



Department for

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Road Safety Issues in Northern Ireland, 2018/19



Analysis, Statistics and Research Branch

Department for Infrastructure
Clarence Court
10-18 Adelaide Street
Belfast

Contact: Philip Ward
Tel: 028 90 540 029
Email: asrb@nisra.gov.uk

Published February 2020



NISRA

Northern Ireland
Statistics and Research Agency

Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde

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

(proportion of respondents)



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

(proportion of respondents)

Urban roads **4%**

Rural roads **8%**

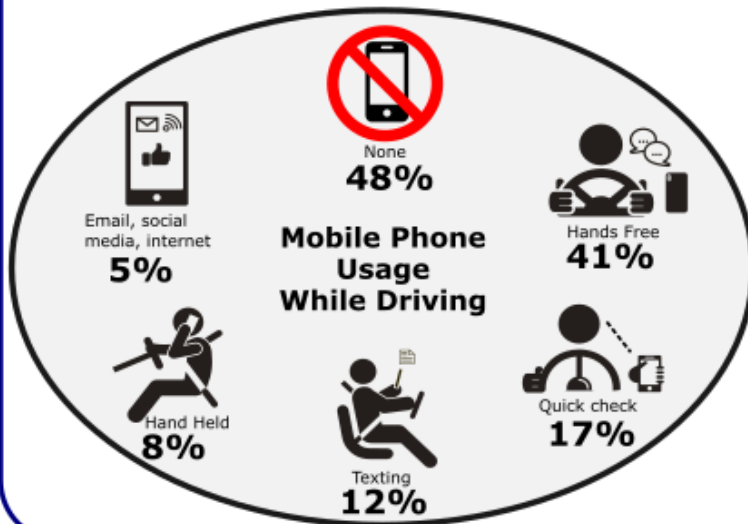
Dual carriageways **23%**

Motorways **42%**

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, to text** 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 - 92%

More likely to be involved in a crash - 84%



Less likely to notice a danger ahead - 82%



46% of respondents believed they were 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**

Introduction

This report presents information from the 2018/2019 Continuous Household Survey (CHS) in relation to the attitudes, awareness and behaviour of respondents to specific road safety issues. The 2018/19 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 2,948 adults. These people were asked questions relating to 20 mph speed limits, speeding and mobile phone usage, and 2,932 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 comparisons are made between the three years for speeding and between this year and last year for mobile phone usage (which was first included in 2017/18).

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.

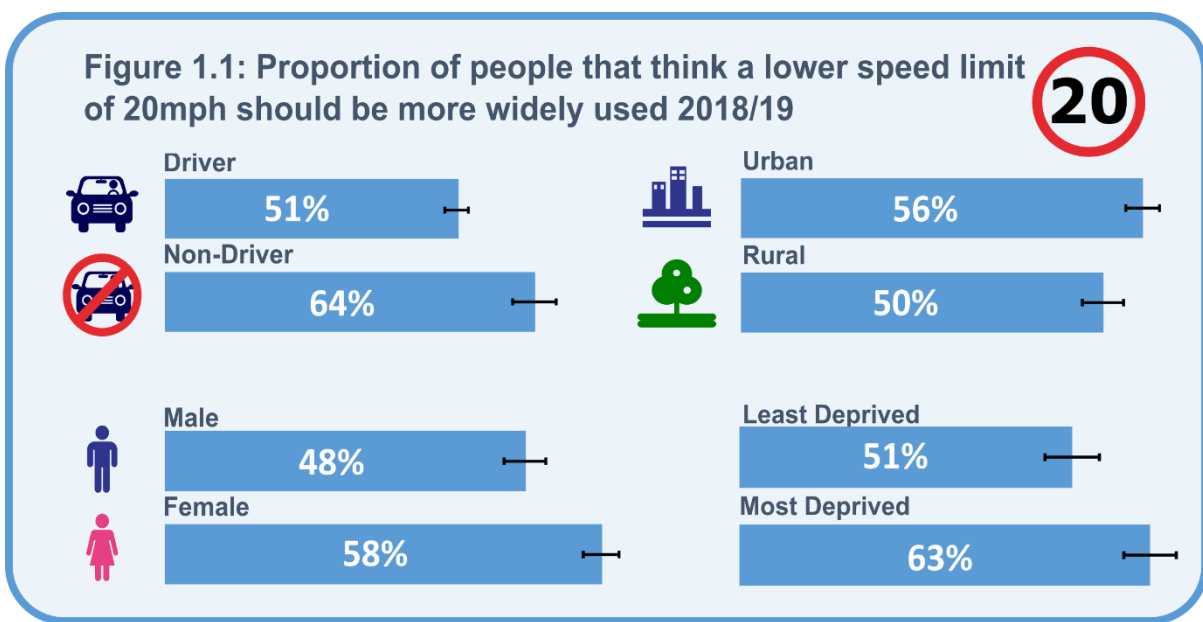
Key Findings

- The majority of respondents (53%) thought that a 20mph speed limit should be more widely used, with over four fifths (82%) of respondents believing a 20mph speed limit should be applied outside schools, and three quarters (76%) thinking it should also be applied to an area where children play.
- Half of all drivers (50%) reported they never normally exceed the speed limit; however, 42% of drivers stated they exceed the speed limit on motorways, followed by 23% on dual carriageways, 8% on rural roads and 4% for roads in 'built-up' urban 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 (38%) or stationary vehicle (34%), eight percent of drivers admitted to making a hand held call while driving.
- Older drivers were identified as the group who were least likely to use their phone while driving with just a fifth (20%) 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 (92%), being more likely to be involved in a crash (84%) and being less likely to notice a danger ahead (82%).
- Less than half (46%) of respondents believe that drivers were likely to be stopped by police for using their mobile phone while driving.
- Two thirds (66%) of respondents correctly identified that the police penalty for being caught was a fine plus penalty points. More than half (55%) of those surveyed, however, believed that this penalty should be increased.

Section 1- Attitudes to speeding

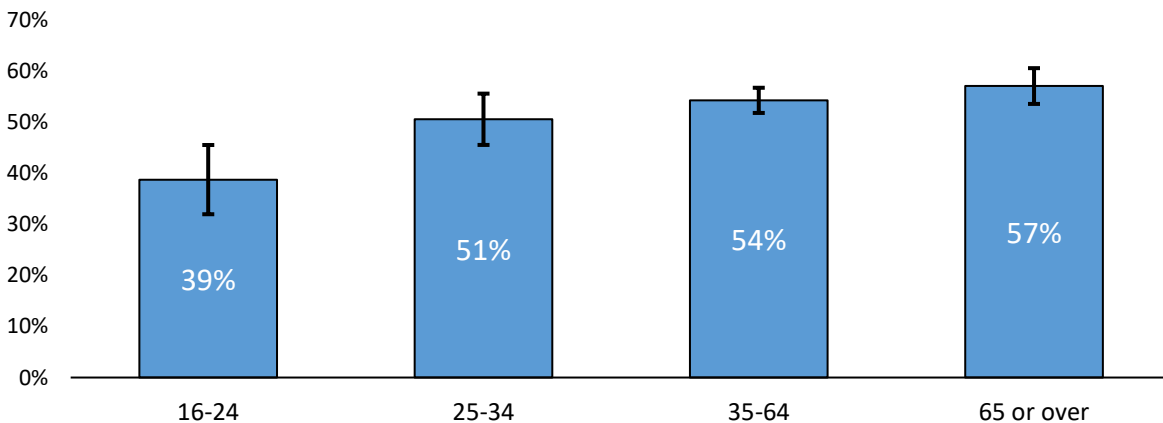
Speed limit of 20mph used more widely

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 1,560 respondents out of 2,923 (53%) in favour of this proposal. This is similar to the 56% of respondents who agreed with this in 2017/18, but is significantly higher than the 50% reported in 2016/17. Opinions differed when the 2018/19 figure was broken down by driver status, gender, urban/rural area and deprivation quintile. All comparisons shown in the infographic below are significantly different, with those from an **urban location, females** and the **most deprived** having a higher proportion than their counterparts; however, the greatest percentage point difference was reported between **drivers and non-drivers**, with non-drivers much more likely to think a 20mph speed limit should be more widely used – 64% compared with 51%.



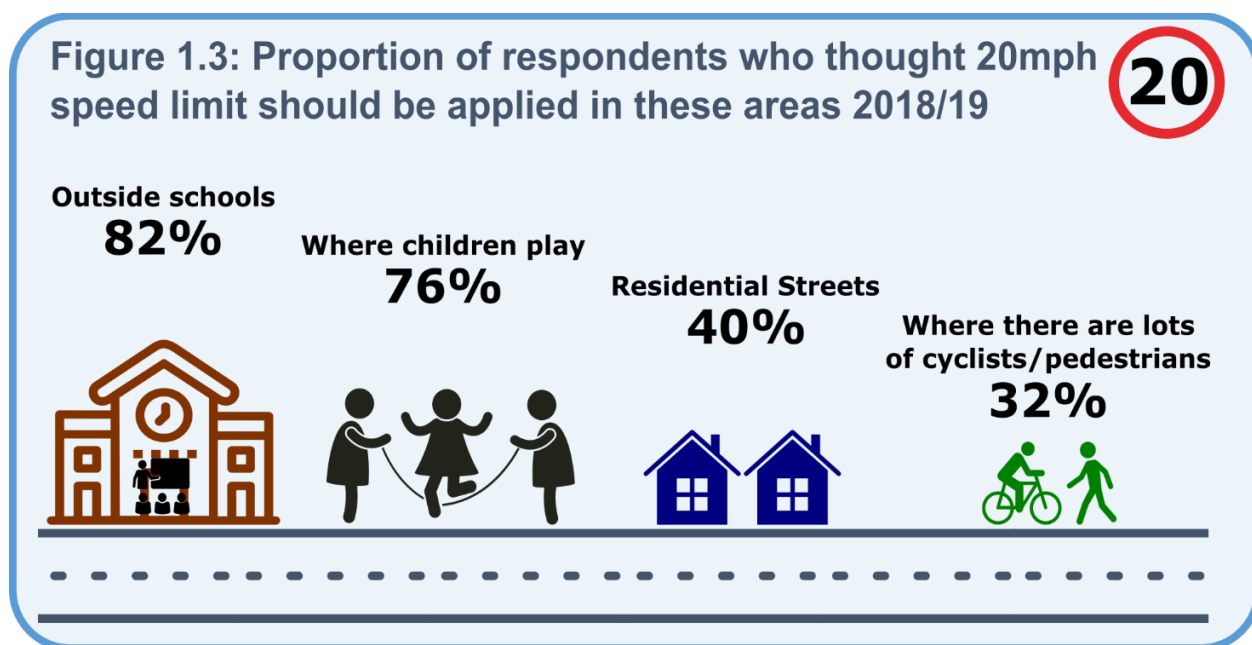
Considering the breakdown by **age**, a lower proportion of respondents aged 16-24 thought a 20mph speed limit should be more widely used, with only 39% from this age group in favour of a reduction in the speed limit in comparison with 51% for those aged 25 to 34, 54% for those aged 35 to 64 and 57% for those aged 65 or over.

Figure 1.2: Proportion of respondents who thought that a 20mph speed limit should be more widely used by age group 2018/19



Areas where a 20mph speed limit should be applied

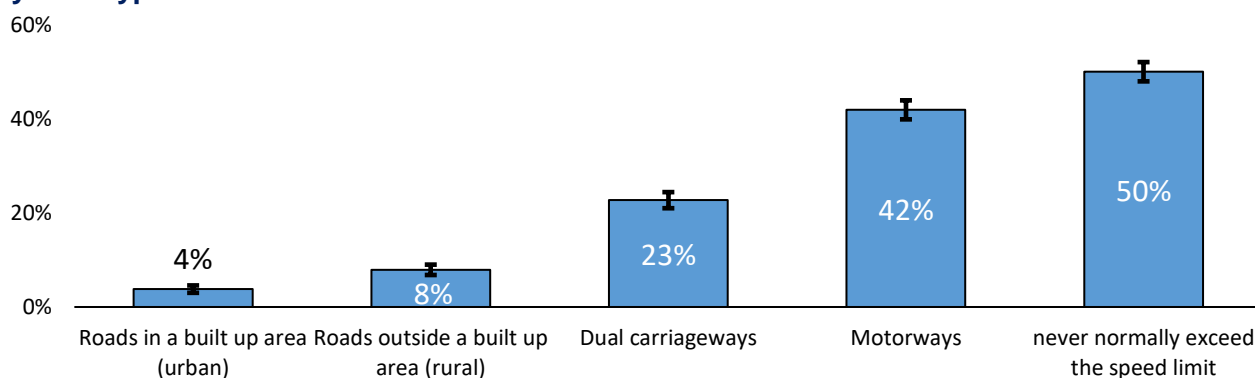
All respondents were asked where they thought a speed limit should be 20mph rather than 30mph. Despite 53% of respondents stating (in the previous question) that they thought a 20mph limit should be more widely used, when considering specific locations, over four-fifths (82%) of respondents thought a 20mph speed limit should be applied outside schools and 76% thought it should be applied to an area where children play. The proportion decreased to under half for the remaining locations; 40% thought it should be applied on residential streets and 32% in areas with a lot of cyclists or pedestrians. One in ten respondents (10%) thought that a 20mph speed limit should **not** be applied anywhere; significantly fewer than the 14% who stated this in 2016/17.



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 (42%) reported they normally exceeded the speed limit on motorways and almost a quarter of all drivers (23%) also admitted to normally speeding on dual carriageways (lower than the 25% and 29% reported for this in 2017/18 and 2016/17 respectively). The proportions dropped to 8% for roads in a rural area and 4% for those in an urban area. However, half (50%) of all drivers stated that they never normally exceeded the speed limit regardless of the road type used.

Figure 1.4: Proportion of drivers who stated they normally drive faster than the speed limit by road type 2018/19

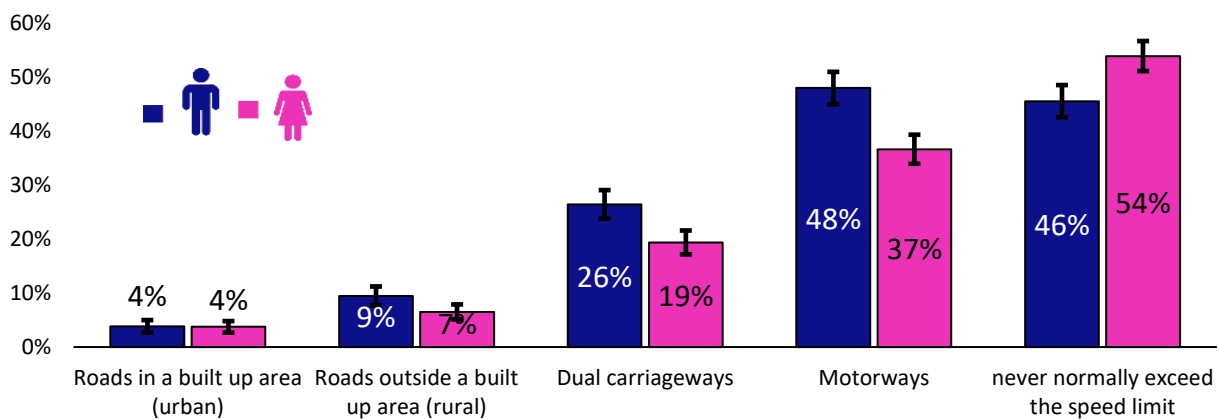


* Note that these figures will not sum to 100% as a respondent can pick more than one road type

Examining the attitudes to speeding by **respondent location**, drivers from least deprived areas reported a greater proportion of those who speed on dual carriageways than those from most deprived areas (25% compared with 18%) while there were no reported differences for any road type between those who lived in urban or rural areas.

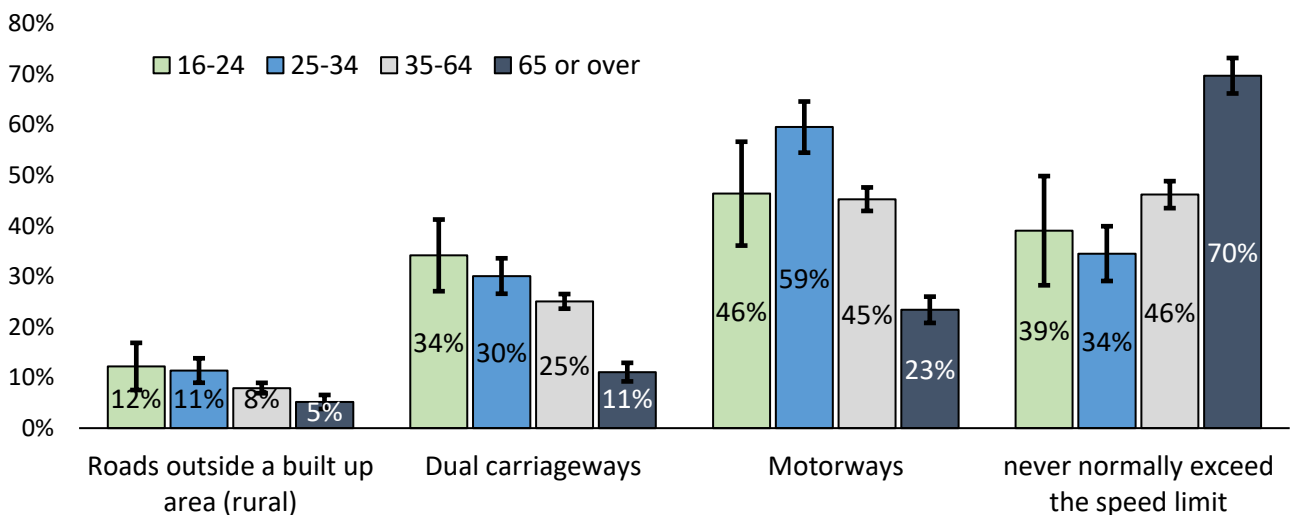
In terms of **gender**, a significantly greater proportion of males than females reported driving faster than the speed limit on rural roads, dual carriageways and motorways while there was no difference to report between the genders for urban roads. However, a significantly greater proportion of females compared with males said they 'never normally exceed the speed limit'; 54% and 46% respectively. See chart below.

Figure 1.5: Proportion of respondents who reported they normally drive faster than the speed limit, by road type and gender 2018/19



Looking at this category by **age group**, there was no variation in response by age for urban roads, therefore the chart below only shows an age breakdown for rural roads, dual carriageways, motorways and those who never normally exceed the speed limit. There were two things to note: the 25 to 34 age group stated that they were more likely to exceed the speed limit on motorways than all other age groups, while those aged 65 or over were less inclined to speed than the younger age categories for rural roads, dual carriageways and motorways. This is backed up by seven in ten (70%) older drivers selecting that they never normally exceed the speed limit, a higher proportion than any other age group.


Figure 1.6: Rural roads, dual carriageways, motorways and those who never normally exceed speed limit by age group 2018/19



Section 2 - Attitudes to Mobile phone usage while driving

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

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

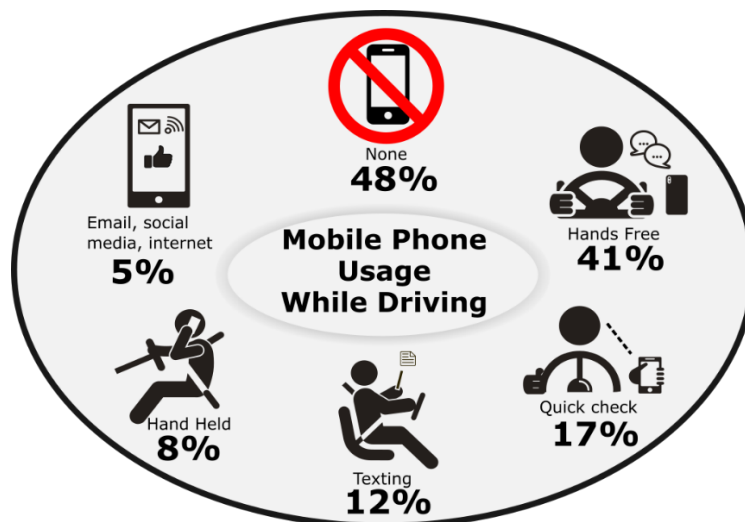


52% of drivers used their phone in some capacity while driving over the last year

Just over half of drivers (1,173 out of 2,251, or 52%) surveyed carried out at least one action on their mobile phone while driving within the last 12 months, while 1,078 (48%) stated they had not accessed their phone while driving.

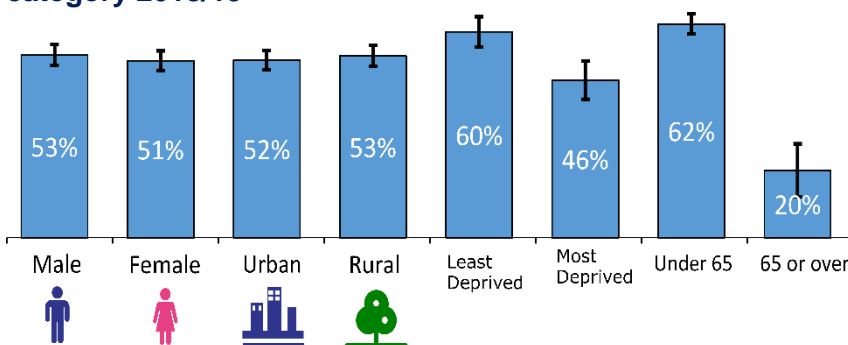
The infographic below shows that making a hands free call was the greatest usage, with two fifths (41%) of drivers responding having done so within the last year. The next highest usage was making a quick check of the phone (17%), followed by texting (12%), making a hand held call (8%) and finally using the phone for another purpose i.e. e-mail, social media or internet which was reported by 5% of drivers. **When compared with last year's figures**, it was found that **quickly checking phone and hand held calls were significantly lower in 2018/19** (17% and 8% respectively) than the proportions for these in 2017/18 (21% and 10%).

Figure 2.1: Phone usage overall by use type while driving¹ within last 12 months 2018/19



¹ regardless of while moving or stationary

Figure 2.2: Proportion of phone usage overall within last 12 months while driving by category 2018/19



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

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

Using mobile phone in a moving vehicle 2018/19

Almost two fifths of all drivers stated that they had made a hands free call (38%) while **driving a moving vehicle** in the last 12 months; this is in comparison with 5% 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 (8%) followed by texting (4%) 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 2018/19

A higher proportion of drivers reported that they made a hand held call (7%), texted (12%), used e-mail, social media or internet (5%) or quickly checked their phone (16%) when the vehicle was **stationary in traffic than those in a moving vehicle**. Despite accounting for the highest usage of the phone when stationary on the road, making a hands free call (34%) was the only action to decrease from its usage in a moving vehicle (38%). Most drivers, however, stated that they didn't interact with their phone while stuck in traffic or waiting at traffic lights (52%).

Using a mobile phone in a vehicle 2018/19 compared with 2017/18

Making a hand held call and quickly checking phone in both a moving and stationary vehicle all showed a decrease in 2018/19 compared with 2017/18 reducing by approximately two percentage points each. There was also a significant decrease in those texting in a moving vehicle with the proportion falling from 6% in 2017/18 to 4% in 2018/19 while making a hands free call in a stationary vehicle in 2018/19 (34%) increased from the 30% recorded for this last year.

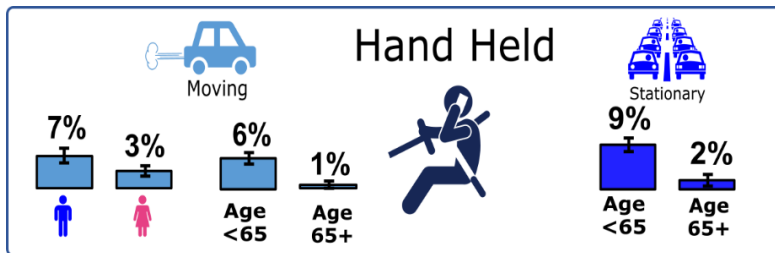
Figure 2.3: Mobile Phone Usage in a Moving Vehicle and Stationary Vehicle 2018/19

	 Hands Free	 Quick Check	 Hand Held	 Texting	 Email, social media & internet	 None
 Moving Vehicle	38%	8%	5%	4%	2%	56%
 Stationary Vehicle	34%	16%	7%	12%	5%	52%
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

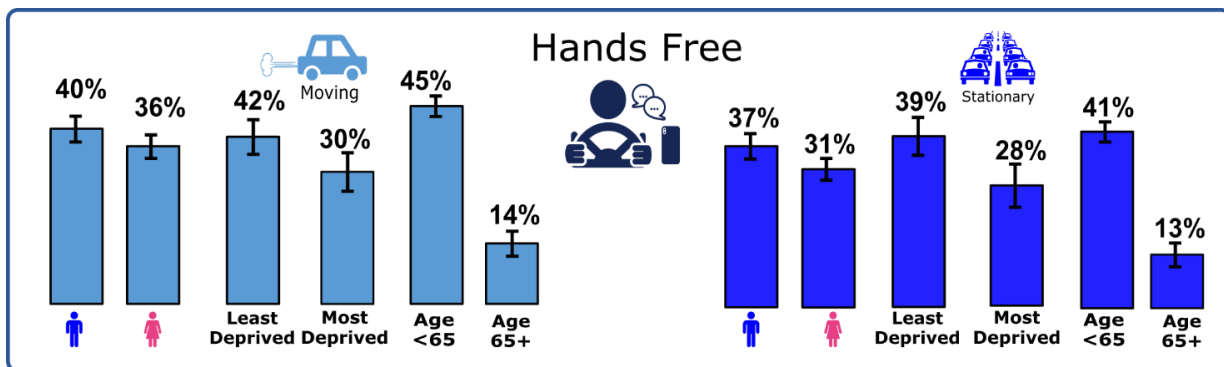
Responses to the question of mobile phone usage while driving was further analysed to see if there were any differences apparent by gender, age, location, or deprivation quintile. Only those responses that show a significant difference are displayed below. In general, there were no differences between 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 2.4: Proportion of respondents who made or received a hand held call while driving 2018/19



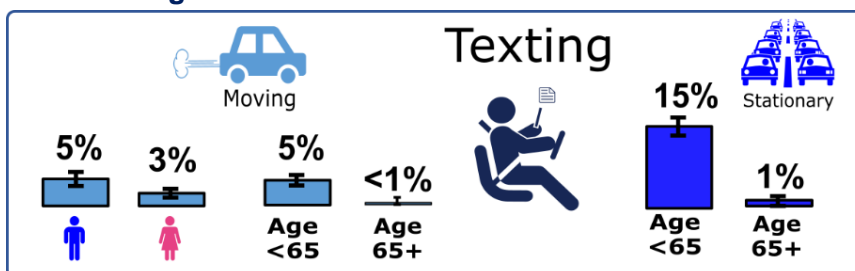
Males (7%) were more likely than females (3%) to make a handheld call when in a moving vehicle, while older drivers were less likely than those under the age of 65 to make a hand held call in both a moving and a stationary vehicle.

Figure 2.5: Proportion of respondents who made or received a hands free call while driving 2018/19



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 both a moving and stationary vehicle than female drivers, drivers from the most deprived quintile and older drivers.

Figure 2.6: Proportion of respondents who used phone to send or read a text message while driving 2018/19



Older drivers were less likely to send a text than younger drivers with only two of the 526 (0.4%) drivers over the age of 65 reporting that they texted in a moving vehicle within the last 12 months and just seven (1%) admitting to doing the same in a stationary vehicle. The only other group to show a significant difference were males, with a greater proportion (5%) admitting to sending a text in the last 12 months in a moving vehicle than females (3%).

Texting in a moving vehicle largely showed significant decreases in 2018/19 from last year, with only male drivers and drivers aged 65 or over not showing a decrease by category. In terms of texting in a stationary vehicle, only those from the least deprived quintile showed a significant decrease falling from 20% in 2017/18 to 14% for this group in 2018/19.

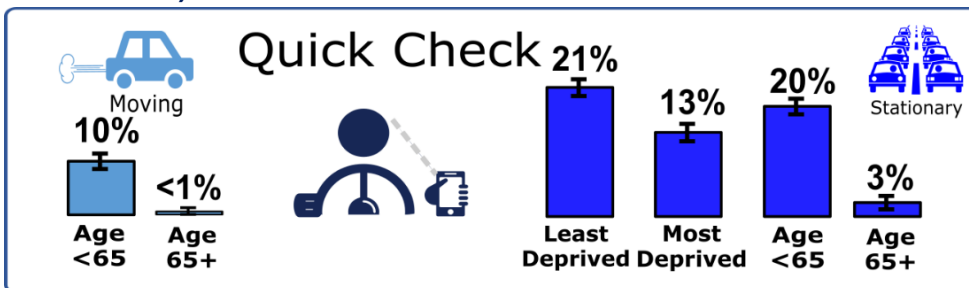
Figure 2.7: Proportion of respondents who used phone for any other purpose while driving (email, social media, and internet) 2018/19



Female drivers (1%) reported a lower proportion of those who accessed their phone for email, social media or internet in a moving vehicle than male drivers (3%). Older drivers were

also less likely to check their e-mails/social media while driving in both a moving or stationary car than drivers under the age of 65 (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).

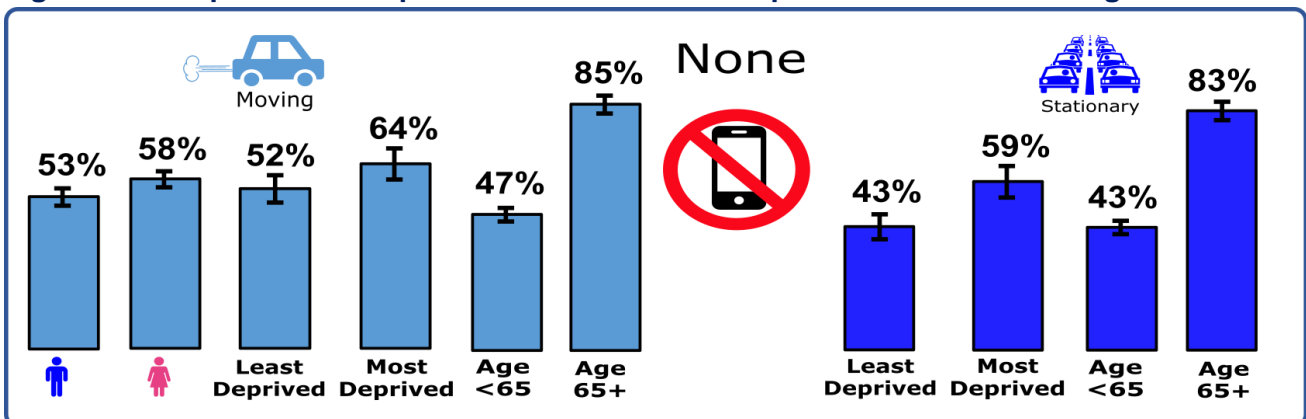
Figure 2.8: Proportion of respondents who quickly checked phone (for example, to see notifications) 2018/19



Drivers under the age of 65 were far more likely to perform a quick check of their phone while driving (both in a moving or stationary vehicle)

than drivers who were aged 65 or over. A higher proportion of drivers from the least deprived quintile (21%) than the most deprived quintile (13%) stated that they checked their phone while stationary in traffic.

Figure 2.9: Proportion of respondents who did not use phone at all while driving 2018/19

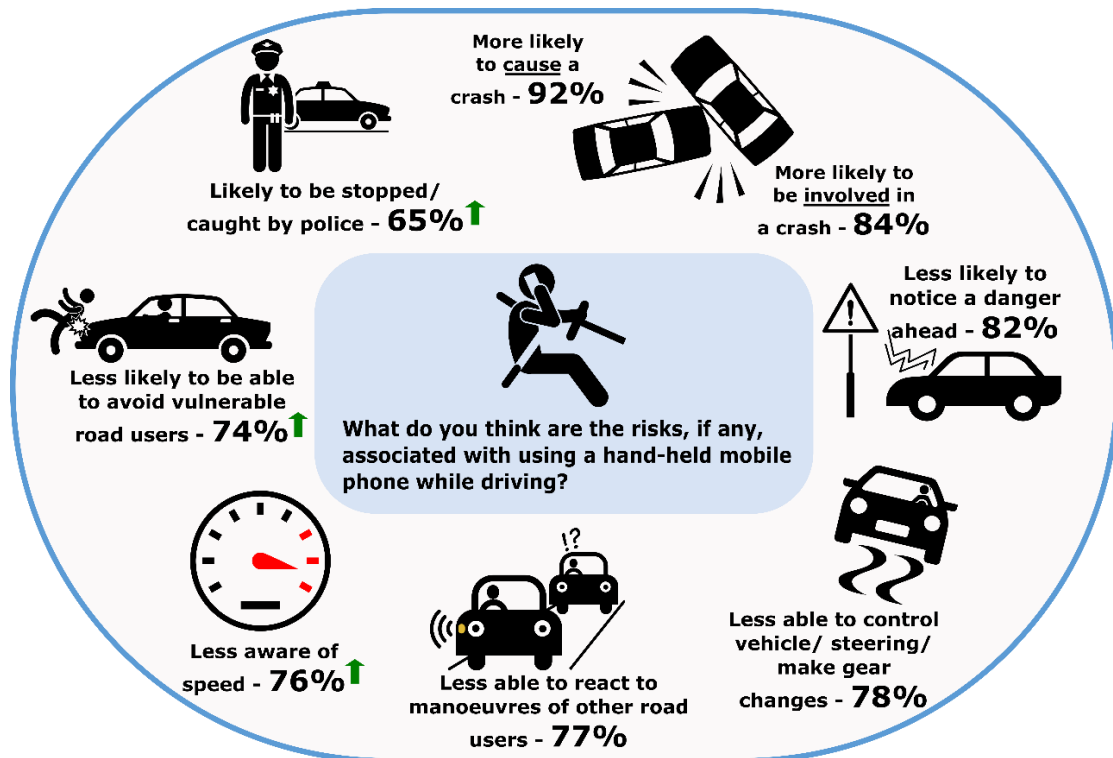


When looking at those who reported that they did not use their phone at all when driving, the most deprived quintile and older drivers were more likely not to use their phone in either a moving or stationary vehicle. Females were also more likely than males not to use their phone in a moving vehicle although there was no difference between genders when in a stationary vehicle.

Mobile phone risks

Respondents were asked what they thought the main risks were of using a hand-held mobile phone while driving. While all of the mentioned risks (see infographic below) were chosen by the majority of respondents, most people indicated that the main risk associated with using a mobile phone while driving was to do with crashing; 92% felt it would be more likely to cause a crash and 84% thought it 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 2.10: Risks of using a mobile phone while driving 2018/19



↑ Indicates a higher proportion recorded than last year

Mobile phone risks - comparison between 2018/19 and 2017/18

There were three risks that had a significantly higher response this year than in 2017/18; these were being less likely to avoid vulnerable road users, being less aware of speed and being likely to be stopped/caught by police.













Avoiding vulnerable road users increased from 72% in 2017/18 to 74% this year. People from a rural area and non-drivers expressed a higher proportion in 2018/19 than last year.

Less aware of speed increased from 72% last year to 76% in 2018/19 with all groups apart from females and the most deprived quintile all stating a higher proportion for this risk this year than in 2017/18.



Likely to be stopped by police increased from 61% in 2017/18 to 65% in 2018/19. Males, drivers, people from a rural area, those from the most deprived quintiles and those under the age of 65 all stated an increased in proportion for this risk from last year.

Figure 2.11: Risks of using a mobile phone while driving, by other categories 2018/19 (only significant differences are shown)

	 Driver	 Non Driver	Least Deprived	Most Deprived	Under 65	65+
 Cause a crash					93%	90%
 Involved in crash	85%	82%			86%	80%
 Danger ahead	85%	74%	89%	76%	84%	76%
 Control Vehicle	80%	71%	83%	72%	79%	74%
 React to manoeuvres	80%	68%	84%	70%	80%	70%
 Avoid vulnerable road users	76%	67%	82%	66%	76%	69%
 Less aware of speed	77%	71%	84%	71%	77%	71%
 Stopped by police	66%	60%			68%	56%

There were **no differences** to report in 2018/19 between **males** and **females** and between those living in an **urban** or **rural** area.

Drivers were more concerned about the risks of using a mobile phone while driving. This group **identified a greater proportion for each risk than non-drivers** in 2018/19 with the only exception being causing a crash, which saw no difference between the two groups.

The **least deprived quintile reported a greater proportion** for five out of the eight risks stating a higher proportion than the most deprived for being less likely to notice a danger ahead, less able to control vehicle or to react to manoeuvres of other road users and being less aware of speed. The biggest difference between the groups though, was avoiding vulnerable road users with a difference of 16 percentage points between the least deprived quintile (82%) and the most deprived quintile (66%) for this risk.

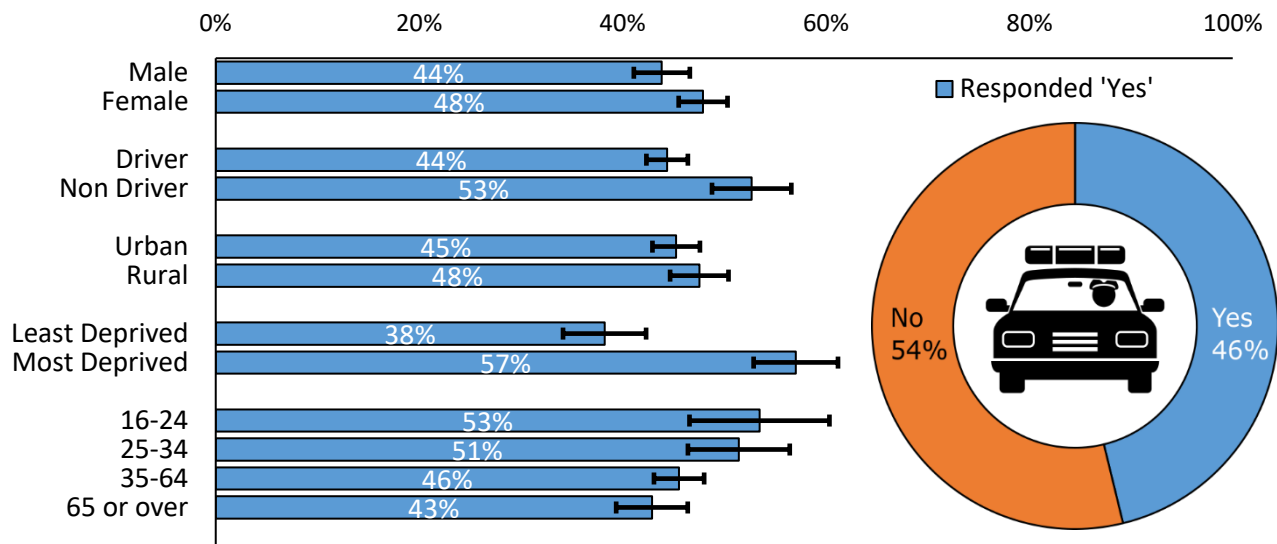
Finally **older people reported fewer risks concerning the dangers of driving with a mobile phone**, with those aged 65 or over indicating a lower proportion for all risks than those under the age of 65. This is perhaps surprising as this age group indicated by far the least usage with only a fifth of older drivers reporting that they used a mobile phone in the last year while driving. There's a possibility 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 split with 54% responding 'No' and 46% responding 'Yes'. This is lower than the 51% who responded 'Yes' last year, which contradicts the fact that a higher proportion than last year identified the risk that those using a hand-held mobile would be likely to be stopped/caught by police (see pages 11-12).

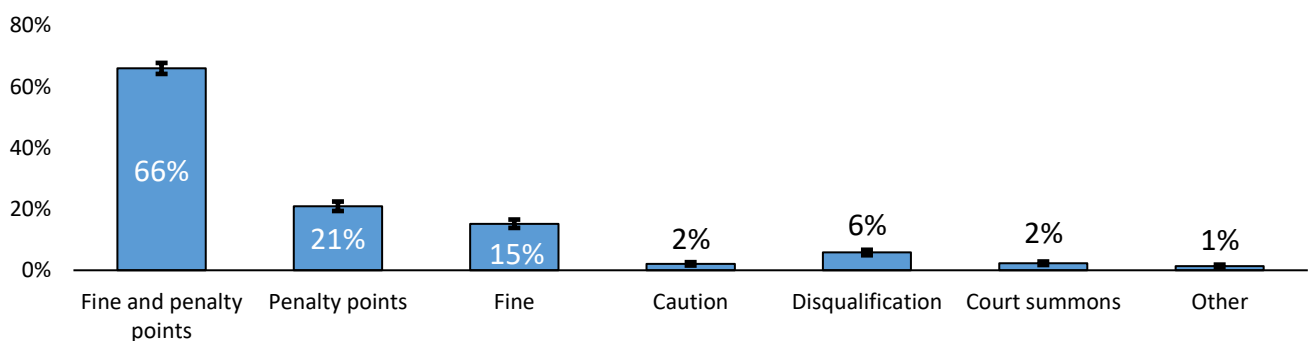
Females (48%) and non-drivers (53%) were more likely to think that drivers would be stopped by police for using a hand-held mobile phone at the wheel of a car than males and drivers respectively (both with 44%). In terms of age group, those aged between 16 and 24 (53%) and between 25 and 34 (51%) felt that drivers were more likely to be stopped than the 35 to 64 (46%) and 65 or over age groups (43%). The most deprived area quintile (57%) also believed drivers were more likely to be stopped than those from least deprived areas (38%). However, there was no difference to report on this question between respondents who lived in urban or rural areas.

Figure 2.12: Proportion of respondents who believe that drivers were more likely to be stopped by police whilst driving when using a mobile phone 2018/19



The survey then asked 'What do you think are the penalties for being caught by the police using a hand-held mobile phone while driving?' Sixty-six percent of respondents (lower than the 72% recorded last year) 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 2.13: What do you think are the penalties for being caught by the police using a hand-held mobile phone while driving? 2018/19

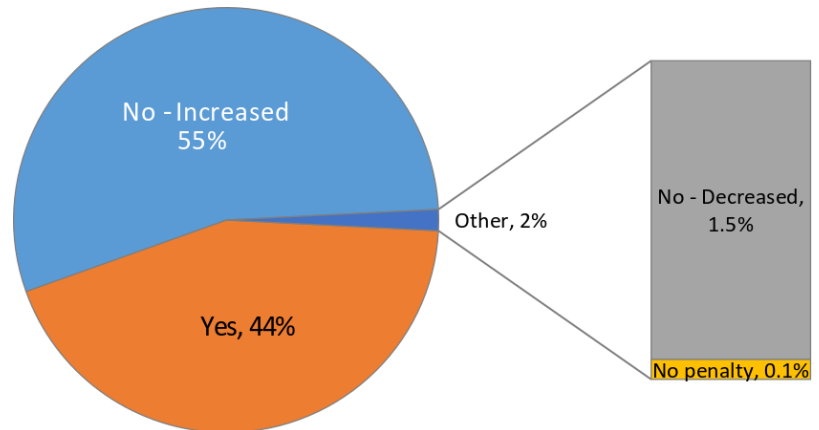


Mobile phone use – is penalty sufficient?

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?

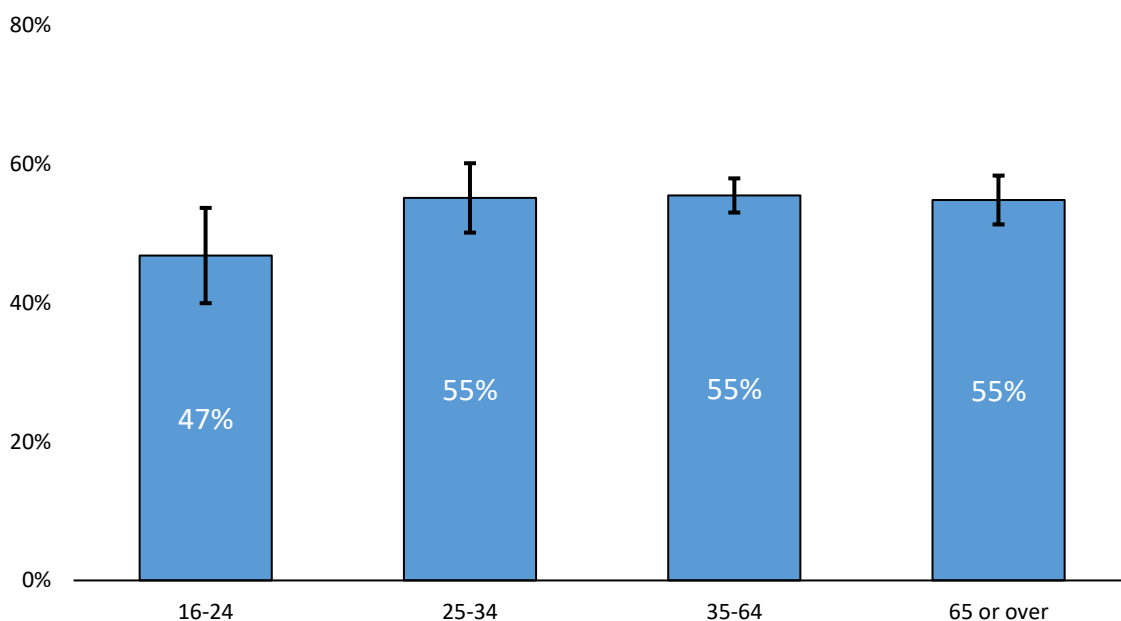
Figure 2.14: Is penalty sufficient? 2018/19

While over two fifths of the respondents (44%) 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 (1.5%) or that there should be no penalty at all for using a mobile phone while driving (0.1%).



Looking at the responses of those who said that the **current penalty should be increased** broken down by driver status, gender and deprivation quintile, there were no differences to report between each of these groups. Those from an urban area (58%) were more likely to think that the penalty should be increased than people residing in a rural area (49%) and, in terms of age, those aged 16 to 24 were less likely to think that the penalty should be increased (47%) than the 35 to 64 and 65 or over age groups (both with 55%).

Figure 2.15: Proportion of people who think that the current penalty should be increased by age group 2018/19



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=2,923)

Category	Yes	No	Total
Driver	51%	49%	2,295
Non driver	64%	36%	628
Male	48%	52%	1,251
Female	58%	42%	1,672
SOA Urban	56%	44%	1,746
SOA Rural	50%	50%	1,177
Least deprived quintile	51%	49%	546
Most deprived quintile	63%	37%	547
16-24	39%	61%	199
25-34	51%	49%	382
35-64	54%	46%	1,573
65 or over	57%	43%	769
Total	53%	47%	2,923

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

(Base N=2,932)

Area	Proportion	Total
Outside Schools	82%	2,405
Where children play	76%	2,214
On residential streets	40%	1,177
Where there are a lot of cyclists or pedestrians	32%	929
In all built up areas	30%	890
On residential roads	19%	555
Nowhere	10%	294
On main roads	3%	86
Other (please state) ¹	1%	20
Total	-	2,932

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

Other responses

(Base N=20)

Comments	
A specific road safety issue	Outside hospitals
Around hospitals	Outside hospitals
Around shopping centre car parks	Outside parks/leisure centres
At peak times	Outside residential homes for elderly
Elderly homes	Outside shops
Elderly people live, hospitals & nursing homes	Pointless. Won't be enforced
High Streets	Rural areas where cattle are crossing
Narrow country lanes	Where old people live
Near shopping centres	Where old people live
Outside children's clubs/ leisure centres	Where older people frequent

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=2,295)

Category	Urban	Rural	Dual carriageway	Motorway	Never	Total
Male	4%	9%	26%	48%	46%	1,067
Female	4%	7%	19%	37%	54%	1,228
SOA Urban	4%	7%	24%	41%	51%	1,271
SOA Rural	3%	9%	21%	43%	49%	1,024
Least deprived quintile	4%	9%	25%	41%	51%	491
Most deprived quintile	2%	6%	18%	38%	56%	320
16-24	5%	12%	34%	46%	39%	82
25-34	5%	11%	30%	59%	34%	316
35-64	4%	8%	25%	45%	46%	1,337
65 or over	3%	5%	11%	23%	70%	560
Proportion	4%	8%	23%	42%	50%	-
Total	87	181	520	962	1,148	2,295

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=2,251)

Road type	Proportion	Total
Made or received a phone call (hand-held)	5%	109
Made or received a phone call (hands-free)	38%	857
Used your phone to send or read a text message	4%	85
Used your phone for any other purpose (email, social media, internet)	2%	43
Quickly checked your phone	8%	170
None of the above	56%	1,257
Used phone at all	44%	994
Total	-	2,251

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=2,251)

Road type	Proportion	Total
Made or received a phone call (hand-held)	7%	158
Made or received a phone call (hands-free)	34%	767
Used your phone to send or read a text message	12%	270
Used your phone for any other purpose (email, social media, internet)	5%	104
Quickly checked your phone	16%	356
None of the above	52%	1,175
Used phone at all	48%	1,076
Total	-	2,251

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=2,251)

Road type	Proportion	Total
Made or received a phone call (hand-held)	8%	177
Made or received a phone call (hands-free)	41%	926
Used your phone to send or read a text message	12%	280
Used your phone for any other purpose (email, social media, internet)	5%	113
Quickly checked your phone	17%	386
None of the above	48%	1,078
Used phone at all	52%	1,173
Total	-	2,251

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=2,251)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	7%	40%	5%	3%	8%	53%	47%	1,044
Female	3%	36%	3%	1%	7%	58%	42%	1,207
SOA Urban	4%	37%	4%	2%	7%	57%	43%	1,230
SOA Rural	6%	39%	4%	2%	9%	54%	46%	1,021
Least deprived quintile	3%	42%	4%	2%	9%	52%	48%	484
Most deprived quintile	3%	30%	3%	2%	7%	64%	36%	306
Under 65	6%	45%	5%	2%	10%	47%	53%	1,725
65 or over	1%	14%	0.4%	0.4%	0.4%	85%	15%	526
Proportion	5%	38%	4%	2%	8%	56%	44%	-
Total	109	857	85	43	170	1,257	994	2,251

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=2,251)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	8%	37%	13%	5%	15%	51%	49%	1,044
Female	6%	31%	11%	4%	16%	53%	47%	1,207
SOA Urban	7%	33%	13%	5%	16%	53%	47%	1,230
SOA Rural	7%	36%	11%	4%	15%	51%	49%	1,021
Least deprived quintile	6%	39%	14%	6%	21%	43%	57%	484
Most deprived quintile	6%	28%	11%	5%	13%	59%	41%	306
Under 65	9%	41%	15%	6%	20%	43%	57%	1,725
65 or over	2%	13%	1%	1%	3%	83%	17%	526
Proportion	7%	34%	12%	5%	16%	52%	48%	-
Total	158	767	270	104	356	1,175	1,076	2,251

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=2,251)

Category	Hand Held	Hands Free	Text	Other purpose	Quick Check	None	Use	Total
Male	9%	43%	13%	5%	16%	47%	53%	1,044
Female	7%	39%	12%	5%	18%	49%	51%	1,207
SOA Urban	8%	41%	13%	5%	17%	48%	52%	1,230
SOA Rural	8%	42%	11%	5%	17%	47%	53%	1,021
Least deprived quintile	6%	46%	15%	6%	23%	40%	60%	484
Most deprived quintile	7%	34%	12%	6%	14%	54%	46%	306
Under 65	10%	49%	16%	6%	21%	38%	62%	1,725
65 or over	2%	15%	1%	1%	3%	80%	20%	526
Proportion	8%	41%	12%	5%	17%	48%	52%	-
Total	177	926	280	113	386	1,078	1,173	2,251

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=2,935)

Risk	Males	Females	Under 65	65 or over	Proportion	Total
More likely to cause a crash	91%	92%	93%	90%	92%	2,697
More likely to be involved in a crash	85%	84%	86%	80%	84%	2,478
Less likely to notice a danger ahead	82%	82%	84%	76%	82%	2,413
Less able to control vehicle /steering/make gear changes	78%	78%	79%	74%	78%	2,291
Less able to react to manoeuvres of other road users	77%	77%	80%	70%	77%	2,264
Less likely to be able to avoid vulnerable road users	74%	75%	76%	69%	74%	2,179
Less aware of speed	76%	76%	77%	71%	76%	2,218
Likely to be stopped/caught by police	64%	66%	68%	56%	65%	1,907
Other ²	1%	0.3%	0.4%	1%	0.4%	13
None	1%	1%	1%	1%	1%	18
Total	1,249	1,686	2,166	769	-	2,935

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=2,935)

Risk	Driver	Non-Driver	Urban	Rural	Least Deprived	Most Deprived	Total
Cause a crash	92%	92%	93%	91%	92%	93%	2,697
Involved in a crash	85%	82%	84%	84%	86%	83%	2,478
Danger ahead	85%	74%	83%	82%	89%	76%	2,413
Control vehicle	80%	71%	78%	77%	83%	72%	2,291
React to manoeuvres	80%	68%	78%	76%	84%	70%	2,264
Avoid vulnerable road users	76%	67%	75%	73%	82%	66%	2,179
Less aware of speed	77%	71%	77%	74%	84%	71%	2,218
Stopped by police	66%	60%	64%	66%	67%	63%	1,907
Other ²	0.4%	1%	0.4%	0.5%	0.4%	0.2%	13
None	1%	1%	1%	1%	0.4%	1%	18
Total	2,297	638	1,759	1,176	547	552	2,935

²Table 4c: Please specify other risk

(Base N=12)

Comments
Be killed in an accident
Cause death
Death
Death
Don't know what could be on the road
Endanger others in car
Has pulled people from moving cars to do first aid
Likely to kill someone
Not aware of surrounding environment
Not aware of surroundings
Put other passengers lives at risk
Too many young people using mobiles whilst 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=2,910)

Category	Yes	No	Total
Driver	44%	56%	2,280
Non diver	53%	47%	630
Male	44%	56%	1,247
Female	48%	52%	1,663
SOA Urban	45%	55%	1,747
SOA Rural	48%	52%	1,163
Least deprived quintile	38%	62%	547
Most deprived quintile	57%	43%	544
16-24	53%	47%	202
25-34	51%	49%	383
35-64	46%	54%	1,565
65 or over	43%	57%	760
Total	46%	54%	2,910

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=2,677)

Penalty	Proportion	Total
Fine and penalty points	66%	1,765
Penalty Points	21%	560
Fine	15%	407
Caution	2%	56
Disqualification	6%	156
Court summons	2%	61
Other ¹	1%	38
Total	-	2,677

¹Table 5c: Please specify penalties

(base=32)

Comments		
Arrested	Don't know	No idea
DK	Don't know	No idea
Does not know	Don't know	Not a driver don't know
Does not know	Don't know	Not know
Does not know	Don't know	Not known
Don't know.	Don't know	Not known
Don't know	Don't know	Prison sentence
Don't know	Don't know	Slap on Wrist
Don't know	Driving course	Take it off them
Don't know	Immediate suspension	Told off
Don't know	No	

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=2,919)

Category	Penalty is sufficient	Penalty should be increased	Penalty should be decreased	There should be no penalty	Total
Driver	45%	54%	1%	0.2%	2,288
Non driver	41%	58%	2%	0%	631
Male	43%	54%	2%	0.2%	1,248
Female	44%	55%	1%	0.1%	1,671
SOA Urban	41%	58%	1%	0.2%	1,747
SOA Rural	48%	49%	2%	0.1%	1,172
Least deprived quintile	42%	56%	1%	0%	546
Most deprived quintile	43%	56%	2%	0%	549
16-24	51%	47%	2%	0%	203
25-34	42%	55%	2%	0.3%	381
35-64	43%	55%	1%	0.2%	1,567
65 or over	44%	55%	1%	0%	768
Total	44%	55%	2%	0.1%	2,919

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 2018/2019 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 Practice¹.

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

Respondents

The 2018/19 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 2,948 adults aged 16 and over. These people were asked the questions relating to road safety, and 2,932 adults provided a response to the questions.

The number of respondents who answered each question, i.e. the base number, is stated in the tables in Annex A. The base number is the unweighted count. 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.

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

Rounding Conventions

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

Weighting

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

Significant difference

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

The following respondent groups were considered; driver/non-driver, gender, urban/rural location, deprivation 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: $s.e. (p) = \sqrt{p*(100-p)/n}$ where n is the number of respondents on which the percentage is based.

Confidence Interval

A 95% confidence interval for the population percentage can be calculated using the formula: **95% confidence interval = $p \pm 1.96 * s.e. (p)$** This means that if 100 similar, independent samples were chosen from the same population, 95 of them would yield an estimate for the percentage, p , within this range of values.

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

Annex C: Questionnaire

ROAD SAFETY

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

[MODE] May I check, do you have a valid driving license?

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

[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 hand-held mobile phone while driving?

1. Fine and penalty points
2. Penalty points
3. Fine
4. Caution
5. Disqualification
6. Court summons
7. Other -> [MOB5OTH]

[MOB50TH] 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