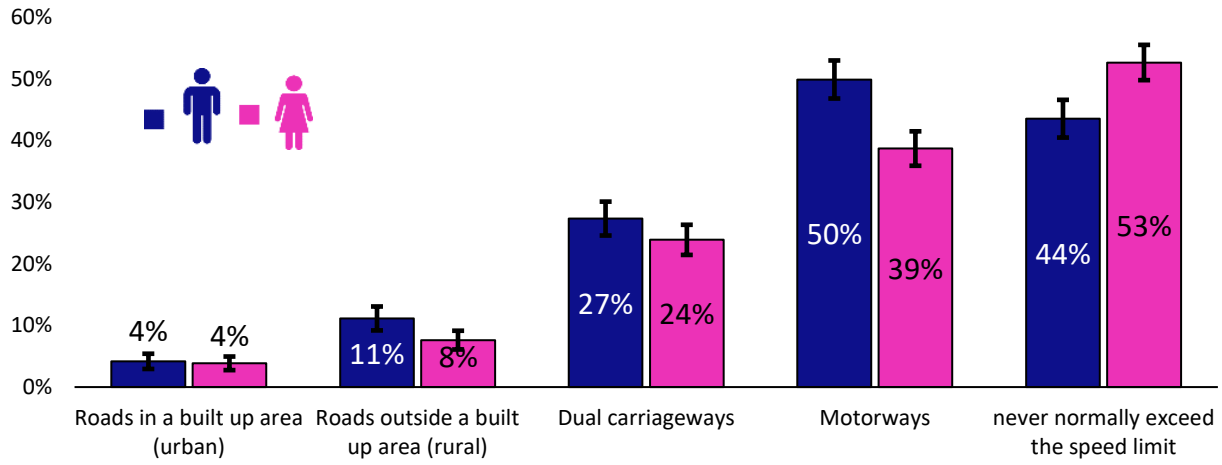
Drivers were asked on which roads types 'would you normally drive faster than the speed limit?' Over two fifths of all drivers (44%) reported they normally exceeded the speed limit on motorways and a quarter of all drivers (25%) also admitted to normally speeding on dual carriageways (significantly lower than the 29% reported for this in 2016/17). The proportions dropped to 9% and 4% for roads in a rural and urban area respectively. However, just under half (48%) of all drivers stated that they never normally exceeded the speed limit regardless of the road type used.

Figure 2.1: Proportion of drivers who stated they normally drive faster than the speed limit by road type



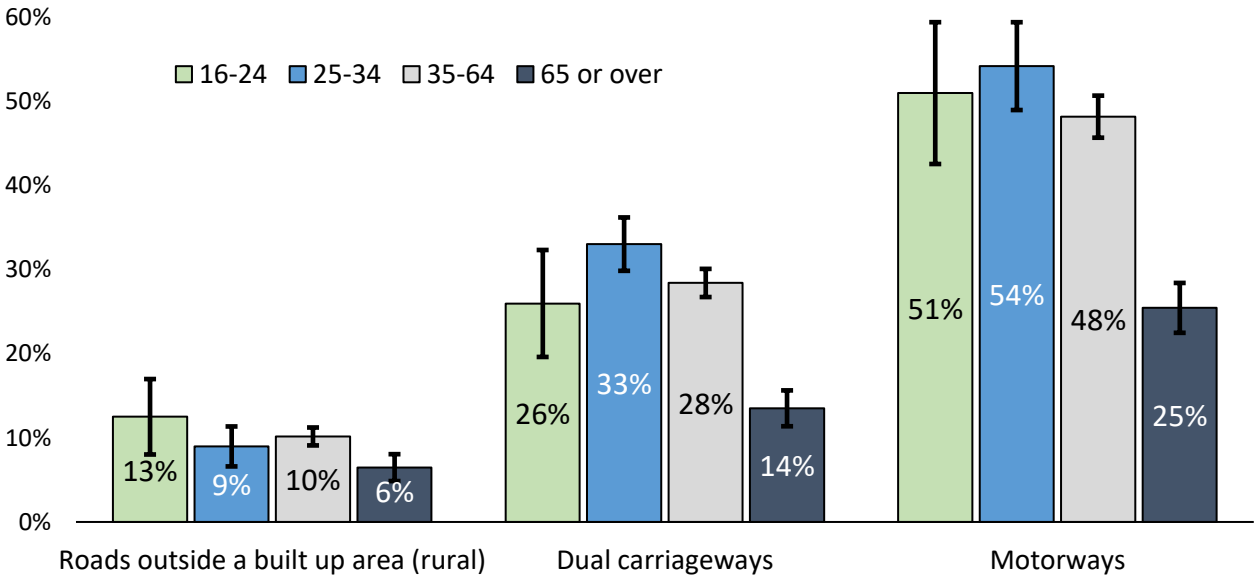
Examining the responses by gender, we see that a significantly greater proportion of males than females reported driving faster than the speed limit on both rural roads and motorways while there was no difference to report between gender for urban roads and dual carriageways. However, a significantly greater proportion of females compared with males said they 'never normally exceed the speed limit'; 53% and 44% respectively. See chart below.

Figure 2.2: Proportion of respondents who reported they normally drive faster than the speed limit, by road type and gender



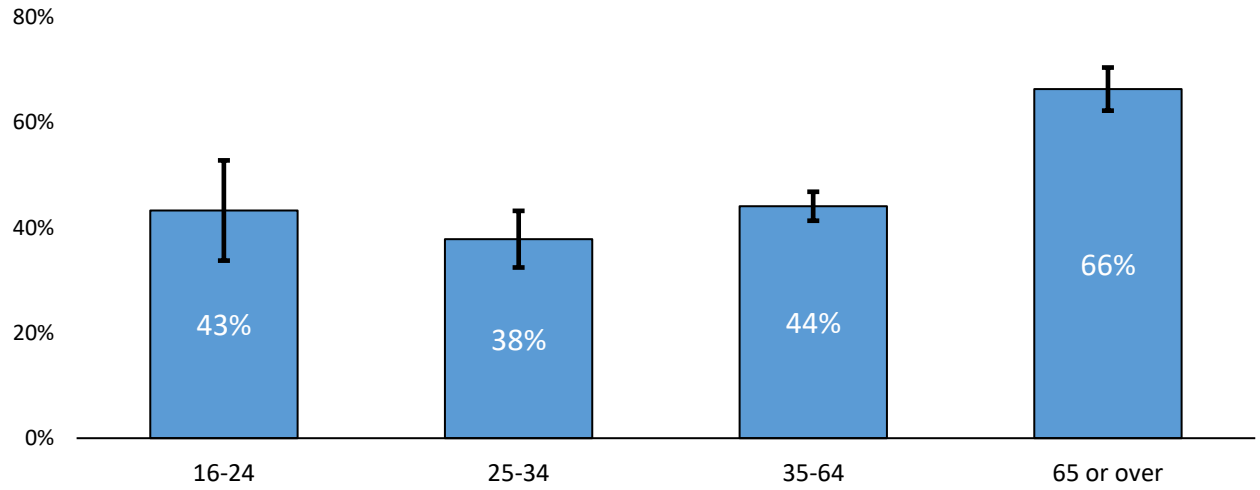
There was no variation in response by age on urban roads, therefore the chart below only shows an age breakdown for rural roads, dual carriageways and motorways. For rural roads, those respondents aged 65 or over reported that they were less likely to speed than both the 16 to 24 and the 35 to 64 age groups, but the proportion was not significantly different to those aged 25 to 34. For both dual carriageways and motorways, the older age group indicated a significantly lower proportion than all other age groups.

Figure 2.3: Roads where respondents would normally exceed the speed limit, by selected road type and age group



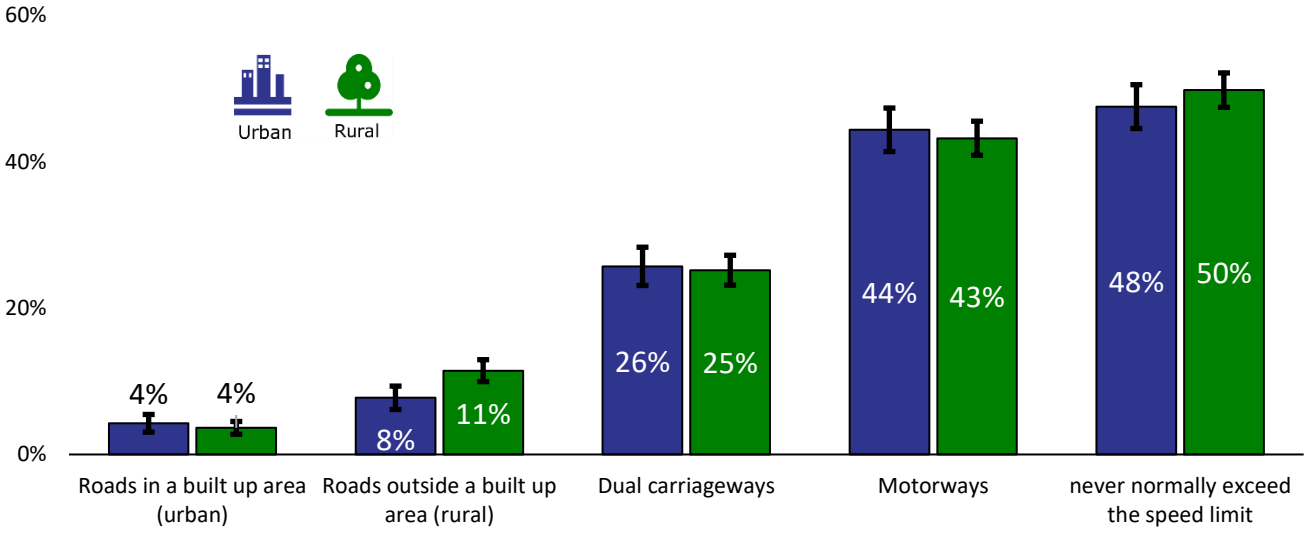
It is therefore not surprising that the 65 or over age group comprised the greatest proportion of those who 'never normally exceed the speed limit', with two thirds of older drivers (66%) selecting this response. Looking at other differences, the 35 to 64 age group indicated a greater proportion (44%) of those who never exceeded the speed limit than those aged between 25 and 34 (38%). See chart below:

Figure 2.4: Proportion of respondents who never normally exceed the speed limit by age group



In terms of location, drivers from a rural area reported a greater proportion of those who speed on rural roads (11%), perhaps indicating more familiarity with country roads than those from an urban area. (8%) There were no other differences to report on other road types between these groups.

Figure 2.5: Proportion of respondents who reported they normally drive faster than the speed limit, by location

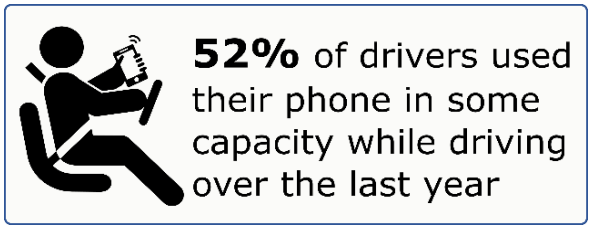


There were no significant differences in attitudes to speeding between those living in the least and most deprived areas for each of the different road types, or for those who 'never normally exceed the speed limit'.

Attitude 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:

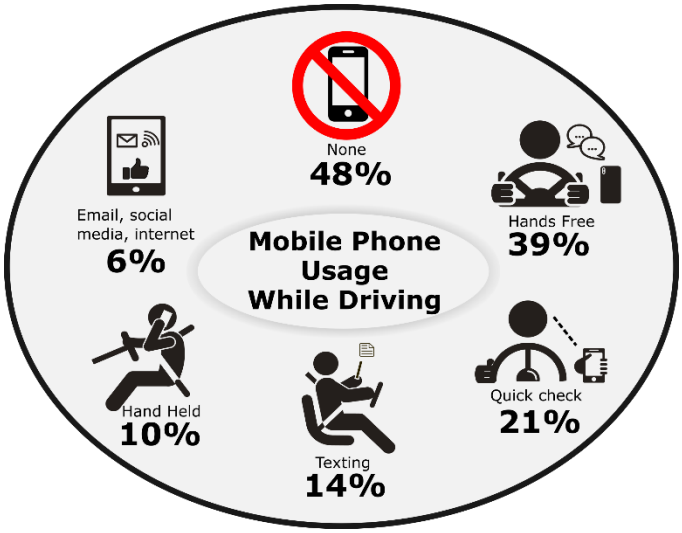
- Made or received a phone call (hand-held or hands free)
- Used your phone to send or read a text message
- Used your phone for any other purpose (email, social media, internet)
- Quickly checked your phones (for example, to see your notifications)



Just over half of drivers (1,100 out of 2,107, or 52%) surveyed carried out at least one action on their mobile phone while driving within the last 12 months, while 1,007 (48%) stated they had not accessed their phone while driving.

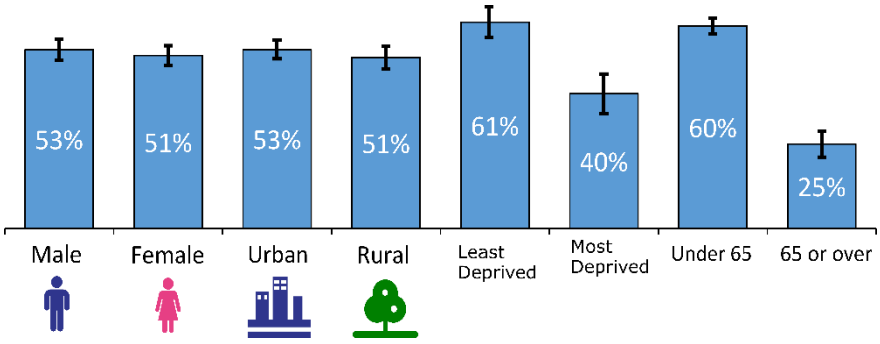
The infographic below shows that making a hands free call was the greatest usage, with almost two fifths of drivers (39%) responding having done so within the last year. The next highest usage was making a quick check of the phone (21%), followed by texting (14%), making a hand held call (10%) and finally using the phone for another purpose i.e. e-mail, social media or internet was reported by 6% of drivers.

Figure 3.1: Phone usage overall by use type while driving[1] within last 12 months



[1] regardless of while moving or stationary

Figure 3.2: Proportion of phone usage overall within last 12 months while driving by category



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

Further to above, responses have been analysed to determine if respondents 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. stuck in traffic).

Using mobile phone in a moving vehicle

Over a third of all drivers stated that they had made a hands free call (36%) while **driving a moving vehicle** in the last 12 months; this is in comparison with 7% 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 was to have a quick check of the phone (10%) followed by texting (6%) and to check either e-mail, social media or access the internet (2%). The majority of respondents (56%), 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

The number of drivers reporting that they made a hand held call (9%), texted (14%), used e-mail, social media or internet (5%) or quickly checked their phone (19%) all showed a significant increase when the vehicle was **stationary in traffic.** Despite accounting for the highest usage of the phone when stationary on the road, making a hands free call (30%) was the only action to decrease from using the mobile phone when in a moving vehicle. Most drivers, however, stated that they didn't interact with their phone while stuck in traffic or waiting at traffic lights (53%).

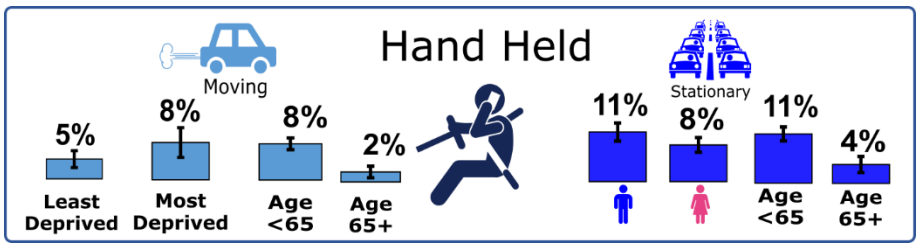
Figure 3.3: Mobile Phone Usage in a Moving Vehicle and Stationary Vehicle

	Hands Free	Quick Check	Hand Held	Texting	Email, social media & internet	None
Moving Vehicle	36%	10%	7%	6%	2%	56%
Stationary Vehicle	30%	19%	9%	14%	5%	53%
Trend Assessment	Reported phone usage in a moving vehicle is lower than in a stationary vehicle for all phone behaviours except 'Hands Free Call'					

Phone usage while driving - Further Breakdown

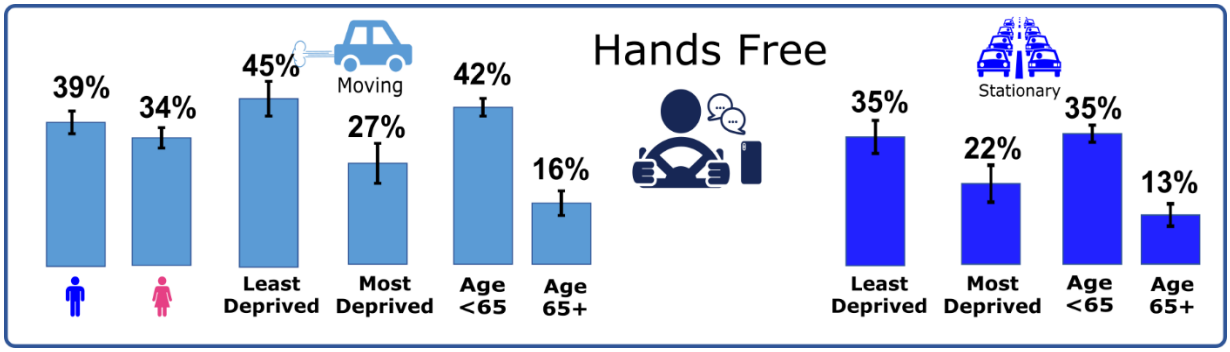
Responses to the question of mobile phone usage while driving was further analysed to see if there were any differences apparent by gender, age, location, or deprivation quintile. Only those responses that show a significant difference are displayed below. In general, there were no differences between 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 3.4: Proportion of respondents who made or received a hand held call while driving



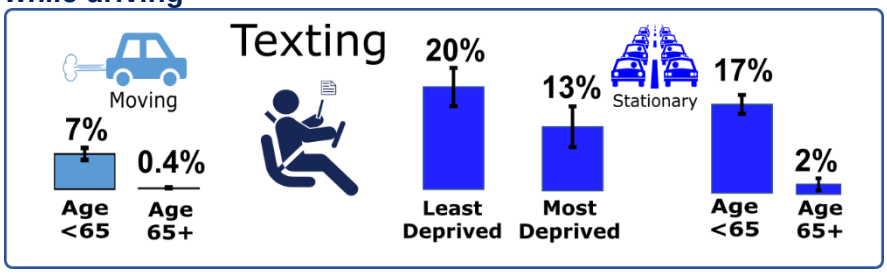
Those from the most deprived quintile (8%) were more likely to make a hand held phone call in a moving vehicle than those from the least deprived quintile (5%). Interestingly, this was the only phone usage that those from the most deprived quintile were more likely than the least deprived quintile to do. Older drivers were less likely than those under the age of 65 to make a hand held call in both a moving or stationary vehicle while in terms of gender, males (11%) were more likely than females (8%) to make a handheld call when in a stationary vehicle.

Figure 3.5: Proportion of respondents who made or received a hands free call while driving



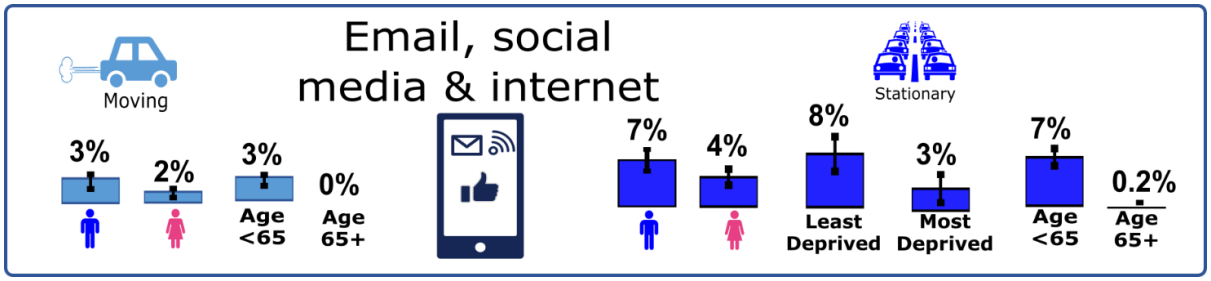
Male drivers, drivers from the least deprived quintile and drivers under the age of 65 were all more likely to make a hands free call in a moving vehicle than female drivers, drivers from the most deprived quintile and older drivers. Drivers from the least deprived quintile and younger drivers were more likely to make a hands free call in a stationary vehicle than their counterparts.

Figure 3.6: Proportion of respondents who used phone to send or read a text message while driving



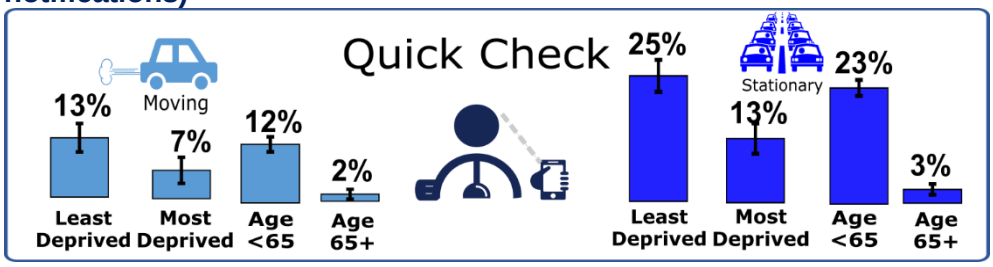
Older drivers were less likely to send a text than younger drivers with only two of the 479 (0.4%) drivers over the age of 65 reporting that they texted in a moving vehicle within the last 12 months and just 10 (2%) admitting to doing the same in a stationary vehicle. The only other group to show a significant difference was those from the least deprived quintile, with a greater proportion (20%) admitting to sending a text in the last 12 months in a stationary vehicle than those from the most deprived quintile (13%).

Figure 3.7: Proportion of respondents who used phone for any other purpose while driving (email, social media, internet)



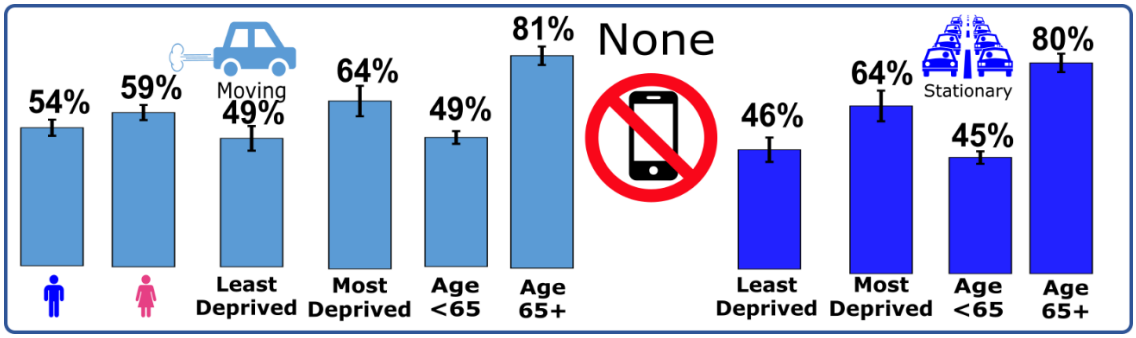
Both female and older drivers were less likely to check their emails, to access their social media or browse the internet than male or younger drivers when driving in both a moving or stationary vehicle. In fact, no drivers over the age of 65 reported using their phone in this fashion when in a moving vehicle. (Whether this is due to older drivers being more aware of road safety or due to fewer older people owning a mobile phone/accessing social media though is a matter for speculation and beyond the scope of this survey.) Drivers from the least deprived quintile (8%) also reported a higher proportion who accessed their phone for email, social media or internet in a stationary vehicle than those from the most deprived quintile (3%).

Figure 3.8: Proportion of respondents who quickly checked phone (for example, to see notifications)



Once again, drivers from the least deprived quintile and those under the age of 65 were more likely to perform a quick check of their phone while driving (both in a moving or stationary vehicle) than their counterparts. There were no differences to report on this behaviour between genders or on urban/rural location.

Figure 3.9: Proportion of respondents who did not use phone at all while driving

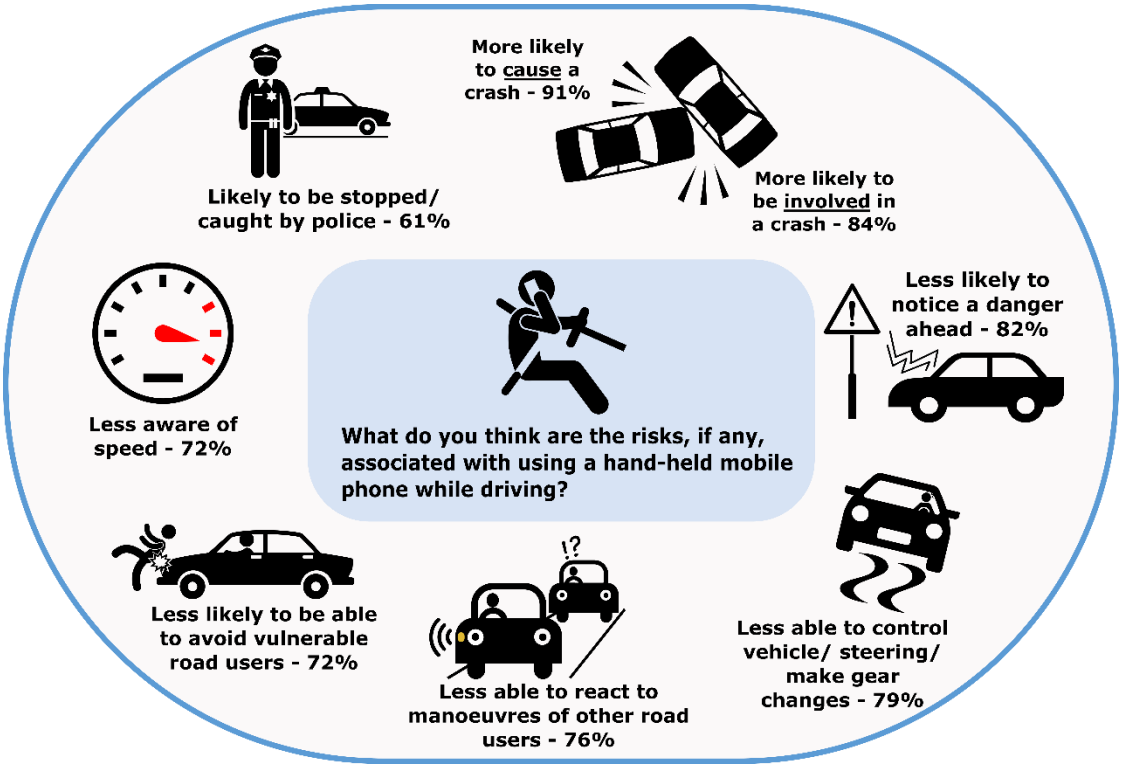


When looking at those who reported that they did not use their phone at all when driving, the most deprived quintile and older drivers were more likely not to use their phone in either a moving or stationary vehicle. Females were also more likely than males not to use their phone in a moving vehicle although there was no difference between genders when driving in a stationary vehicle (both reporting 53%). A significant four fifths of drivers aged 65 or over stated that they did not use their phone while driving. This proportion dropped to below half for drivers under the age of 65.

Mobile phone risks

Respondents were asked what they thought the main risks were associated with 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; 91% felt they would be more likely to cause a crash and 84% thought they would be more likely to be involved in a crash. Less than 1% of respondents thought that there were no risks involved in using a mobile phone while driving.

Figure 4.1: Proportion of respondents who did not use phone at all while driving



When examining responses by gender, females were more likely than males to think that using a hand-held mobile phone while driving would make you more likely to cause a crash, less likely to notice a danger ahead and more likely to be stopped by the police.

Figure 4.2: Risks of using a mobile phone while driving, by gender

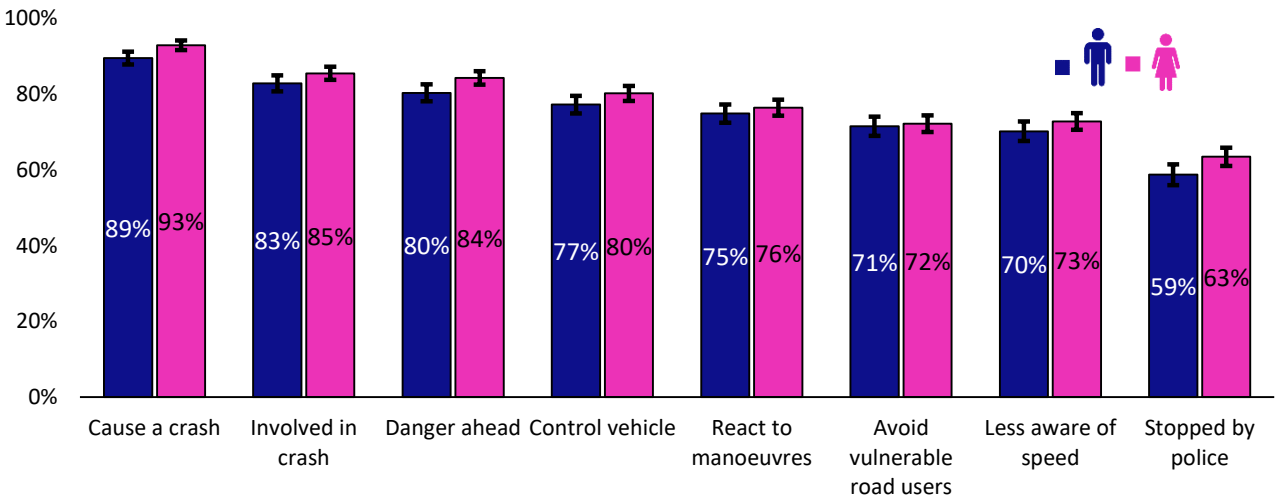


Figure 4.3: Risks of using a mobile phone while driving, by other categories (only significant differences are shown)

	Driver	Non Driver	Urban	Rural	Least Deprived	Most Deprived	Under 65	65+
Cause a crash	92%	89%					92%	90%
Involved in crash	85%	80%	86%	82%			86%	80%
Danger ahead	85%	74%	84%	80%	89%	77%	84%	77%
Control Vehicle	81%	72%	80%	77%	84%	72%	81%	74%
React to manoeuvres	78%	66%	78%	73%	84%	68%	78%	68%
Avoid vulnerable road users	75%	61%	74%	69%	81%	62%	74%	66%
Less aware of speed	74%	63%			78%	67%	74%	66%
Stopped by police	63%	54%			64%	57%	65%	51%

Drivers were more concerned about the risks of using a mobile phone while driving, with this group **identifying a greater proportion for each risk than non-drivers**.

Those who lived in an **urban location also identified a greater risk** of being involved in a crash, being less likely to notice a danger ahead, to control vehicle, react to manoeuvres and to avoid vulnerable road users. This is perhaps indicative of city dwellers being more aware of traffic and pedestrians than those in rural locations on country roads.

There were also differences to report between the most and least deprived quintiles with respondents from the **least deprived quintile reporting a greater proportion** of all risks with the exception of causing a crash or being involved in a crash. The biggest difference between the groups was avoiding vulnerable road users with 81% from the least deprived quintile identifying this as a risk in comparison with 62% from the most deprived quintile; a difference of 19 percentage points.

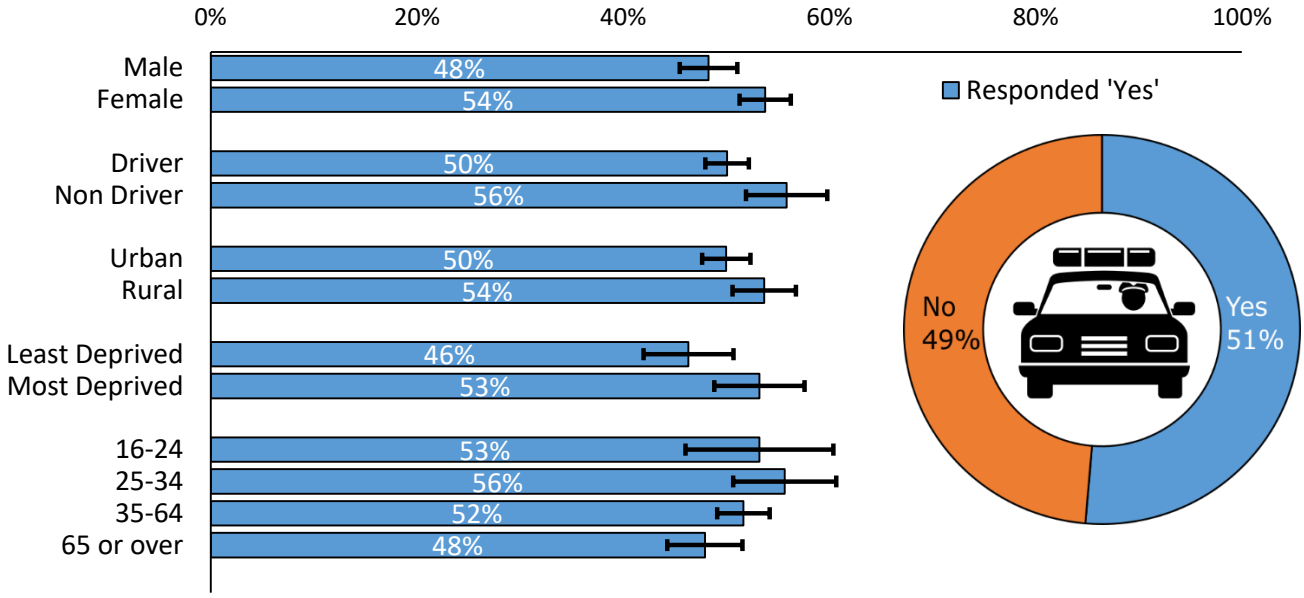
Finally **older people were less concerned about the dangers of driving with a mobile phone,** with those aged 65 or over indicating a lower proportion for all risks than those under the age of 65. This is perhaps surprising as this age group indicated by far the least usage with only a quarter of older drivers reported that they used a mobile phone in the last year while driving; possibly as fewer had done this, 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 almost evenly split with 51% responding ‘Yes’ and 49% responding ‘No’.

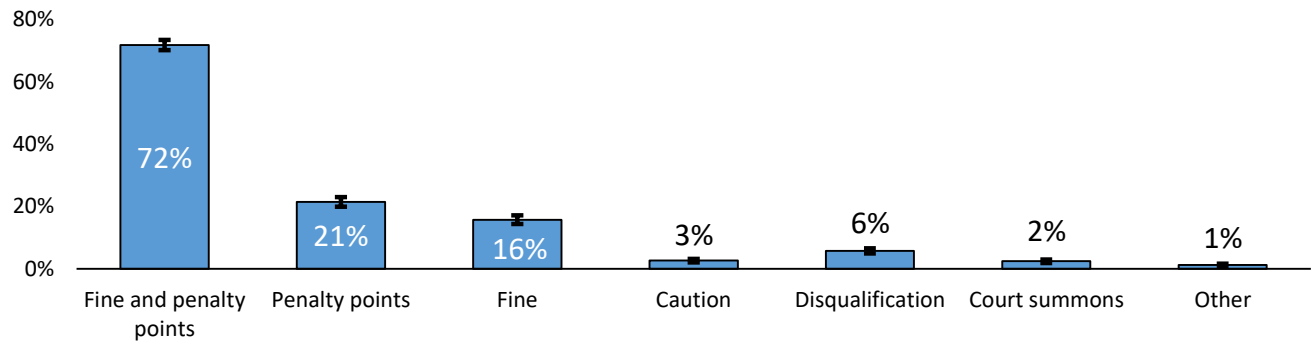
Females (54%) and non-drivers (56%) were more likely to think that drivers would be stopped by police for using a hand-held mobile phone at the wheel of a car than males (48%) and drivers (50%), respectively. In terms of age group, those between 25 and 34 (56%) felt that drivers were more likely to be stopped than the 65 or over age group (48%) while those from the most deprived area quintile (53%) also believed drivers were more likely to be stopped than those from least deprived areas (46%). However, there was no difference to report on this question between respondents who lived in urban or rural areas. See chart below.

Figure 5.1: Proportion of respondents who believe that drivers were more likely to be stopped by police whilst driving when using a mobile phone



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?’ Seventy-two percent of respondents correctly identified that the penalty for being caught by the police was a fine and penalty points. This was followed by 21% who thought the punishment was penalty points only and 16% who believed it was a fine only.

Figure 5.2: What do you think are the penalties for being caught by the police using a hand-held mobile phone while driving?

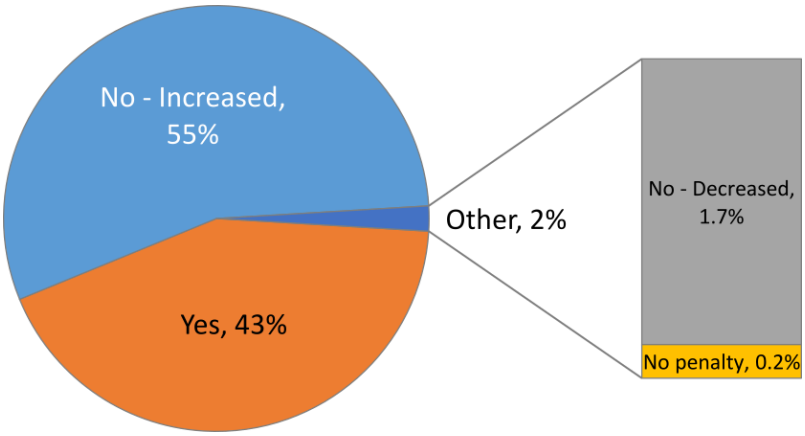


Mobile phone use – is penalty sufficient?

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' and then asked whether they thought the penalty was sufficient or should it be increased or decreased?

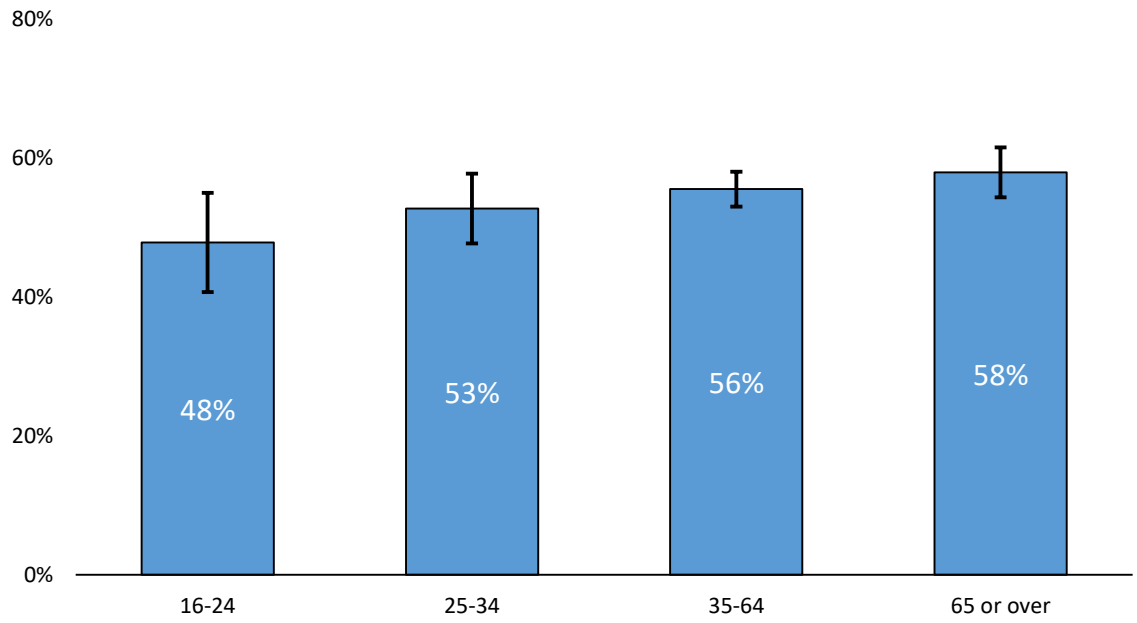
Figure 6.1: Is penalty sufficient?

While over two fifths of the respondents (43%) thought that the current penalty was sufficient, the majority of respondents (55%) believed that the penalty should be increased. The other responses, amounting to less than 2%, thought either the penalty should be decreased (1.7%) or that there should be no penalty at all for using a mobile phone while driving (0.2%).



Looking at the responses of those who said that the **current penalty should be increased** broken down by driver status, gender, urban/rural area and deprivation quintile, there were no differences to report between each of these groups. However, in terms of age, those aged 16 to 24 were less likely to think that the penalty should be increased (48%) than both the 35 to 64 (56%) and 65 or over (58%) age groups.

Figure 6.2: Proportion of people who think that the current penalty should be increased by age group



Annex A – Additional Tables

Table 1a: The speed limit in built up areas is generally 30mph unless signed otherwise. Do you think that a lower speed limit of 20mph should be more widely used? By category

(Base N=2,776)

Category	Yes	No	Total
Driver	52%	48%	**2,166**
Non driver	69%	31%	**610**
Male	52%	48%	**1,221**
Female	59%	41%	**1,555**
SOA Urban	57%	43%	**1,761**
SOA Rural	53%	47%	**1,015**
Least deprived quintile	52%	48%	**508**
Most deprived quintile	65%	35%	**501**
16-24	40%	60%	**188**
25-34	56%	44%	**379**
35-64	56%	44%	**1,480**
65 or over	58%	42%	**729**
Total	**56%**	**44%**	**2,776**

Table 1b: Where do you think that the speed limit should be 20mph rather than 30mph?

(Base N=2,793)

Area	Proportion	Total
Outside Schools	80%	**2,242**
Where children play	75%	**2,104**
On residential streets	43%	**1,188**
Where there are a lot of cyclists or pedestrians	34%	**963**
In all built up areas	32%	**890**
On residential roads	18%	**496**
Nowhere	11%	**301**
On main roads	2%	**66**
Other (please state)[1]	2%	**43**
Total	-	**2,793**

[1]Table 1c: Where do you think that the speed limit should be 20mph rather than 30mph? Other responses

(Base N=43)

Comments			
Accident black spots	Exit/entrance to supermarket	Narrow twisting country	Should behave better
Approaching	Hospitals	Near elderly homes	Throughout all towns
Around hospitals car	Housing estates	Near nursing home	Town centre
At shopping centre	In housing estates	Near shops	Town centres
Centres of towns	In town centres	Near to old people's	Where horses are
Cities at busy times	Limited to day time	Old people's homes	Where there are elderly
City centres	Narrow country roads	Outside hospitals	Where there are elderly
Country lanes where	Narrow country roads	Outside parks	Where there are elderly
Country roads	Narrow roads	Outside playparks/	Where there elderly
Enforcement where it is	Narrow rural roads	Pedestrian crossings	

Table 2a: Please look at this showcard and tell me on which, if any, of the following road types would you normally drive faster than the speed limit? By category
(Base N=2,174)

Category	Urban	Rural	Dual carriageway	Motorway	Never	Total
Male	4%	11%	27%	50%	44%	**1,006**
Female	4%	8%	24%	39%	53%	**1,168**
SOA Urban	4%	8%	26%	44%	48%	**1,292**
SOA Rural	4%	11%	25%	43%	50%	**882**
Least deprived quintile	4%	9%	23%	43%	49%	**451**
Most deprived quintile	3%	6%	24%	41%	54%	**278**
16-24	6%	13%	26%	51%	43%	**104**
25-34	5%	9%	33%	54%	38%	**311**
35-64	4%	10%	28%	48%	44%	**1,249**
65 or over	4%	6%	14%	25%	66%	**510**
Proportion	***4%***	***9%***	***25%***	***44%***	***48%***	**-**
Total	**87**	**201**	**554**	**954**	**1,053**	**2,174**

Table 3a: 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=2,107)

Road type	Proportion	Total
Made or received a phone call (hand-held)	7%	**146**
Made or received a phone call (hands-free)	36%	**769**
Used your phone to send or read a text message	6%	**123**
Used your phone for any other purpose (email, social media, internet)	2%	**49**
Quickly checked your phone	10%	**211**
None of the above	56%	**1,189**
Used phone at all	44%	**918**
Total	**-**	**2,107**

Table 3b: 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=2,107)

Road type	Proportion	Total
Made or received a phone call (hand-held)	9%	**192**
Made or received a phone call (hands-free)	30%	**640**
Used your phone to send or read a text message	14%	**288**
Used your phone for any other purpose (email, social media, internet)	5%	**114**
Quickly checked your phone	19%	**395**
None of the above	53%	**1,120**
Used phone at all	47%	**987**
Total	**-**	**2,107**

Table 3c: 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=2,107)

Road type	Proportion	Total
Made or received a phone call (hand-held)	10%	**221**
Made or received a phone call (hands-free)	39%	**829**
Used your phone to send or read a text message	14%	**301**
Used your phone for any other purpose (email, social media, internet)	6%	**122**
Quickly checked your phone	21%	**437**
None of the above	48%	**1,007**
Used phone at all	52%	**1,100**
Total	**-**	**2,107**

Table 3d: 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=2,107)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	8%	39%	6%	3%	11%	54%	46%	**977**
Female	6%	34%	5%	2%	9%	59%	41%	**1,130**
SOA Urban	6%	37%	6%	2%	11%	56%	44%	**1,237**
SOA Rural	8%	36%	6%	2%	9%	57%	43%	**870**
Least deprived quintile	5%	45%	8%	2%	13%	49%	51%	**437**
Most deprived quintile	8%	27%	7%	3%	7%	64%	46%	**260**
Under 65	8%	42%	7%	3%	12%	49%	51%	**1,628**
65 or over	2%	16%	0.4%	0%	2%	81%	19%	**479**
Proportion	***7%***	***36%***	***6%***	***2%***	***10%***	***56%***	***44%***	**-**
Total	**146**	**769**	**123**	**49**	**211**	**1,189**	**918**	**2,107**

Table 3e: 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=2,107)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	11%	31%	14%	7%	19%	53%	47%	**977**
Female	8%	30%	14%	4%	18%	53%	47%	**1,130**
SOA Urban	9%	30%	14%	5%	20%	52%	48%	**1,237**
SOA Rural	10%	30%	13%	6%	17%	54%	46%	**870**
Least deprived quintile	8%	35%	20%	8%	25%	46%	54%	**437**
Most deprived quintile	8%	22%	13%	3%	13%	64%	46%	**260**
Under 65	11%	35%	17%	7%	23%	45%	55%	**1,628**
65 or over	4%	13%	2%	0.2%	3%	80%	20%	**479**
Proportion	***9%***	***30%***	***14%***	***5%***	***19%***	***53%***	***47%***	**-**
Total	**192**	**640**	**288**	**114**	**395**	**1,120**	**987**	**2,107**

Table 3f: 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=2,107)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	12%	41%	14%	7%	21%	47%	53%	**977**
Female	9%	38%	14%	5%	20%	49%	51%	**1,130**
SOA Urban	10%	40%	15%	6%	22%	47%	53%	**1,237**
SOA Rural	11%	39%	13%	6%	19%	49%	51%	**870**
Least deprived quintile	9%	48%	21%	8%	27%	39%	61%	**437**
Most deprived quintile	10%	30%	13%	4%	15%	60%	40%	**260**
Under 65	12%	45%	18%	7%	26%	40%	60%	**1,628**
65 or over	5%	19%	2%	0.2%	4%	75%	25%	**479**
Proportion	***10%***	***39%***	***14%***	***6%***	***52%***	***48%***	***52%***	**-**
Total	**221**	**829**	**301**	**122**	**437**	**1,007**	**1,100**	**2,107**

Table 4a: 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=2,793)

Risk	Males	Females	Under 65	65 or over	Proportion	Total
More likely to cause a crash	89%	93%	92%	90%	***91%***	**2,551**
More likely to be involved in a crash	83%	85%	86%	80%	***84%***	**2,354**
Less likely to notice a danger ahead	80%	84%	84%	77%	***82%***	**2,304**
Less able to control vehicle /steering/make gear changes	77%	80%	81%	74%	***79%***	**2,202**
Less able to react to manoeuvres of other road users	75%	76%	78%	68%	***76%***	**2,114**
Less likely to be able to avoid vulnerable road users	71%	72%	74%	66%	***72%***	**2,006**
Less aware of speed	70%	73%	74%	66%	***72%***	**2,000**
Likely to be stopped/caught by police	59%	63%	65%	51%	***61%***	**1,713**
Other[2]	0.5%	0.1%	0.2%	0.3%	***0.3%***	**7**
None	1%	0.4%	1%	1%	***1%***	**20**
Total	**1,222**	**1,571**	**2,057**	**736**	**-**	**2,793**

Table 4b: What do you think are the risks, if any, associated with using a hand-held mobile phone while driving? By category

(Base N=2,793)

Risk	Driver	Non-Driver	Urban	Rural	Least Deprived	Most Deprived	Total
Cause a crash	92%	89%	92%	91%	92%	90%	**2,551**
Involved in a crash	85%	80%	86%	82%	85%	85%	**2,354**
Danger ahead	85%	74%	84%	80%	89%	77%	**2,304**
Control vehicle	81%	72%	80%	77%	84%	72%	**2,202**
React to manoeuvres	78%	66%	78%	73%	84%	68%	**2,114**
Avoid vulnerable road users	75%	61%	74%	69%	81%	62%	**2,006**
Less aware of speed	74%	63%	73%	70%	78%	67%	**2,000**
Stopped by police	63%	54%	61%	62%	64%	57%	**1,713**
Other[2]	0.2%	0.5%	0.3%	0.1%	0.2%	1%	**7**
None	1%	1%	1%	1%	0.2%	1%	**20**
Total	**2,176**	**617**	**1,776**	**1,017**	**510**	**506**	**2,793**

[2]Table 4c: Please specify other risk

(Base N=7)

Comments
It is totally stupid
Kill someone
Lose control of car
More likely to cause death because not concentrating
Should not be allowed
Smoking too
You should not use it while driving

Table 5a: 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=2,760)

Category	Yes	No	Total
Driver	50%	50%	**2,153**
Non diver	56%	44%	**607**
Male	48%	52%	**1,220**
Female	54%	46%	**1,540**
SOA Urban	50%	50%	**1,752**
SOA Rural	54%	46%	**1,008**
Least deprived quintile	46%	54%	**505**
Most deprived quintile	53%	47%	**498**
16-24	53%	47%	**186**
25-34	56%	44%	**379**
35-64	52%	48%	**1,473**
65 or over	48%	52%	**722**
Total	**51%**	**49%**	**2760**

Table 5b: What do you think are the penalties for being caught by the police for using a hand-held mobile phone while driving?

(Base N=2,563)

Penalty	Proportion	Total
Fine and penalty points	72%	**1,838**
Penalty Points	21%	**549**
Fine	16%	**402**
Caution	3%	**67**
Disqualification	6%	**145**
Court summons	2%	**62**
Other[1]	1%	**31**
Total	**-**	**2,563**

[1]Table 5c: Please specify penalties

(base=31)

Comments		
1000 pounds fine	Don’t know as doesn’t drive	Not sure
12	Driver Awareness Training	Nothing
Careless or dangerous driving	Driving class	Prison if accident
Choice of doing course instead of points	Higher	Respondent does not know
Doesn’t know	Lady doesn’t know	Safe driving course
Don't know	No clue	Some are varied results
Don't know.	No idea	Ticket
Don’t know	None	Unknown to respondent.
Warning		

Table 6a: 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=2,766)

Category	Penalty is sufficient	Penalty should be increased	Penalty should be decreased	There should be no penalty	Total
Driver	43%	55%	2%	0.2%	**2,155**
Non diver	41%	57%	2%	0.2%	**611**
Male	43%	54%	2%	0.2%	**1,216**
Female	43%	56%	1%	0.1%	**1,550**
SOA Urban	42%	57%	2%	0.1%	**1,757**
SOA Rural	45%	53%	1%	0.4%	**1,009**
Least deprived quintile	43%	55%	2%	0.2%	**505**
Most deprived quintile	42%	56%	2%	0.4%	**496**
16-24	48%	48%	3%	0.5%	**188**
25-34	46%	53%	1%	0%	**379**
35-64	42%	56%	2%	0.2%	**1,478**
65 or over	41%	58%	1%	0.1%	**721**
Total	**43%**	**55%**	**2%**	**0.2%**	**2,766**

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 2017/2018 CHS. The questions are presented in Annex C on page 24 of this publication.

Data Quality

Data were collected by CSU and various validation checks were carried out as part of the processing. CSU is the leading social survey research organisation in Northern Ireland and is one of the main business areas of NISRA, an Agency within the Department of Finance. CSU has a long track record and a wealth of experience in the design, management and analysis of behavioural and attitude surveys in the context of a wide range of social policy issues. CSU procedures are consistent with the Official Statistics Code of Practice[1].
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 24). 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 2017/18 CHS was based on a random sample of 9,000 domestic addresses drawn from the Land and Property Services list of addresses and interviews were sought with all adults aged 16 and over in these households. The dataset contains the records for 2,805 adults aged 16 and over. These people were asked the questions relating to road safety, and 2,776 adults provided a response to the initial question.

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

Rounding Conventions

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

[1] https://www.statisticsauthority.gov.uk/code-of-practice/

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 quintile 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)*** **=** $\sqrt{(\boldsymbol{p}*(\mathbf{100}-\boldsymbol{p})/\boldsymbol{n})}$ 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 +/- 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

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

1. Yes
2. No

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

1. Yes
2. No

[DD6] SHOWCARD 59 (SPEED LIMIT)
Where do you think that the speed limit should be 20mph rather than 30 mph?
CODE ALL THAT APPLY

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

[DD6o] Please specify.

(MODE = 1 (DRIVER))
[DD7] SHOWCARD (TYPES OF ROAD)
Please look at this showcard and tell me on which, if any, of the following road types would you normally drive faster than the speed limit?
IF CLARIFICATION IS ASKED FOR – ROADS IN A BUILT UP AREA ARE ROADS WITH A 40MPH SPEED LIMIT OR LESS AND ROADS OUTSIDE A BUILT UP AREA ARE ROADS CLASSED AS ROADS WITH A SPEED LIMIT GREATER THAN 40MPH (EXCLUDING DUAL CARRIAGEWAYS AND MOTORWAYS)

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

[MOB1] SHOWCARD 61 (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 any other purpose (email, social media, internet)
5. Quickly checked your phone (for example, to see your notifications)
6. None of the above

[MOB2] SHOWCARD 61 (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. Quickly checked your phone (for example, to see your notifications)
6. None of the above

[MOB3] SHOWCARD 62 (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 <u>hand-held</u> 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