

2019

Graduated Driver Licensing (GDL) – Monitoring Report

In this Report:

Infographic.....	<u>Pg2</u>
Introduction and Background.....	<u>Pg3</u>
Section 1: Collision statistics.....	<u>Pg5</u>
1: KSI casualties from collisions <u>involving</u> young drivers.....	<u>Pg5</u>
2: KSI casualties from collisions <u>caused</u> by young drivers.....	<u>Pg6</u>
3: Young passengers travelling in cars with young drivers.....	<u>Pg7</u>
4: Motorcyclist KSI Casualties.....	<u>Pg9</u>
5: KSI casualties from collisions <u>involving</u> young motorcyclists...Pg9	
6: KSI casualties from collisions <u>caused</u> by young motorcyclists.Pg10	
7: Driver and motorcyclist KSI casualties by License Type.....	<u>Pg11</u>
Section 2: Monitoring the impact for learner drivers and riders.....	<u>Pg12</u>
1. Age changes and introduction of MMLP.....	<u>Pg12</u>
2. Driving test changes.....	<u>Pg15</u>
3. Programme of Training.....	<u>Pg17</u>
4. Display of plates (post-test restrictions).....	<u>Pg21</u>
5. Publicity and Communications Strategy.....	<u>Pg22</u>
Section 3: Future Work.....	<u>Pg26</u>
Annexe of Additional Tables.....	<u>Pg28</u>

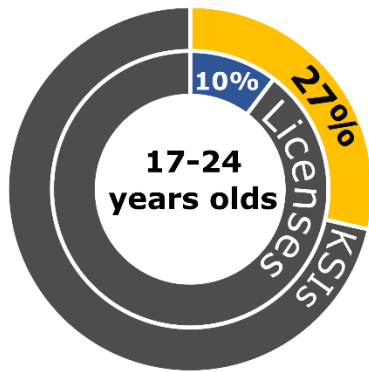
Responsible Statistician:

Helen Irwin
Helen.irwin@infrastructure-ni.gov.uk
028 90540805



Monitoring GDL - Collision statistics involving young drivers, 2017

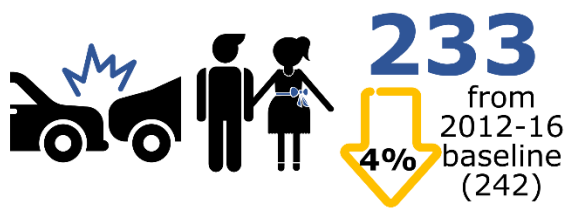
Licences held compared with KSI collisions, 2017



Young drivers are over-represented in collision statistics. In 2017, 17 to 24 year old drivers were deemed **responsible for 27%** of all fatal or serious (**KSI**) collisions, yet they accounted for just **10% of car driving licence holders**. These proportions remain unchanged from the 2012-2016 baseline.

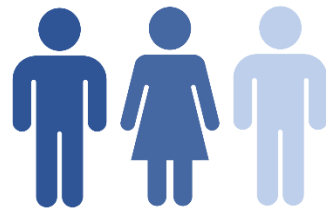
■ Proportion of Licences ■ Proportion of KSI collisions responsible for

KSIs from collisions involving young drivers, 2017



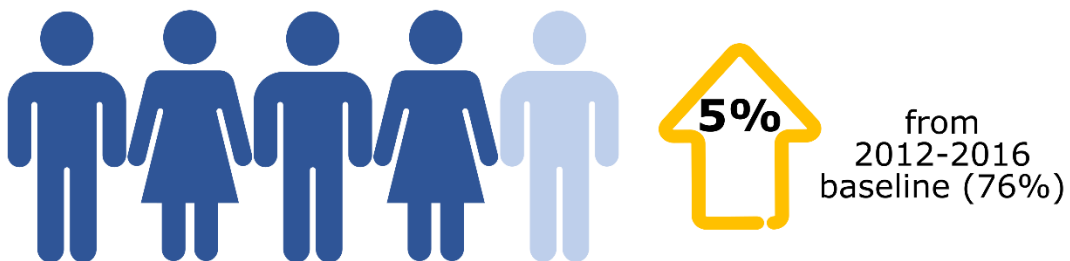
In 2017, 233 KSIs resulted from collisions **involving** car drivers aged 17 to 24.

KSIs from collisions caused by young drivers, 2017



Young drivers were **responsible** for **two-thirds** of these casualties - 155 out of 233.

Young passenger KSIs and Young drivers, 2017



In 2017, almost **four in every five** (79%) passenger KSIs aged 14 to 20 were injured while travelling with a young driver aged 17 to 24.

Graduated Driver Licensing (GDL) – Monitoring Report

Introduction

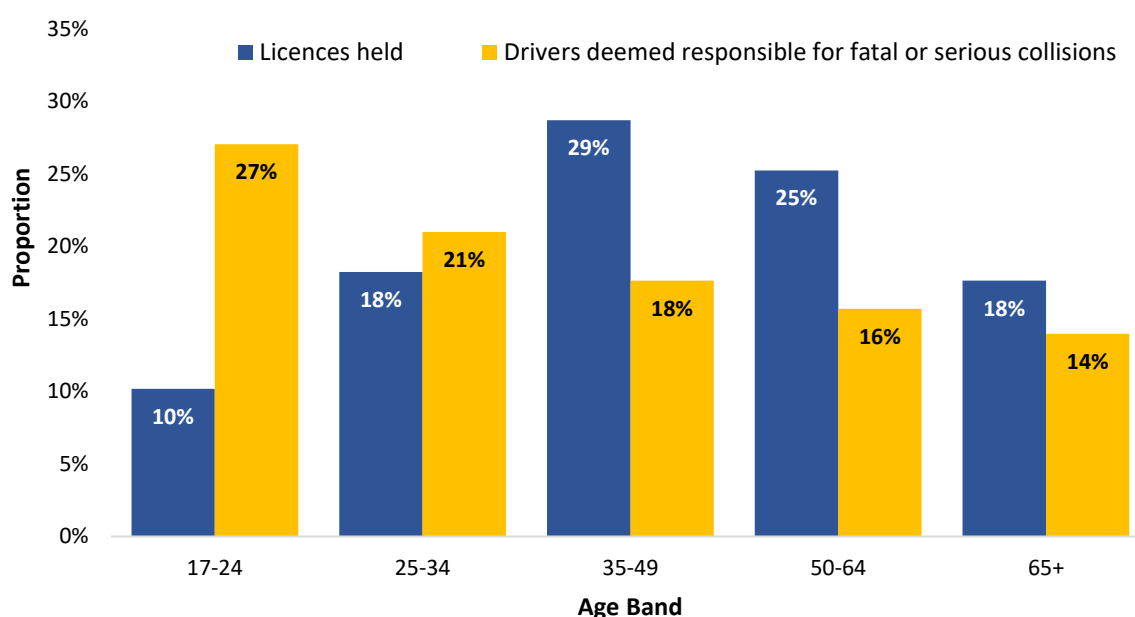
The Road Traffic (Amendment) Act (NI) 2016 ('the Act') received Royal Assent in March 2016. The Act makes provision for the introduction of Graduated Driver Licensing (GDL) in Northern Ireland. It is planned that GDL will be introduced in late 2020.

To assess the impact of GDL on road safety, overall statistics for collisions involving, and caused by young drivers and motorcyclists will be examined. Future trends in these data will help determine how the introduction of GDL has contributed to changes in collisions statistics. Further data will then be presented on learning to drive and driving tests to help monitor the impact the new system has had for learner drivers and riders. This report presents the most recently available data, highlighting the five years 2013-2017 and providing the current picture ahead of the launch of GDL. This is the second report in the series; the first report created a baseline (2012-2016) against which future comparisons will be made. It is intended that this report will be updated annually.

Background

Fatal and serious collisions constitute one of the biggest public health threats in Northern Ireland, particularly among young and inexperienced drivers. Young drivers are over-represented in collision statistics: between 2013 and 2017, although 17 to 24 year olds accounted for only 10% of all car driving licence holders they were deemed responsible for 27% of all fatal or serious (KSI) collisions and 22% of all collisions, where a driver was deemed responsible. These proportions remain unchanged from 2012-2016.

Figure 1. Proportion of car drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2013-2017



The aim of GDL is to reduce the number of people killed or seriously injured attributed to young drivers in the age range 17 to 24 and to new drivers in general.

GDL will introduce:

- A Programme of Training for learner drivers/riders which must be evidenced in a Logbook;
- A mandatory minimum learning period (MMLP) of 6 months (drivers only);
- Post-test new driver period of 2 years (to align with the New Drivers Order), during which novice drivers/riders will be subject to lower alcohol limits and must display a post-test plate;
- A time bound passenger restriction for those new drivers under 24 years old for the first 6 months after passing their test (drivers only).

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

- Removal of the 45mph speed limit for learner and newly qualified drivers;
- Allowing learner drivers and riders to take lessons on motorways, when accompanied by an approved driving / motorcycle instructor (ADI/AMI).

Changes to the driving test

In tandem with GDL, changes to the driving test will also be introduced. Changes include:

- Extending the hours during which driving tests can be conducted;
- Develop test routes based on collision causation factors;
- Increase independent driving section with use of sat nav.

Where possible, the test will encourage learner drivers and riders to develop their self-evaluation in the hope that behaviours and attitudes will change for the positive.

Monitoring the Impact of the GDL

Section 1: Collision statistics

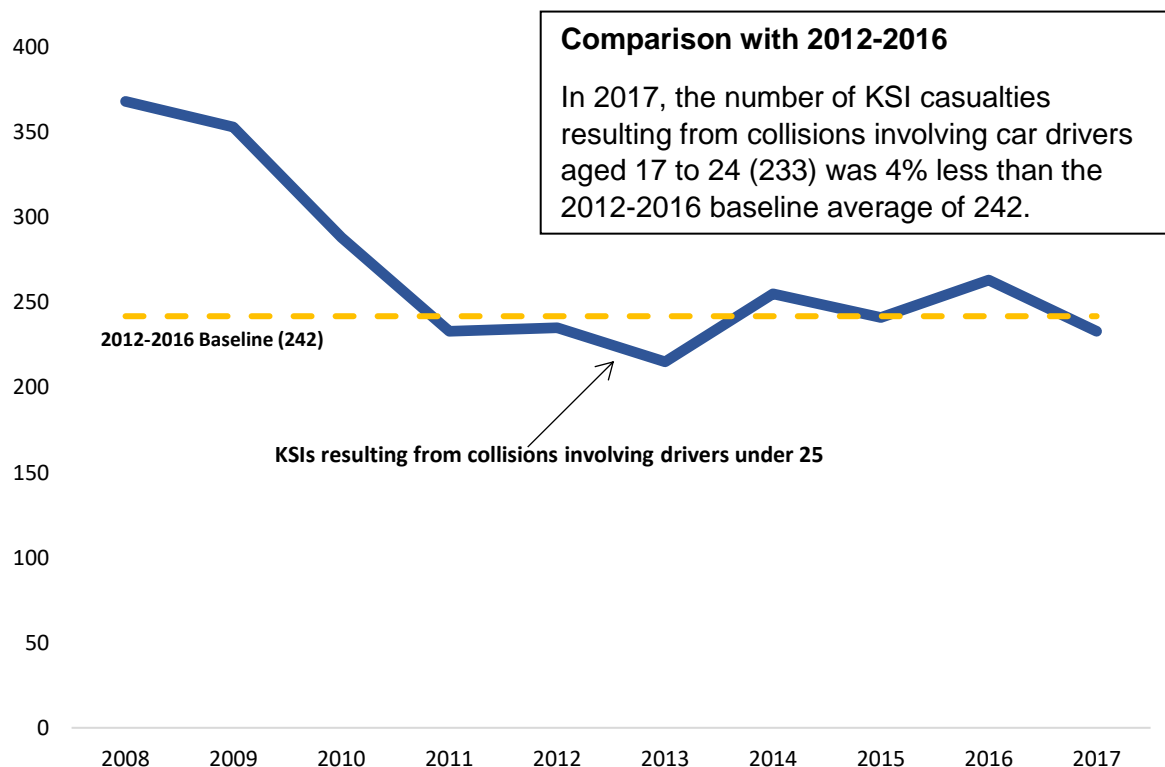
As stated in the introduction, statistics for collisions involving, and caused by young drivers and motorcyclists will first be examined.

1.1 KSI casualties from collisions involving young car drivers

From 2008 to 2011, the number of killed or seriously injured (KSI) casualties from collisions involving young drivers fell considerably (there were 368 in 2008 falling to 233 in 2011). However, since 2011 this trend has levelled off somewhat.

In the five years 2012-2016 there were an average of 242 KSIs resulting from collisions involving car drivers aged 17 to 24 – this number is the baseline figure against which future trends are monitored. In 2017, there were 233 KSI casualties resulting from collisions involving young drivers – a reduction of 4% from 2012-2016.

Figure 2: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 Northern Ireland (2008-2017)

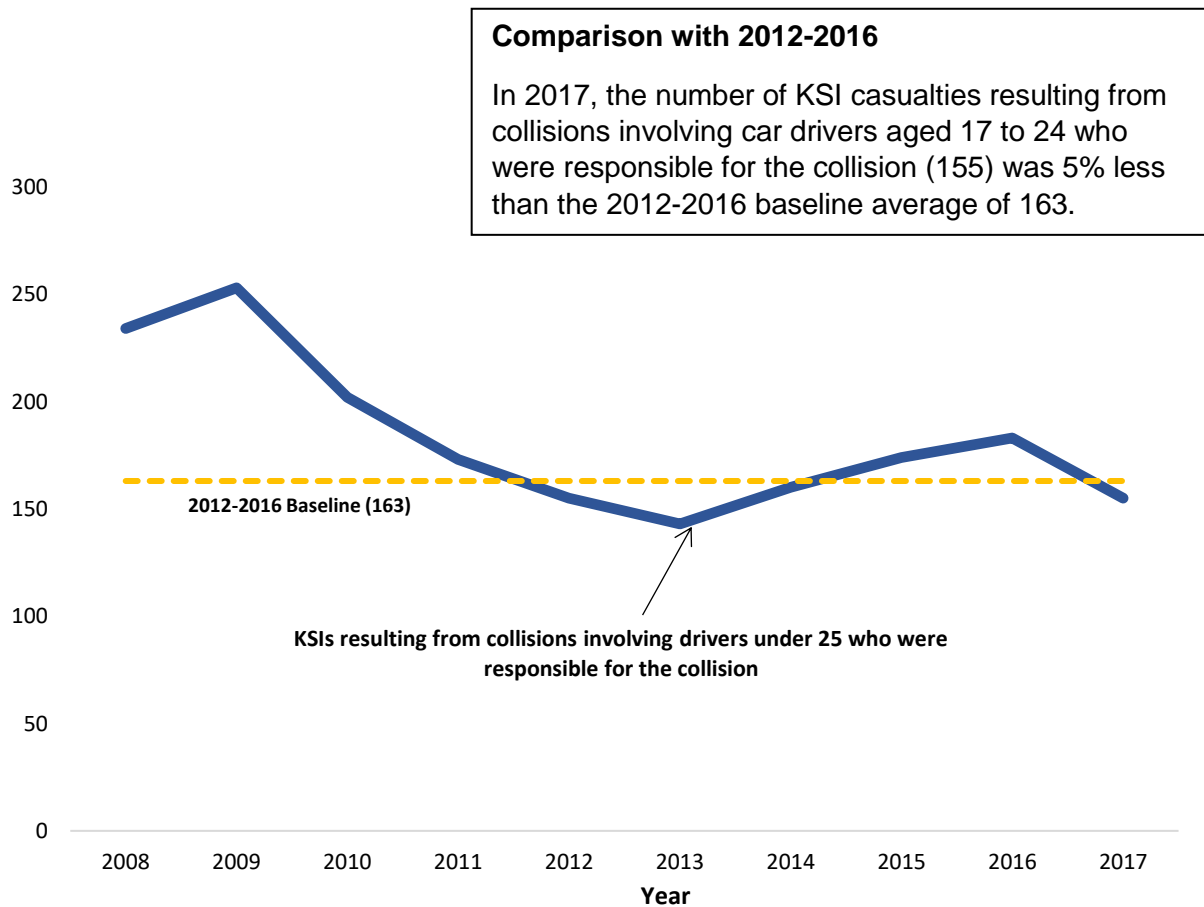


1.2. KSI casualties from collisions caused by young car drivers

Similar to collision involvement, KSI casualty numbers from collisions where a young car driver was responsible fell early in the series, and then the trend reversed. In this case, KSI numbers decreased to 2013 and then began to rise.

In the five years 2012-2016 (baseline), there were an average of 163 KSI casualties resulting from collisions involving car drivers under the age of 25 who were responsible for the collision. Therefore, young drivers were responsible for over two-thirds (67%) of the KSI casualties that resulted from collisions they were involved in. In 2017, there were 155 KSI casualties – a decrease of 5% on the 2012-2016 baseline average.

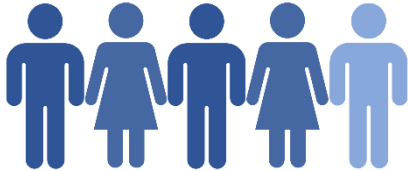
Figure 3: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 who were responsible for the collision Northern Ireland (2008-2017)



1.3. Young passengers travelling in cars with young drivers

2017

There were 29 car passengers aged 14 to 20 killed or seriously injured in 2017, and of these, 23 (79%) were injured while travelling with a car driver aged 17 to 24. This is slightly greater than the 2012-2016 baseline average of 76%. Additionally, these 23 young passengers aged 14-20 who were killed or seriously injured while travelling with a young driver made up 46% of all passenger KSIs that were injured travelling with a 17 to 24 year old driver.



In 2017, almost **four-fifths** (79%) of **young passenger KSIs** were injured while **travelling with a 17-24 year old driver**

Five Year Average

Examining the five year average is better used to illustrate long term trends, as any annual fluctuations will be smoothed out. In the five years from 2013-2017, there were 209 car passengers aged 14 to 20 killed or seriously injured. The vast majority of these young passengers (164, or 78%) were injured while travelling with a driver aged 17 to 24. Comparing this five year total with the baseline, there has been a 10% reduction in the overall number of car passengers aged 14 to 20 killed or seriously injured (from 231 in 2012-2016 to 209 in 2013-2017); however, the proportion that were injured travelling with a driver aged 17 to 24 has increased slightly from 76% to 78%.

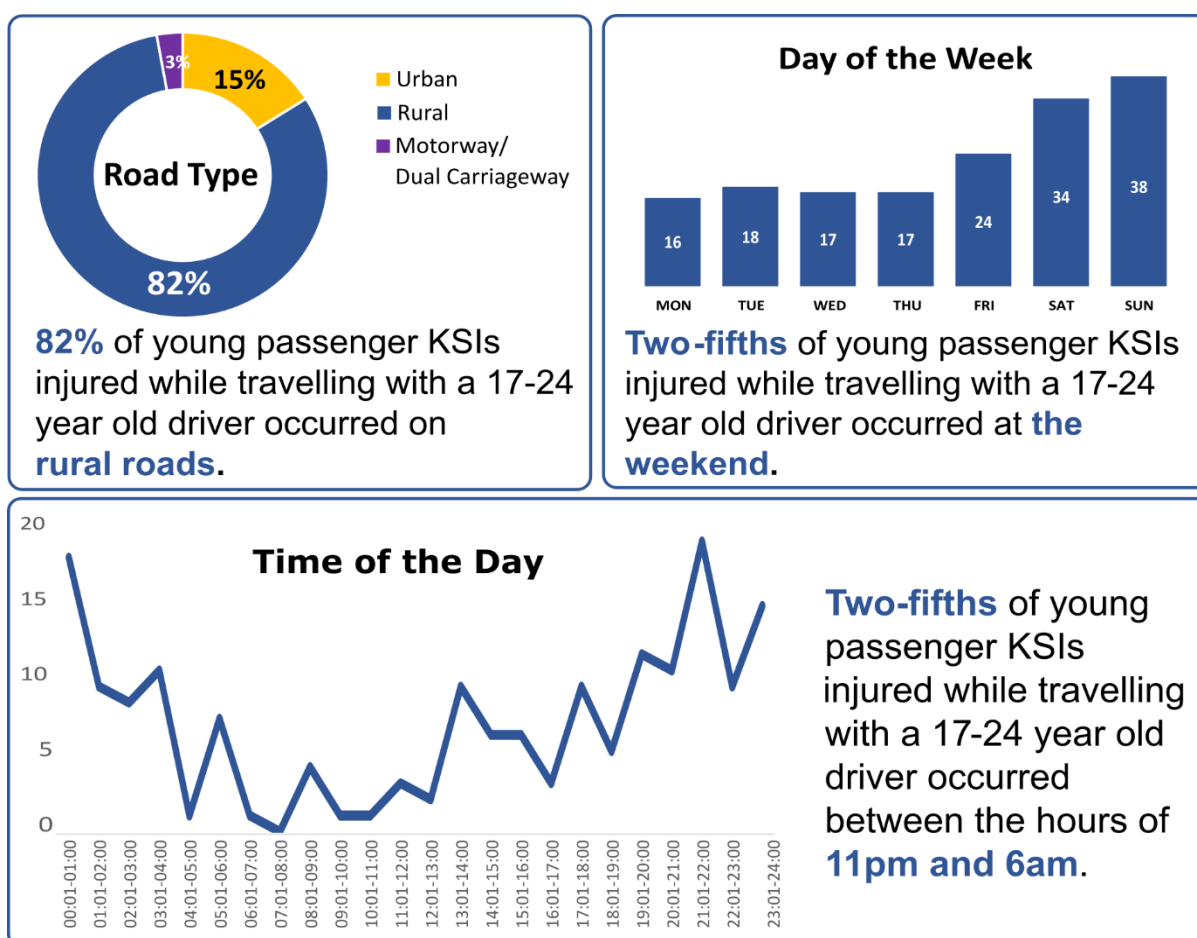
The association of young passengers KSIs while travelling with young drivers is further evidenced by the fact that the 164 young passengers who were injured with a 17 to 24 year old driver make up almost three-fifths (57%) of all passengers that were killed or seriously injured while travelling with a young driver. This proportion has reduced slightly from 59% in 2012-2016.

Figure 4: Passenger KSIs aged 14 to 20 injured while travelling with a young driver aged 17 to 24 Northern Ireland (2013-2017)



The vast majority of these young KSI casualties are injured in collisions on rural roads. In 2013-2017, 82% of car passenger KSIs aged 14-20 injured while travelling with a driver aged 17 to 24 were travelling on a rural road. Large proportions occurred both at the weekend and late at night: in 2013-2017, 44% of these passenger KSIs happened at the weekend; and 40% occurred between the hours of 11pm and 6am. These proportions are close in comparison with the 2012-2016 baseline – see tables 7-8 in the Annexe for full details.

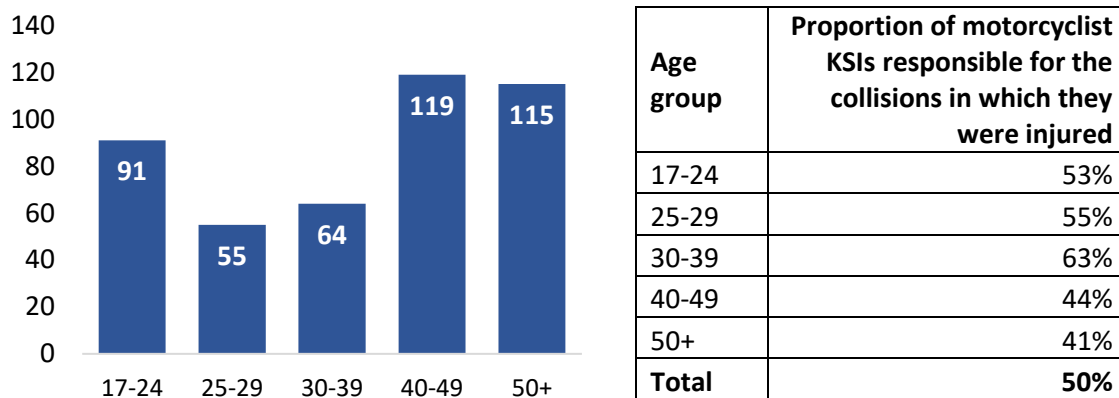
Figure 5: Passenger KSIs aged 14 to 20 injured while travelling with a young driver aged 17 to 24 - Road Type, Day of the Week and Time of the day Northern Ireland (2013-2017)



1.4. Motorcyclist KSI casualties

In the five years 2013-2017, there were a total of 461 motorcyclist KSI casualties. This is 11 fewer than in 2012-2016. One-fifth (91, or 20%) were aged 17 to 24. On average, 50% of motorcyclist KSI casualties were responsible for the collisions in which they were injured; for those aged 17 to 24, the proportion was slightly higher - 53%. These proportions are slightly higher than 2012-2016, when 47% of all motorcyclist casualties were responsible for their injuries, and 52% of those aged 17-24.

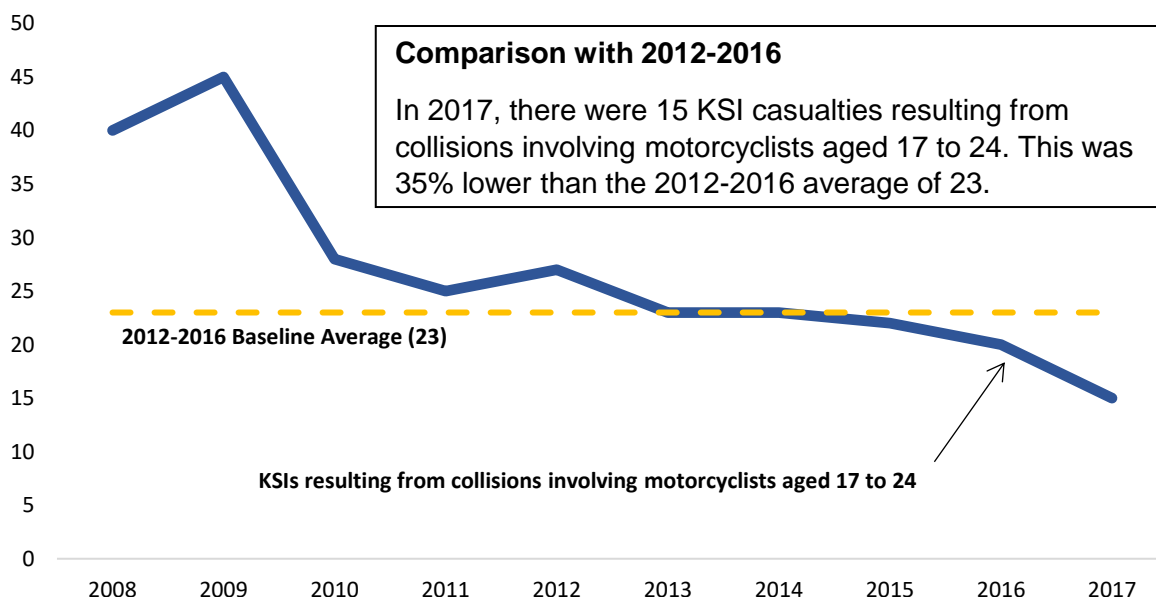
Figure 6: Motorcyclist KSIs, Northern Ireland 2013-2017



1.5. KSI casualties from collisions involving young motorcyclists

In 2010, the number of KSIs from collisions involving young motorcyclists fell considerably. The decreasing trend stabilised somewhat between 2010 and 2015; however, in the most recent two years KSI casualty numbers have started to fall again. In the five years 2012-2016, there were an average of 23 KSIs that resulted from collisions involving a motorcyclist aged 17 to 24; the equivalent number reported in 2017 (15) was 35% below this baseline average.

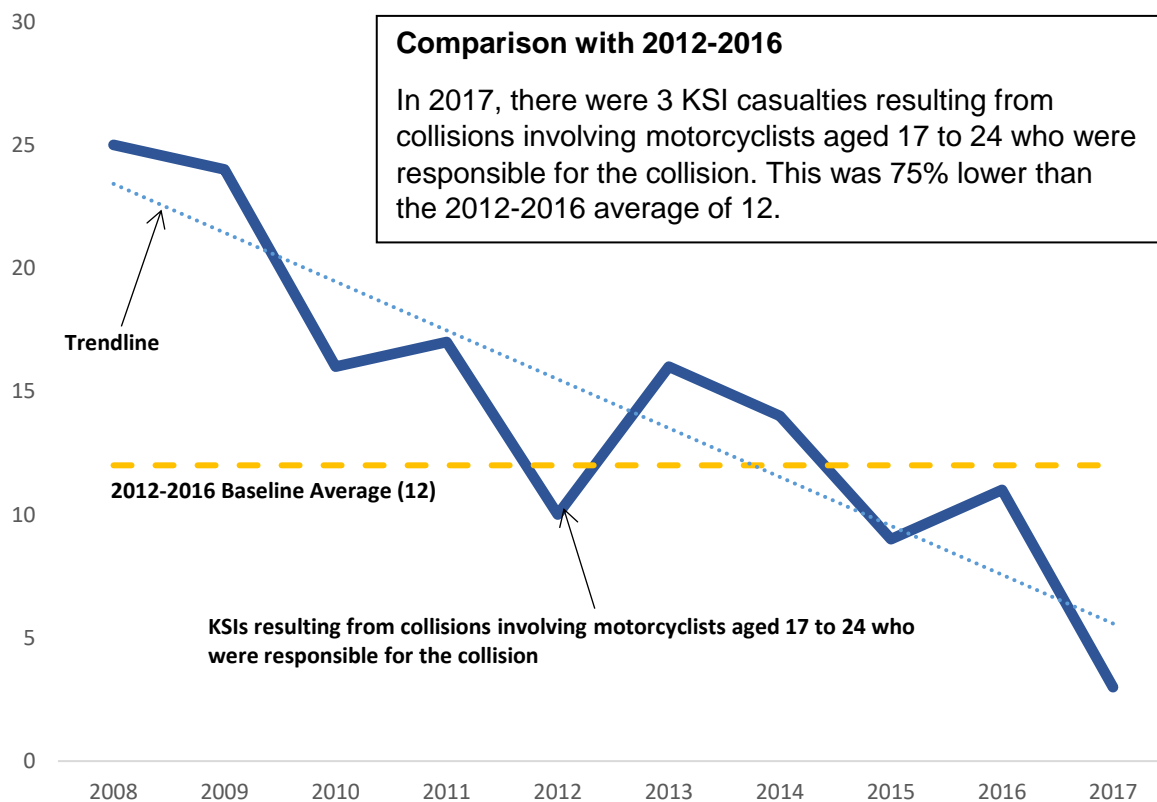
Figure 7: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24, Northern Ireland (2008-2017)



1.6. KSI casualties from collisions caused by young motorcyclists

KSI numbers from collisions where a young motorcyclist was responsible tend to fluctuate; however, this is not unexpected given the small numbers involved. The overall trend is generally downward, as indicated by the dotted blue line in Figure 8 below. In the five years 2012-2016, there were an average of 12 KSIs resulting from collisions involving motorcyclists under the age of 25 who were responsible for the collision. The equivalent number reported in 2013-2017 (11) was 12% below this baseline average. The data would indicate that young motorcyclists were responsible for just over half of the KSI casualties that resulted from collisions they were involved in.

Figure 8: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland (2008-2017)



1.7. Driver and Motorcycle KSI casualties by License Type

Figure 9 below shows driver and motorcyclist KSI casualties in 2013-2017 who were responsible for the collisions in which they were injured, by their driving licence type. Unsurprisingly, the greatest proportion of both KSI casualty groups are made up of 'Unrestricted' license holders. However, almost one in seven (14%) of all motorcyclist KSIs who were responsible for their collisions were learner riders. This compares with car driver KSIs, where only 2% of those responsible for their collisions were learners.

Figure 10 shows the number of KSI casualties that were caused by learner and restricted license holders. Learner riders were responsible for 33 KSI casualties in the five years 2013-2017; this is 13% of all KSIs caused by motorcyclists. The equivalent number for learner drivers was 59 (2%). 'R' drivers were responsible for 155 KSI casualties (6%); 'R' riders were responsible for five (2%).

There were no noteworthy changes in the data in 2013-2017 compared with 2012-2016.

Figure 9: Driver and motorcyclist KSIs responsible for their collisions, by License type Northern Ireland 2013-2017

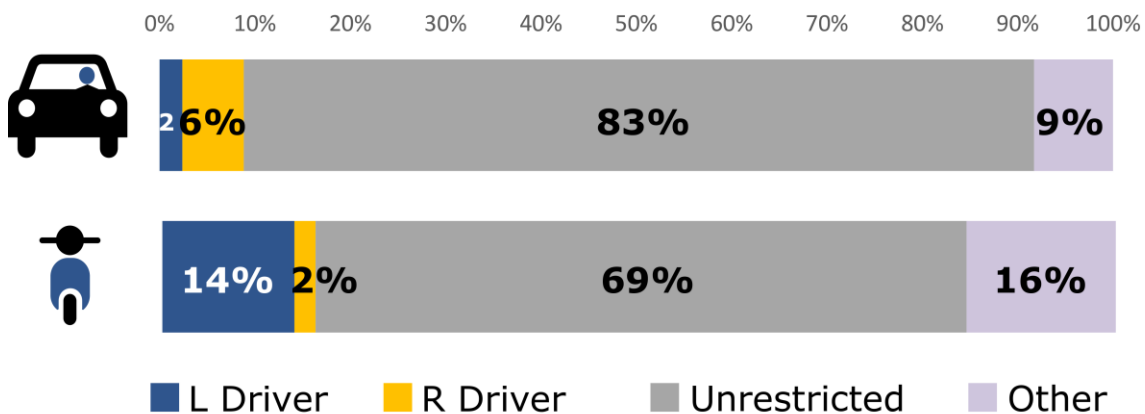
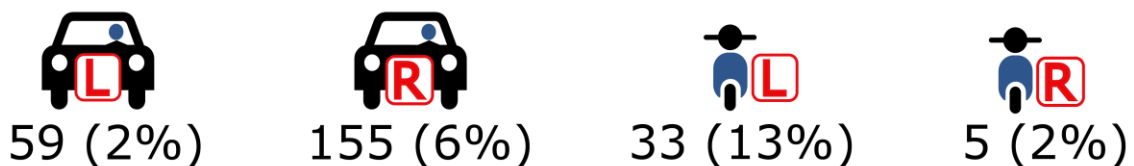


Figure 10: KSIs caused by learner and restricted drivers and riders Northern Ireland 2013-2017



The numbers are reported as a proportion of KSIs that are caused by all drivers or motorcyclists.

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

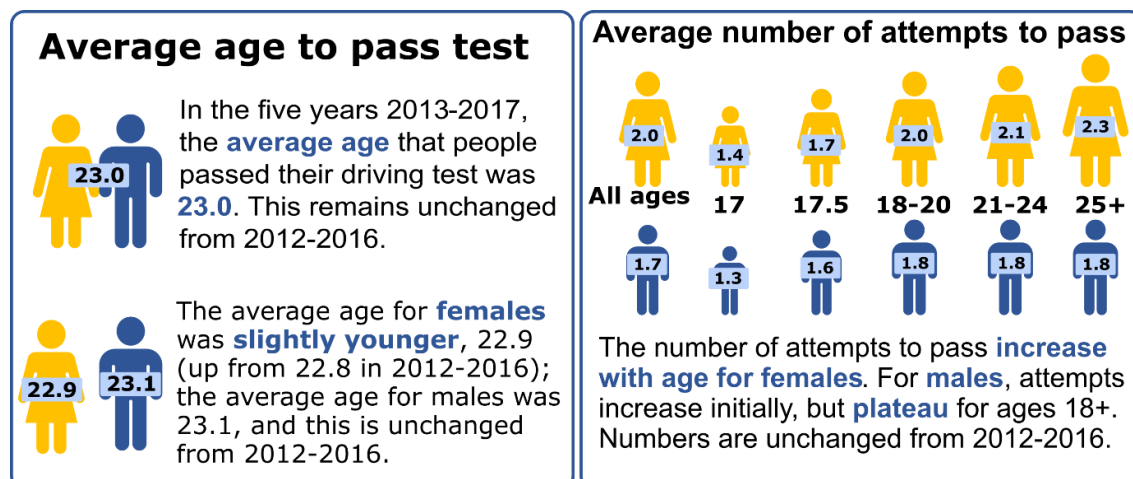
Section 2: Monitoring the impact for learner drivers

As well as monitoring the impact of GDL in terms of collision statistics trends, the impact of the changes on learning to drive and driving tests must also to be considered. Current data are set out below – in most cases, the five year period 2013-2017, and comparisons are made with the 2012-2016 baseline. Once GDL has been implemented, annual data will be compared to this baseline to determine the impact the scheme has had.

2.1 Age changes & introduction of Mandatory Minimum Learning Period

The mandatory minimum learning period (MMLP) requires that a learner driver hold a provisional driving licence for a minimum of 6 months before they can apply for their driving test. This will not apply to motorcyclists. Driver & Vehicle Agency (DVA) Driving Test Data will be used to monitor the impact that this change has on the age that drivers pass their Category B test and the average number of attempts taken to pass. Figure 11a below shows data for 2013-2017. On average, people in this five year period passed their category B car driving test at age 23, and this has not changed from 2012-2016. Females passed at a slightly younger age than males (22.9 for females compared with 23.1 for males); however, males generally required fewer attempts to pass: overall, males needed 1.7 test attempts, while for females, 2.0 attempts were needed. For both males and females, the very youngest age category (17 years) required the fewest attempts to pass, and even just 6 months later the difference was stark. Average number of attempts taken to pass in 2013-2017 are unchanged from 2012-2016.

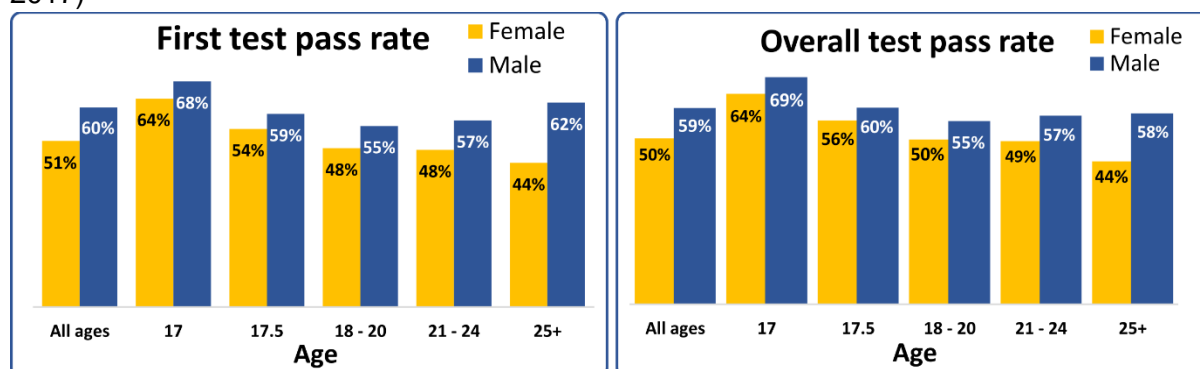
Figure 11a: DVA Category B Driving Test Pass Data, Northern Ireland (2013-2017)



Note: For average age, the analysis does not include repeat testers. Tests conducted after the candidates first pass were not included. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25. The analysis excluded a very small number of candidates who were under 17 or did not have a valid DOB. A breakdown of the 25+ age category is available in Annex 1; however, as three-quarters of people that pass their driving test are aged 17 to 24, the remainder were grouped together for the charts.

In addition to average age to pass and average number of attempts to pass, driving test pass rates will be monitored. The test pass rates are highest for the youngest age group, which is understandable given this age group requires the fewest attempts to pass. Female pass rates then fall with age, however, male pass rates fall initially but increase again after age 20. Rates seen in 2013-2017 do not vary much from the 2012-2016 baseline. See Figure 11b below.

Figure 11b: DVA Category B Driving Test Pass Data Continued, Northern Ireland (2013-2017)



Note: For first test pass rate, the analysis does not include repeat testers. Tests conducted after the candidates first pass were not included. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25. The analysis excluded a very small number of candidates who were under 17 or did not have a valid DOB.

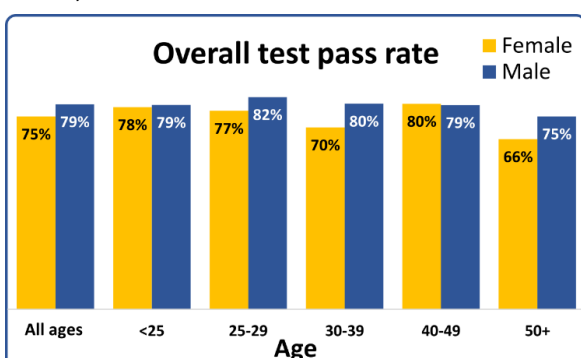
While motorcyclists will not be subject to a six-month minimum learning period, it will still be interesting to monitor motorcycling test data. Table 1 and Figure 11c below provide high level information; however, more detailed tables are available in the Annexe.

In 2013-2017, the average age of those who passed their Category A Motorcycling test was 34.6. This is more than 10 years older than the average age of those who passed their Category B test (23.0). Those sitting their Category A test generally require fewer attempts to pass the test than for Category B, with an average of 1.3 attempts compared with 1.8, respectively.

Table 1: DVA Category A Motorcycling Test Pass Data, Northern Ireland (2013-2017)

	Female		Male		Total	
	2012-2016	2013-2017	2012-2016	2013-2017	2012-2016	2013-2017
Average age to pass test	35.3	35.1	34.1	34.6	34.2	34.6
Average number of attempts to pass test	1.32	1.31	1.27	1.25	1.27	1.25

Figure 11c: DVA Category A Motorcycling Test Pass Rates, Northern Ireland (2013-2017)



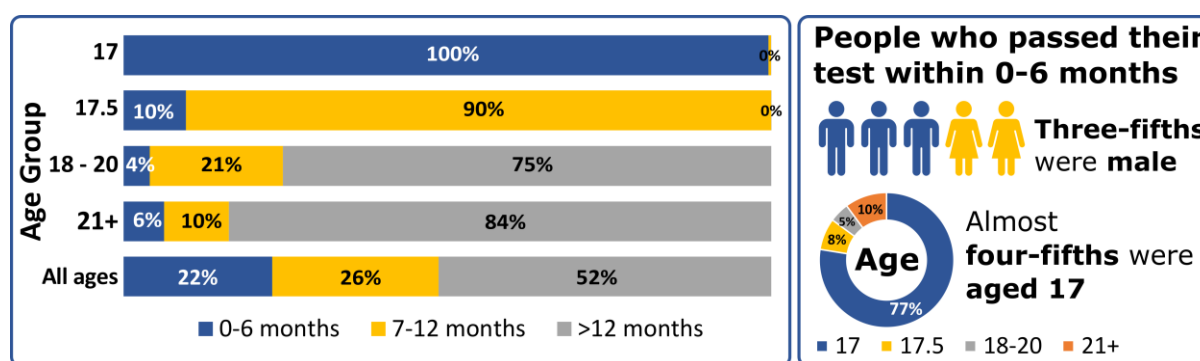
Category A pass rates are generally higher than Category B pass rates; this is unsurprising given fewer attempts are required to pass the Category A test. A large proportion of motorcycle candidates have taken the car test beforehand and the fact that they have been through the process before may have a positive effect on the Category A pass-rates.

The pass rates for Category A tests, especially for males, are more stable across the age categories than for Category B tests. Female pass rates show slightly more volatility by age; however, this is explained by the much smaller number of motorcyclist tests undertaken by females.

Another way to assess the impact of the MMLP is to monitor the length of time that someone takes to pass their driving test. To do this, the length of time between provisional licence issue and test pass date is examined. It is important to note, however, that a person can hold their provisional licence for identification purposes and therefore may not be actively learning to drive. As such, Figure 12 below should be treated with some caution. The Department is developing a survey of newly qualified drivers that will seek to gather, among other things, information on number of lessons taken; when this data are available, it can be considered in conjunction with length of time to pass test.

In the five years 2013-2017, 22% of people passed their driving test within six months of receiving their provisional license. The equivalent proportion in 2012-2016 was 23%. Overall, just over half (52%) of people held their provisional licence for longer than 12 months before passing their driving test. Figure 12 also shows a profile of the people who passed their test within 0-6 months of receiving their provisional license. The majority of people were male (60%) and aged 17 (77%)³.

Figure 12: Duration between issue of provisional driving licence³ and date of Category B driving test pass, DVA category B practical driving test Northern Ireland (2013-2017)



Note:

1. The above data do not include test passes from GB candidates as no information is known regarding licence issue date.
2. The above data do not include candidates who have exchanged a driving licence from another jurisdiction prior to passing a test in NI as no information is known on the duration the original licence was held.
3. For 17 and 17.5 year olds, the data relates to the commencement of Category B entitlement, rather than date of provisional license issue. You can apply for a provisional car licence two months before your 17th birthday, but must not drive until it comes in to effect when you turn 17.

Duration between issue of provisional licence and date of passing the test cannot be produced for motorcycles. This worked for car tests because in most cases a candidate will learn to drive a car as soon as their Provisional License allows. But for motorcycles, there is no equivalent date available: a candidate will often learn to ride a motorcycle after they've passed their car test, therefore there is no date to indicate when they might have started learning to ride. Table 1 above supports this, showing the average age for motorcycle test passes is more than 10 years older than for car tests.

2.2 Driving test changes

The driving test makes an important contribution to safety on our roads, not only by setting the standard which people must reach to get a full driving licence, but also by influencing the way in which drivers learn to drive before taking the theory/practical parts of the test. As part of GDL, the driving and riding competencies that are tested will be reviewed and changed; driving and riding test faults will be examined to monitor the impact of these changes. Figure 13a below shows the proportion of people that incurred each fault in their Category B test in 2017, split by gender. Figure 13b shows the equivalent data for Category A tests. Three years of data were available for this analysis, however there was little change between the years. Furthermore, a breakdown by age did not reveal much difference. Additional tables are available in the Annexe.

Figure 13a: Category B Driving test faults (Proportion), Northern Ireland (2017)

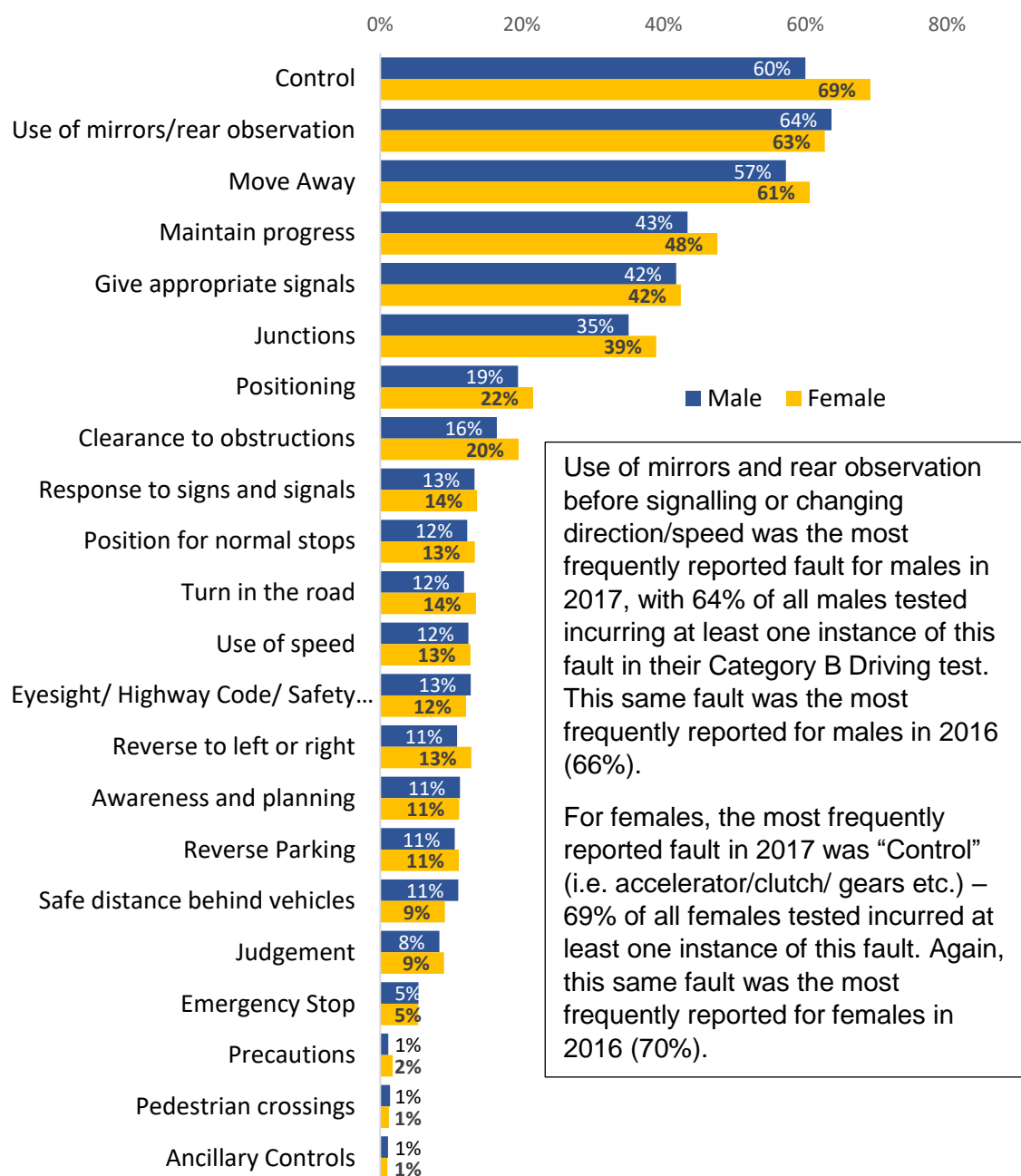
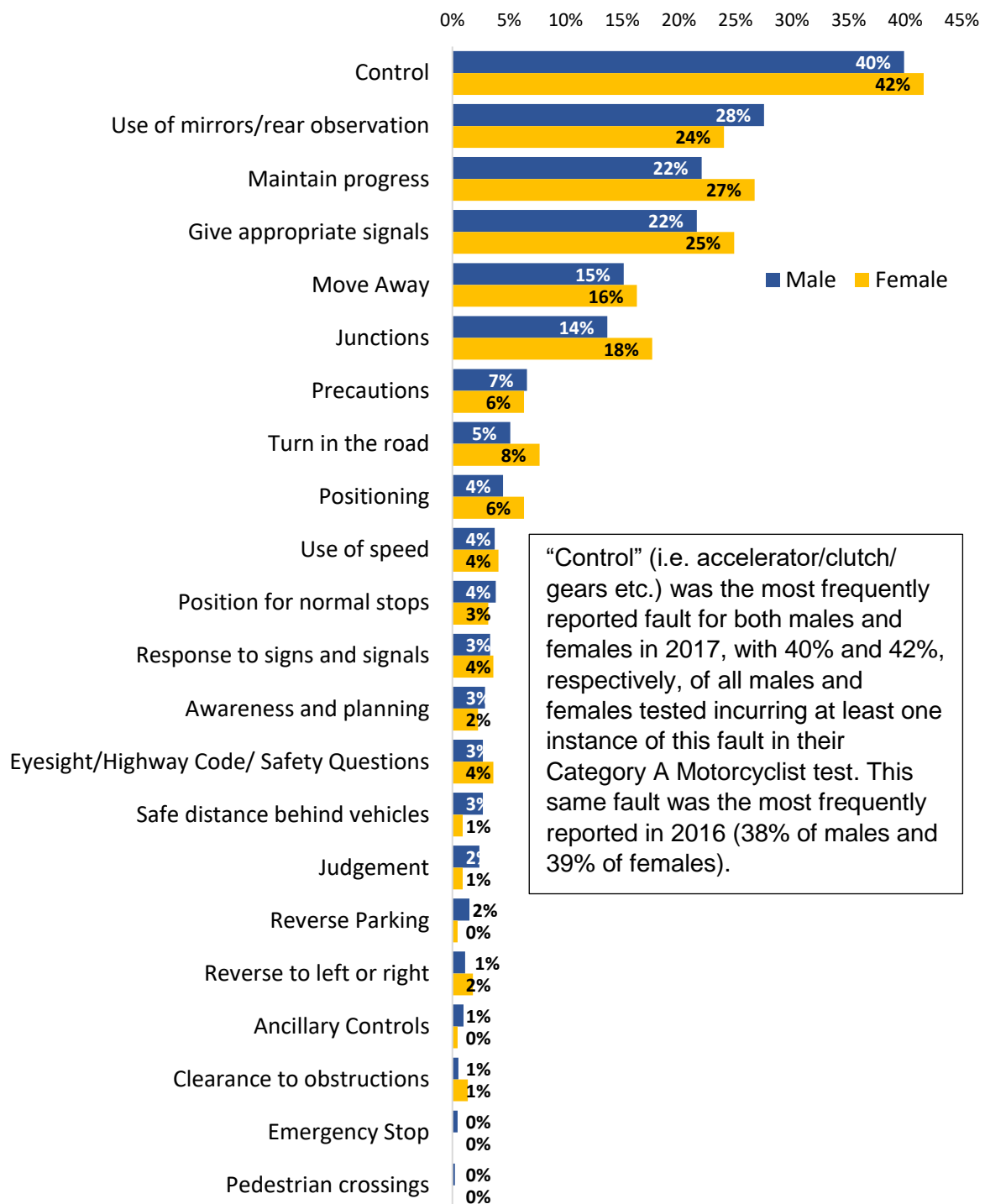


Figure 13b: Category A Motorcyclist test faults (Proportion), Northern Ireland (2017)



2.3 Programme of Training

The fundamental goal of learning to drive and the licensing process should be to create drivers and riders who are safe, and not just technically competent, by the time they are permitted to drive or ride unsupervised. The introduction of GDL plans to achieve this with a Programme of training (the 'Programme'). The programme details the practical skills and knowledge the learner must know, and helps learners understand how human factors such as their attitude, personality, behaviour and feelings impact on their driving style.

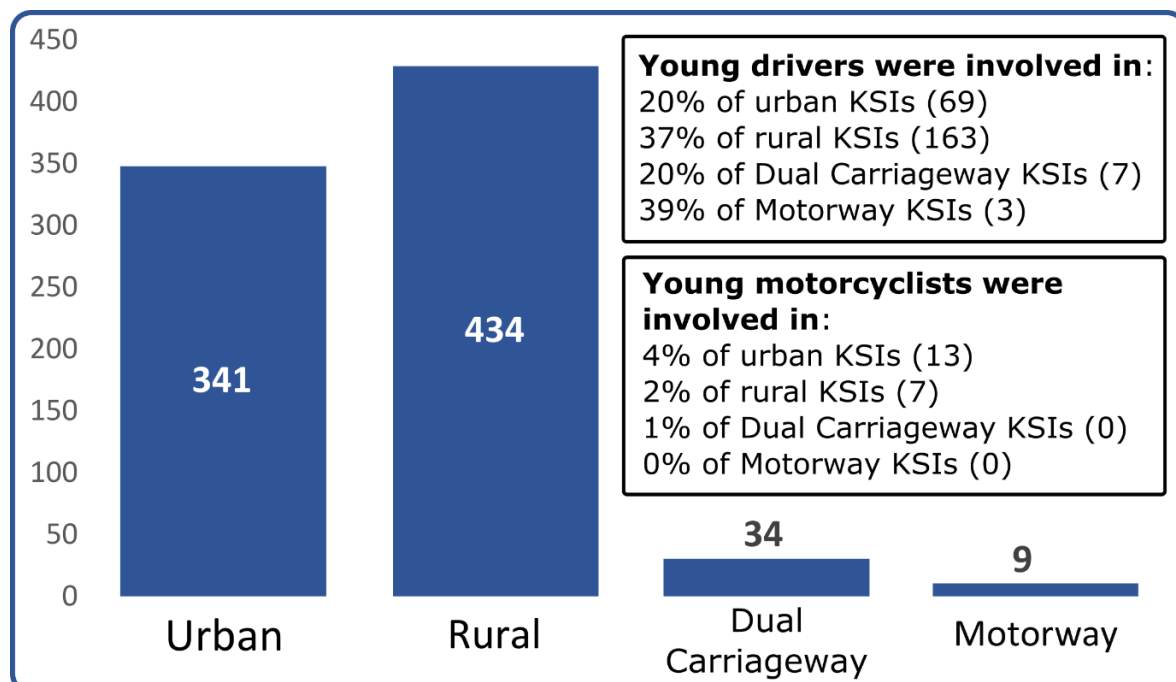
This section sets out the data that will be used to monitor the impact of the Programme - as with previous, an average across 2012-2016 is presented as a baseline against which the current year (or five year average) is compared.

Amendments introduced by GDL enable learner drivers/riders to take lessons on motorways and provides for removal of the 45mph restriction on learner and novice drivers and riders. As such, it will be important to monitor KSIs by road type and by principal causation, particularly with respect to speeding, to determine if these changes have any impact.

Figure 14 below shows analysis by road type. **Motorways have the fewest recorded KSIs:** in the five years 2013-2017, an average of 9 KSIs per year occurred. An average of 434 KSIs per year (**53%**) occurred on rural roads, with a further average of 341 (42%) occurring on urban roads. There were no noteworthy differences between 2013-2017 and 2012-2016.

A car driver aged 17 to 24 was involved in an average of 163 of the 434 rural KSIs (37%), and in an average of three of the nine motorway KSIs. The small numbers of motorway KSIs mean the figures will fluctuate year-on-year and caution should be taken when considering any trends. A young motorcyclist was involved in an average of 13 of the 341 urban KSIs (4%). Again, there has been no noteworthy changes in comparison to 2012-2016.

Figure 14: Number of KSIs by road type, Northern Ireland (average for 2013-2017)



Figures 15 and 16 below show principal causation of KSI collisions with, respectively, young drivers and young motorcyclists responsible. There were a total of 580 KSI collisions in the five year period 2013-2017 caused by car drivers aged 17 to 24, 10 (2%) greater than in 2012-2016. There were 50 KSI collisions caused by motorcyclists aged 17 to 24 in 2013-2017, six fewer than in 2012-2016. The most frequently reported collision causation for both groups was 'Excessive speed' (23% for drivers; 22% for motorcyclists).

Figure 15: Principal causation of KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision
Northern Ireland (2013-2017)

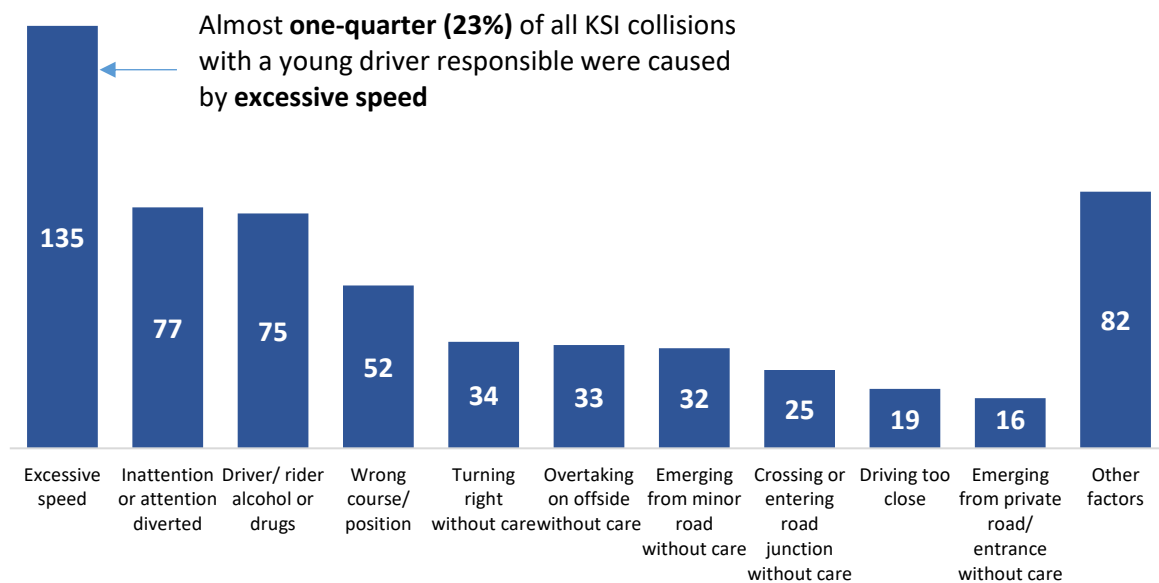
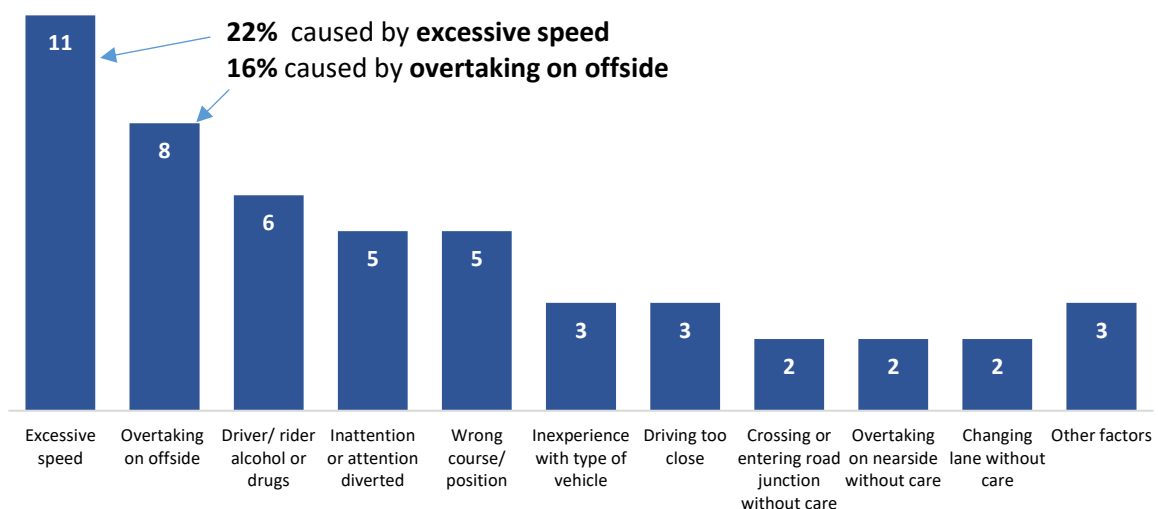


Figure 16: Principal causation of KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision
Northern Ireland (2013-2017)



Figures 17 and 18 examine the 'Excessive speed' collisions from Figures 15 and 16 in greater detail. In the five years 2013-2017, there were an average of 27 KSI collisions caused by excessive speed, where a young car driver was responsible. This compares with the baseline figure of 28 in 2012-2016. The figure for motorcyclists was much lower – there were an average of 2 KSI collisions caused by excessive speed, where a young motorcyclist was responsible.

Similar to other trends seen in this report, numbers for both series fell at the start of the reporting period, but appear to have levelled off somewhat in recent years. There was a peak in 2013 for collisions caused by excessive speed of motorcyclists, but the small numbers involved mean that any movement will be exaggerated in the trend line, and should therefore be treated with caution.

Figure 17: KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2017)

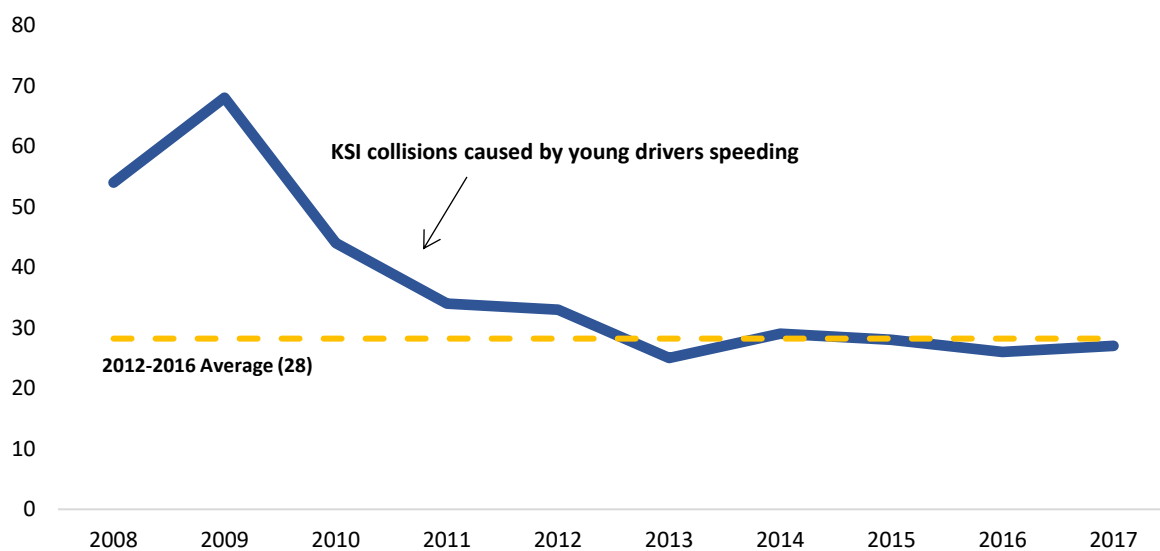
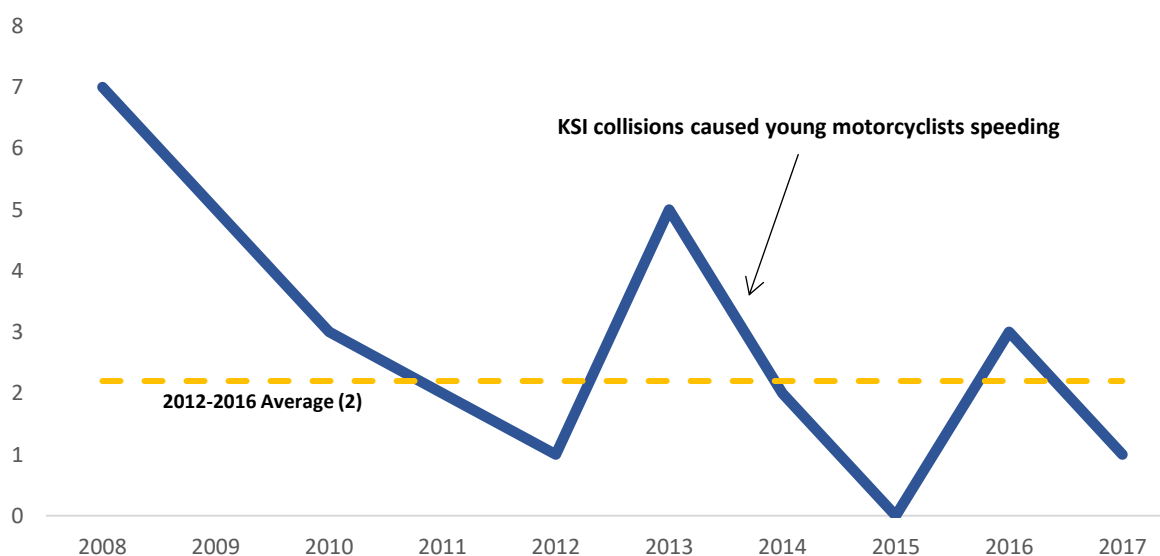
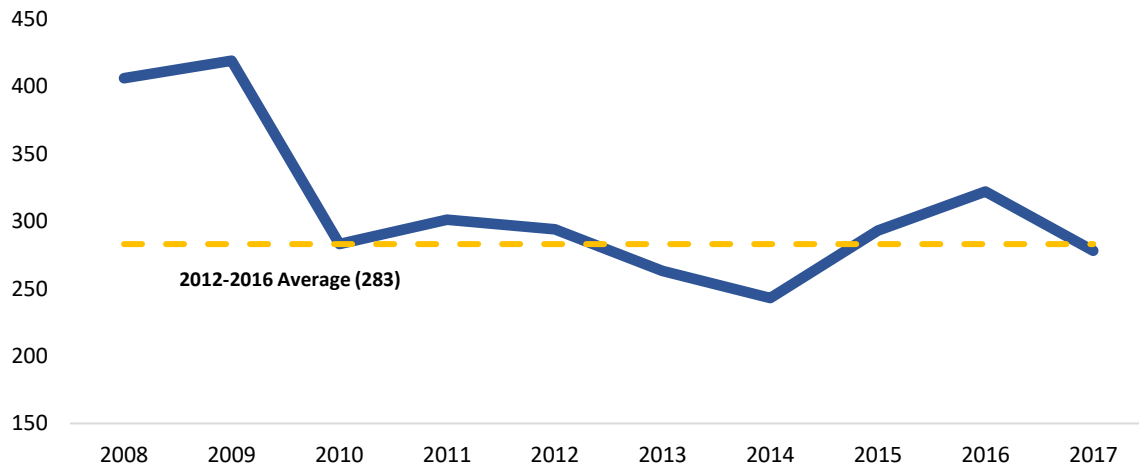


Figure 18: KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, where the principal causation factor was 'Excessive speed having regard to conditions'. Northern Ireland (2008-2017)

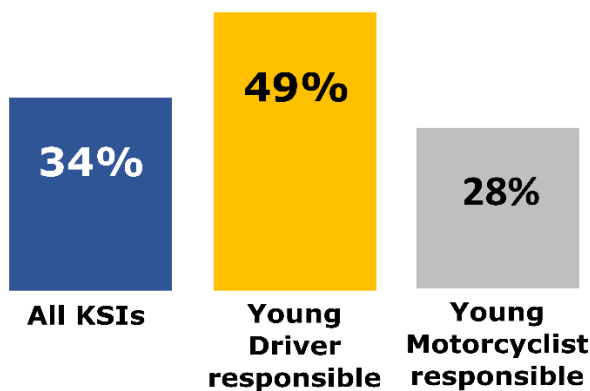


The Programme will also encourage learner drivers to practice in a range of lighting conditions, including darkness. In the five years 2012-2016, a baseline average of **283 KSIs per year occurred in darkness hours**. The number in 2017 (278) was five less than the baseline. See Figure 19 below. **Driver aged 17 to 24 were involved in 103 (37%)** of these KSIs in 2017, and were **responsible for 83 (30%)**. In comparison, motorcyclists aged 17 to 24 were involved in seven (3%) of the KSIs that occurred in darkness, and were responsible for zero (0%). There were no notable changes to these proportions in comparison with the 2012-2016 baseline.

Figure 19: Number of KSIs that occurred in darkness, Northern Ireland (2008-2017)



Proportion of KSIs occurring in **darkness hours**, 2013-2017



Over one-third (34%) of all KSIs in 2013-2017 occurred in darkness. In comparison, a much greater proportion of KSIs that were caused by young car drivers occurred in the dark – just under half (49%). A smaller proportion of KSIs that were caused by young motorcyclists occurred in the dark – 28%. The equivalent proportions in 2012-2016 were 35%, 47% and 28%, respectively.

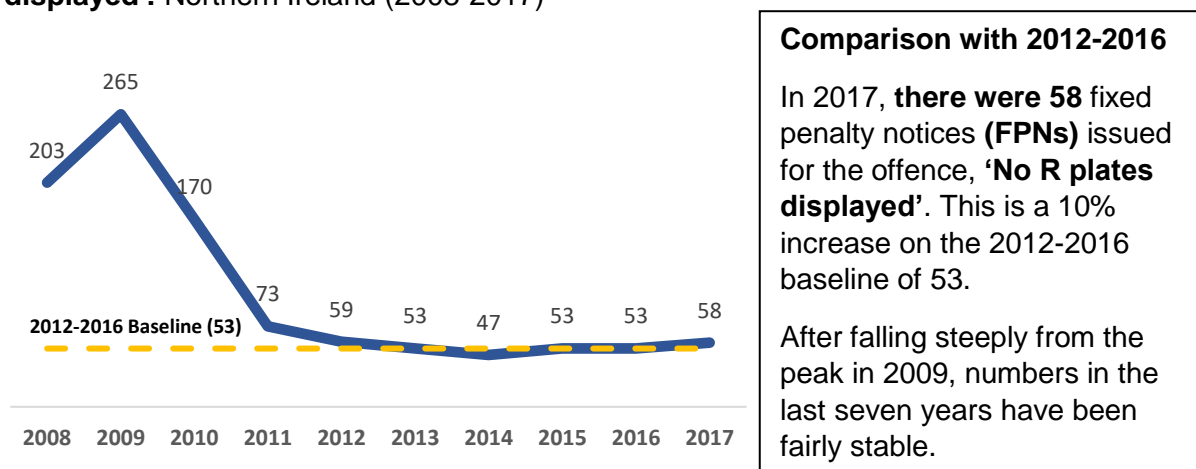
Future updates of this series, once GDL has been implemented, will seek to determine whether encouraging learner drivers to practice in a variety of lighting conditions has had any impact on KSI numbers.

As well as the data presented above, it is intended to look at a range of other data to determine the impact of the Programme. The split of training by Approved Driving Instructor and Supervising Driver and the uptake of motorway lessons will be included in the future updates of this report, when the additional data are available.

2.4 Display of plates (post-test restrictions)

Currently in Northern Ireland all newly-qualified drivers are required to display an R plate for 12 months after passing their practical driving test. The Act will require new drivers to display an R plate for a period of two years after passing their test, rather than one. A specific plate and restrictions will be in place for the first six months post-test, with a further 18 months with a different plate and restrictions. PSNI data on the number of fixed penalty notices issued for 'No R plates displayed' will be used to monitor breaches of this law.

Figure 20: Number of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2008-2017)



Source: Police Service of Northern Ireland (PSNI) Motoring Offences Statistics

Note: The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution

Figure 21: Gender split of fixed penalty notices issued for the offence 'No R plates displayed': Northern Ireland (2013-2017)



The Act will also introduce other post-test restrictions, such as the passenger restriction, whereby, for the first six months, new drivers aged 17-24 of category B vehicles will be restricted from carrying more than one passenger aged 14-20 between the hours of 11pm and 6 am. Questions seeking views on how these new restrictions will be followed and enforced were included on the Continuous Household Survey, 2017/18 as part of the Publicity and Communications Strategy question set; results are available on pages 24-25.

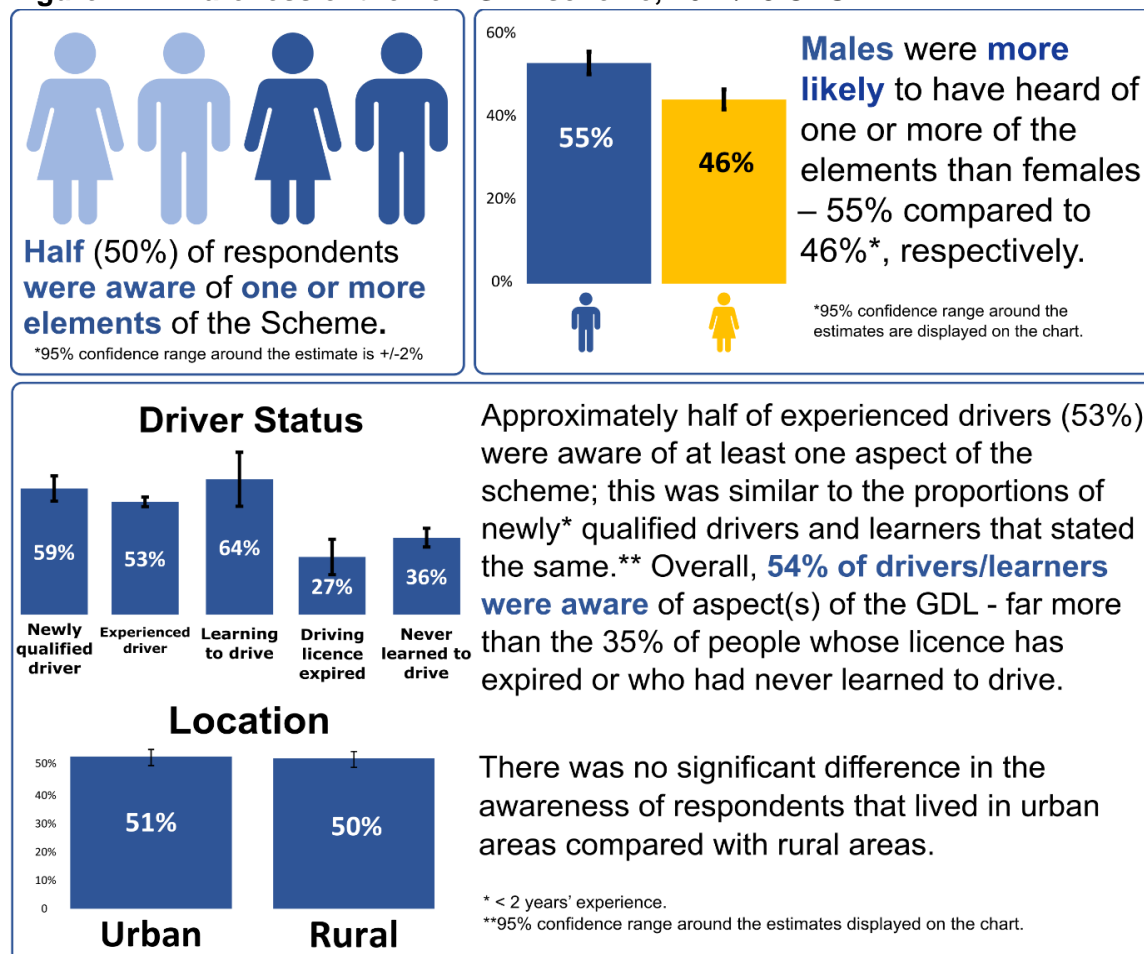
2.5 Publicity and communication strategy

A GDL module, designed to determine public awareness of the scheme, was included in the 2017/18 Continuous Household Survey (CHS). A systematic random sample of 9,000 eligible addresses were selected from the Pointer database of private addresses. However, due to space restrictions, the questionnaire was split and this module was asked of half the households. A response rate of 62% (approximately 2,800 addresses) was achieved. Prior to the CHS survey, there was a GDL module included in the spring 2017 round of the Northern Ireland Omnibus Survey (April-June 2017); however, differences in the question sets mean results from the current survey cannot be compared to this. Proportions derived from a sample will suffer from uncertainty associated with sampling error. In effect, the estimates will have a lower and upper bound within which the “true” population value may lie. Where possible, these boundaries have been calculated and are displayed as a confidence range around the central estimate - represented by a black, bounded line on each bar in the charts below.

Awareness of the GDL

The first question in the CHS asked respondents to indicate whether or not they were aware of the various components of the new Graduated Driver Licensing Scheme. **Of the 2,799 respondents, 1,408 (50%) indicated that they were aware of one or more of the different elements of the GDL.**

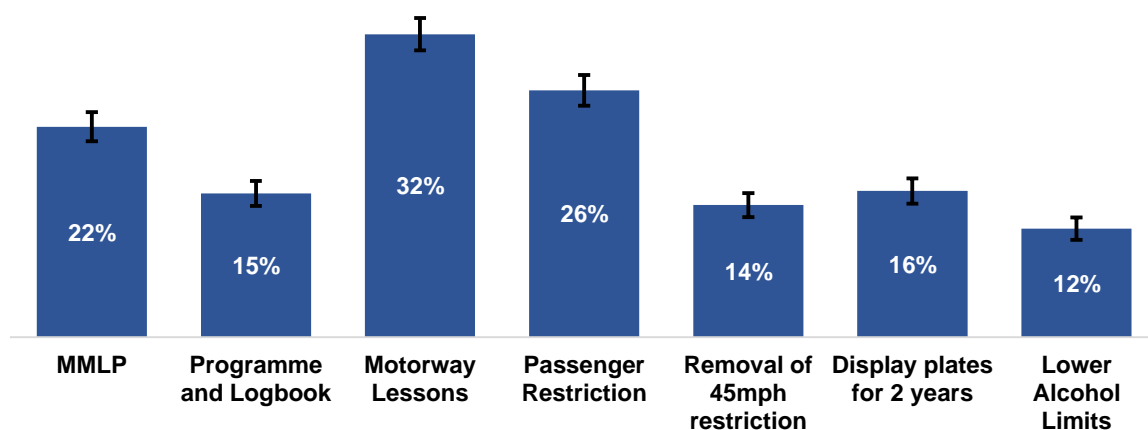
Figure 22: Awareness of the new GDL scheme, 2017/18 CHS



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

The chart below shows the proportion of respondents that were aware of each individual component of GDL. **Respondents were most likely to know that motorway lessons and a passenger restriction are to be introduced as part of GDL**, with 32% and 26%, respectively, of respondents indicating these two elements. Just over one-fifth (22%) were aware of the MMLP. The remaining four elements all saw lower levels of awareness, with between 12% and 16% of respondents selecting them.

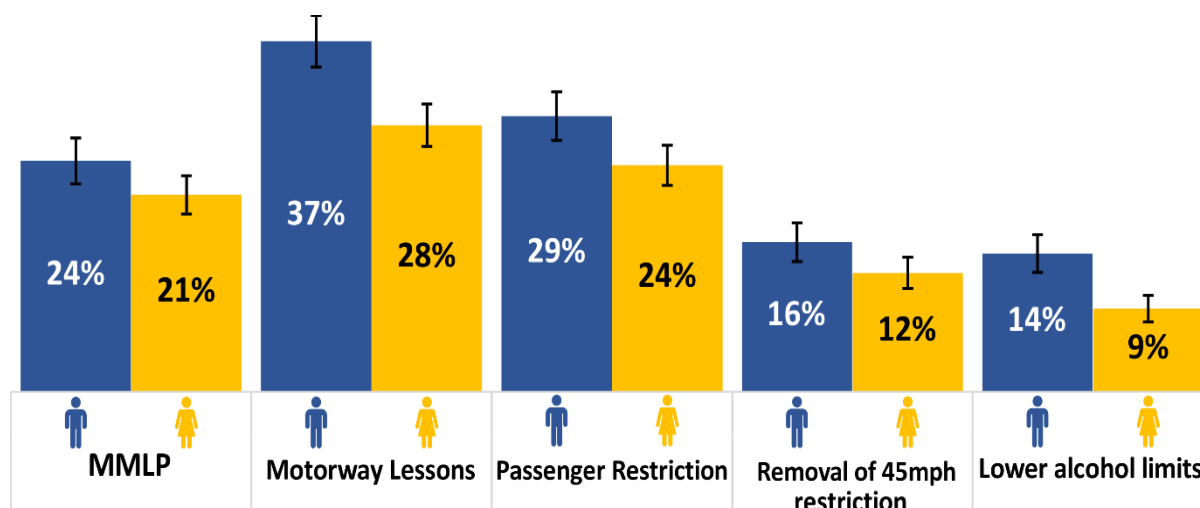
Figure 23: Awareness of Specific elements in the new GDL scheme 2017/18 CHS*



Analysis of the data by gender shows that for five of the GDL components **males were more likely than females to indicate awareness** – these are shown in Figure 24 below.

'Motorway Lessons' had the greatest percentage point difference between male and female awareness, with 37% and 28%, respectively. The remaining two components, 'Programme and Logbook' and 'Post-test plates' did not show any difference in responses by gender.

Figure 24: Specific awareness in the new GDL scheme, by Gender 2017/18 CHS *

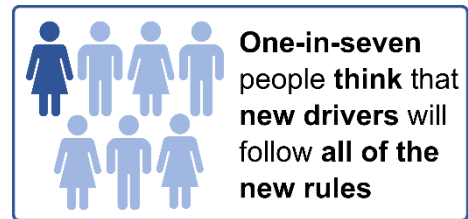


*Note: The proportions displayed in charts are based on weighted data. The weighting process adjusts the results to those that would have been achieved if the sample had been drawn as a random sample of adults rather than of addresses.

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

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

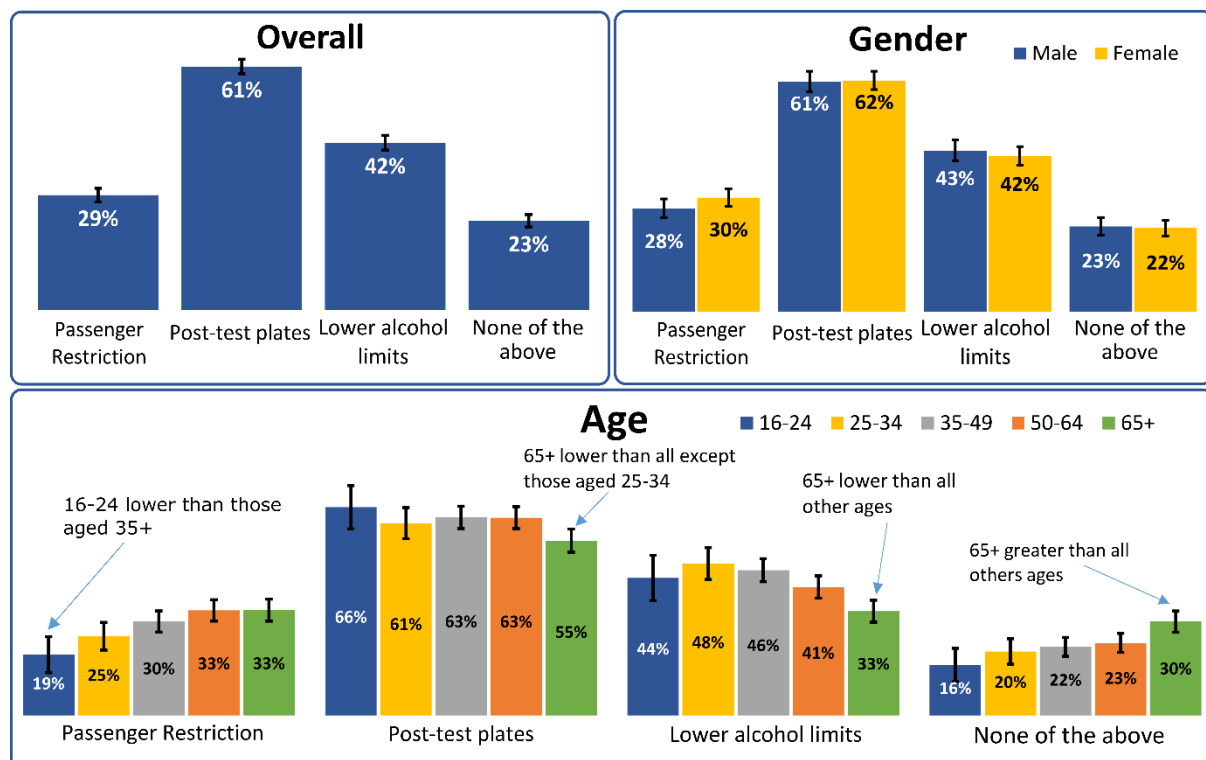
Overall, one-in-seven (15%) respondents think that newly qualified drivers will **follow all of the new rules**. This varied slightly by age. Only 9% of young people aged 17 to 24 think that newly qualified drivers will follow all of the new rules, which was lower than people aged 35+ (17%).



Three-fifths (61%) of respondents think that new drivers will display post-test plates for two years, two-fifths (42%) of respondents think that they will adhere to the lower alcohol limits, and three-tenths (29%) think that new drivers will follow the passenger restriction. Almost **one-quarter (23%) of respondents think that new drivers will not follow any of the new rules.**

There were no differences in responses by gender. Interestingly, there were some differences in responses by age. **Young people aged 16-24 were less likely to think that people will follow the passenger restriction** (19% compared with 29% overall), while people aged 65+ were less likely to think that new drivers would display post-test plates and adhere to the lower alcohol limits (55% compared with 61% overall for post-test plates; 33% compared with 42% overall for lower alcohol limits). **Older people aged 65+ were most likely to think that newly qualified drivers would not follow any of the rules** – 30% compared with 23% overall. These findings are all presented in Figure 25 below.

Figure 25: Proportion of respondents that think newly qualified drivers will follow the new rules 2017/18 CHS*



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

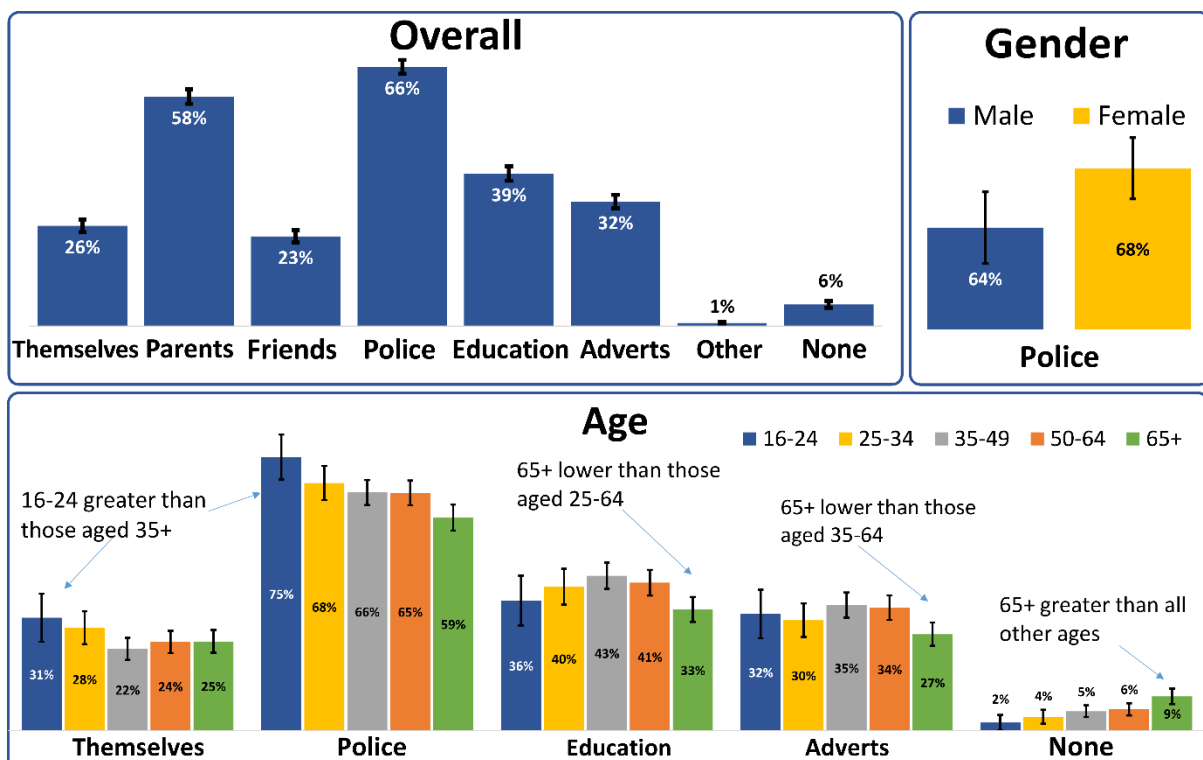
Who or what will influence newly qualified drivers to follow the new rules? (Post-test restrictions)

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

Overall, **respondents were most likely to think that newly qualified drivers will be influenced to follow the new rules by a fear of being caught by the police**, with two-thirds (66%) of respondents selecting this option. Just under three-fifths (58%) of people thought that parents would influence new drivers. Respondents were least likely to think that friends (23%) or new drivers themselves (26%) would influence newly qualified drivers to follow the rules. Approximately 1% of respondents suggested other potential influencing factors, with the most common theme relating to legal issues (driving ban, tougher penalties etc.). Six per cent of respondents think that there is nothing that will influence newly qualified drivers to follow the new rules.

Responses were further analysed to determine whether there were any differences by gender or age. All but one option reported no difference between genders; **females were more likely than males to say that police will influence newly qualified drivers** to follow the new rules (68% compared with 64%, respectively). There were more differences reported by age. **Younger people aged 16-24 were more likely to think that newly qualified drivers would be influenced by themselves or by the police**, while those aged 65+ were less likely to think that newly qualified drivers would be influenced by education or adverts. Additionally, people aged 65+ were most likely to think that nothing will influence new drivers to follow the rules. See Figure 26 below.

Figure 26: Who/What will influence newly qualified drivers to follow the new rules? (proportion of respondents) 2017/18 CHS*



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

Section 3: Future work

The data presented in this report provides the currently available data for 2017 compared with the 2012-2016 baseline average. Future trends in relation to this data will give some indication of the effectiveness of the GDL scheme when it comes into operation. As stated throughout the report, as well as annual updates of the data already available, future reports will also seek to provide additional data. Potential additional data has been discussed and this is listed below; further development work on this is required and these data will be incorporated into future editions of GDL reports as and when available.

Measure	Source	Required	Purpose	Data collection method	Notes
Delivery of training split by ADI and SD	Dfl	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for learner/newly qualified drivers agreed. No resolution to how to issue survey yet.
Does the programme of training impact on the costs of learning to drive	Dfl	Pre- and Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for newly qualified drivers agreed. No resolution to how to issue survey yet.
Number of drivers who had their licence revoked under New Driver Order (NDO)	DVA	Pre- and Post-GDL	Monitoring the introduction of NDO courses	Admin data	Awaiting data from DVA
Number of drivers who receive points during the NDO period	DVA	Pre- and Post-GDL	Monitoring the introduction of NDO courses	Admin data	Awaiting data from DVA
Does the increased licensing age associated with MMLP impact on access to education/employment social events	Dfl	Pre- and Post-GDL	Monitoring impact of MMLP	Ad-hoc survey	Agreed that this question will not be asked.
Who will enforce driving restrictions	Dfl	Pre- and Post-GDL	Monitoring restrictions	Various surveys dependant on respondent population	Question for general population included in CHS – results included in this report. Question for learner/newly qualified drivers agreed, but no resolution yet on how to issue survey.

Uptake of motorway lessons	Dfl	Post-GDL	Monitoring the Programme of Training	Ad-hoc survey	Question for learner/newly qualified drivers agreed, but no resolution yet on how to issue survey.
Comms Strategy evaluation	Dfl	Pre- and post-GDL	Monitoring Comms Strategy	Various surveys dependant on respondent population	Question for general population included in CHS – results included in this report. Question for learner/newly qualified drivers agreed, but no resolution yet on how to issue survey.
PSNI data on breaches of passenger restriction	PSNI	Post-GDL	Monitoring restrictions	PSNI Admin data	Data required from PSNI
Ease of which PSNI can enforce passenger restriction	PSNI traffic police	Post-GDL	Monitoring restrictions	PSNI	Survey mechanism will be required within PSNI if still required, more development required
Number of drivers who are sent on the NDO course instead of licence revocation	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity.
Number of licences that are revoked after a course has been taken	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity.
Impact of NDO course (number reoffending after taking course)	DOJ	Post-GDL	Monitoring the introduction of NDO courses	DOJ Dataset	Should be captured in DoJ datasets established to monitor course activity. Could potentially be carried out alongside drink-drive (CDDO) recidivist analysis.
Impact of CDDO (Courses for Drink-drive Offenders) - recidivist analysis	DOJ	Pre- and Post-GDL	Monitoring the impact of CDDO	DOJ Dataset	Will be an annual exercise. Several reports already available; currently awaiting next update.

Annexe of Additional Tables

Table 1: Proportion of drivers deemed responsible for KSI collisions by age group and the proportion of licences held, Northern Ireland 2012-2016 vs 2013-2017

Age	Proportion of licences		Proportion drivers deemed responsible for KSI collisions			
	2012-2016	2013-2017	KSI collisions		All Collisions	
			2012-2016	2013-2017	2012-2016	2013-2017
17-24	10%	10%	27%	27%	22%	22%
25-34	18%	18%	21%	21%	22%	22%
35-49	29%	29%	18%	17%	23%	23%
50-64	25%	25%	14%	16%	15%	14%
65+	17%	18%	13%	14%	11%	11%

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

Table 2: Number of KSIs resulting from collisions involving car drivers aged 17 to 24, Northern Ireland 2008-2017

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008	368		
2009	353		-4%
2010	288		-18%
2011	233		-19%
2012	235		1%
2013	215		-9%
2014	255		19%
2015	241		-5%
2016	263		9%
2017	233	-4%	-11%
2012-2016 Baseline	241.8		

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

Table 2a: Number of KSIs resulting from collisions involving car drivers aged 17 to 24, Northern Ireland 2008-2017 Rolling Average

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008-2012	295.4		
2009-2013	264.8		-10%
2010-2014	245.2		-7%
2011-2015	235.8		-4%
2012-2016	241.8		3%
2013-2017	241.4	0%	0%
2012-2016 Baseline	241.8		

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

Table 3: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2017

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008	234		
2009	253		8%
2010	202		-20%
2011	173		-14%
2012	155		-10%
2013	143		-8%
2014	160		12%
2015	174		9%
2016	183		5%
2017	155	-5%	-15%
2012-2016 Baseline	163.0		

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

Table 3a: Number of KSIs resulting from collisions involving car drivers aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2017 Rolling Average

Year	Number of KSIs	Percentage change from baseline	Percentage change from last year
2008-2012	203.4		
2009-2013	185.2		-9%
2010-2014	166.6		-10%
2011-2015	161.0		-3%
2012-2016	163.0		1%
2013-2017	163.0	0%	0%
2012-2016 Baseline	163.0		

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

Table 4: Age of Passenger KSIs that were travelling in a car with a driver aged 17-24, Northern Ireland 2008-2017

Year	Age of Passenger KSI				Total	% aged 14-20	% change from baseline
	<14	14-20	21-24	25+			
2008	1	46	20	17	84	55%	
2009	2	57	21	13	93	61%	
2010	3	41	11	11	66	62%	
2011	3	39	11	10	63	62%	
2012	0	34	14	12	60	57%	
2013	0	26	12	6	44	59%	
2014	3	33	17	16	69	48%	
2015	5	39	15	4	63	62%	
2016	3	43	6	10	62	69%	
2017	0	23	10	17	50	46%	-22%
2012-2016 Baseline	2.2	35.0	12.8	9.6	59.6	59%	

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

Table 4a: Age of Passenger KSIs that were travelling in a car with a driver aged 17-24, Northern Ireland 2008-2017 Rolling Average

Year	Age of Passenger KSI				Total	% aged 14-20	% change from baseline
	<14	14-20	21-24	25+			
2008-2012	1.8	43.4	15.4	12.6	73.2	59%	
2009-2013	1.6	39.4	13.8	10.4	65.2	60%	
2010-2014	1.8	34.6	13.0	11.0	60.4	57%	
2011-2015	2.2	34.2	13.8	9.6	59.8	57%	
2012-2016	2.2	35.0	12.8	9.6	59.6	59%	
2013-2017	2.2	32.8	12	10.6	57.6	57%	-3%
2012-2016 Baseline	2.2	35.0	12.8	9.6	59.6	59%	

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

Table 5: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by location of collision: Northern Ireland 2008-2017

Year	Location of Young Passenger KSIs			Total	% of Rural KSIs	Trend assessment % change from baseline
	Urban	Rural	Motorway/ Dual Carriageway			
2008	16	27	3	46	59%	
2009	7	49	1	57	86%	
2010	8	32	1	41	78%	
2011	10	28	1	39	72%	
2012	9	24	1	34	71%	
2013	3	22	1	26	85%	
2014	5	28	0	33	85%	
2015	3	33	3	39	85%	
2016	8	35	0	43	81%	
2017	6	16	1	23	70%	-14%
2012-2016 Baseline	5.6	28.4	1.0	35.0	81%	

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

Table 5a: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by location of collision: Northern Ireland 2008-2017 Rolling Average

Year	Location of Young Passenger KSIs			Total	% of Rural KSIs	Trend assessment % change from baseline
	Urban	Rural	Motorway/ Dual Carriageway			
2008-2012	10.0	32.0	1.4	43.4	74%	
2009-2013	7.4	31.0	1.0	39.4	79%	
2010-2014	7.0	26.8	0.8	34.6	77%	
2011-2015	6.0	27.0	1.2	34.2	79%	
2012-2016	5.6	28.4	1.0	35.0	81%	
2013-2017	5.0	26.8	1.0	32.8	82%	1%
2012-2016 Baseline	5.6	28.4	1.0	35.0	81%	

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

Table 6: Passenger KSIs aged 14-20 injured travelling in a car, by age of driver
Northern Ireland 2008-2017

Year	Car passenger KSIs aged 14-20, injured travelling with a driver aged:			% young passengers injured while travelling with a young driver	Trend % change from baseline
	17-24	Other ages	Total		
2008	46	19	65	71%	
2009	57	15	72	79%	
2010	41	18	59	69%	
2011	39	12	51	76%	
2012	34	17	51	67%	
2013	26	11	37	70%	
2014	33	9	42	79%	
2015	39	8	47	83%	
2016	43	11	54	80%	
2017	23	6	29	79%	5%
2012-2016	35.0	11.2	46.2	76%	

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

Table 6a: Passenger KSIs aged 14-20 injured travelling in a car, by age of driver
Northern Ireland 2008-2017 Rolling Average

Year	Car passenger KSIs aged 14-20, injured travelling with a driver aged:			% young passengers injured while travelling with a young driver	Trend % change from baseline
	17-24	Other ages	Total		
2008-2012	43.4	16.2	59.6	73%	
2009-2013	39.4	14.6	54.0	73%	
2010-2014	34.6	13.4	48.0	72%	
2011-2015	34.2	11.4	45.6	75%	
2012-2016	35.0	11.2	46.2	76%	
2013-2017	32.8	9.0	41.8	78%	4%
2012-2016	35.0	11.2	46.2	76%	

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

Table 7: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by day of the week: Northern Ireland 2008-2017

Year	Day of the week							Total	% Weekend	Trend % change from baseline
	Mon	Tue	Wed	Thu	Fri	Sat	Sun			
2008	2	4	6	2	5	13	14	46	59%	
2009	7	2	9	3	10	7	19	57	46%	
2010	7	4	3	5	7	8	7	41	37%	
2011	5	1	4	7	6	4	12	39	41%	
2012	6	3	5	3	3	10	4	34	41%	
2013	0	5	2	6	2	5	6	26	42%	
2014	4	6	4	2	6	7	4	33	33%	
2015	6	4	5	2	9	9	4	39	33%	
2016	3	3	6	6	3	7	15	43	51%	
2017	3	0	0	1	4	6	9	23	65%	61%
2012-2016	3.8	4.2	4.4	3.8	4.6	7.6	6.6	35.0	41%	

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

Table 7a: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by day of the week: Northern Ireland 2008-2017 Rolling Average

Year	Day of the week							Total	% Weekend	Trend % change from baseline
	Mon	Tue	Wed	Thu	Fri	Sat	Sun			
2008-2012	5.4	2.8	5.4	4.0	6.2	8.4	11.2	43.4	45%	
2009-2013	5.0	3.0	4.6	4.8	5.6	6.8	9.6	39.4	42%	
2010-2014	4.4	3.8	3.6	4.6	4.8	6.8	6.6	34.6	39%	
2011-2015	4.2	3.8	4.0	4.0	5.2	7.0	6.0	34.2	38%	
2012-2016	3.8	4.2	4.4	3.8	4.6	7.6	6.6	35.0	41%	
2013-2017	3.2	3.6	3.4	3.4	4.8	6.8	7.6	32.8	44%	8%
2012-2016	3.8	4.2	4.4	3.8	4.6	7.6	6.6	35.0	41%	

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

Table 8: Passenger KSIs aged 14-20 travelling in a car with a driver aged 17-24, by time of the day: Northern Ireland 2012-2016 Vs 2013-2017

Time	All Roads		Rural Roads	
	2012-2016	2013-2017	2012-2016	2013-2017
00:01-01:00	20	17	16	15
01:01-02:00	9	9	8	6
02:01-03:00	13	8	9	5
03:01-04:00	5	10	5	9
04:01-05:00	0	1	0	1
05:01-06:00	6	7	6	7
06:01-07:00	1	1	1	1
07:01-08:00	0	0	0	0
08:01-09:00	4	4	4	4
09:01-10:00	1	1	1	1
10:01-11:00	1	1	1	1
11:01-12:00	3	3	3	3
12:01-13:00	3	2	2	1
13:01-14:00	8	9	6	6
14:01-15:00	5	6	5	6
15:01-16:00	7	6	5	5
16:01-17:00	4	3	2	1
17:01-18:00	12	9	6	4
18:01-19:00	5	5	5	5
19:01-20:00	12	11	11	10
20:01-21:00	7	10	6	8
21:01-22:00	22	18	17	15
22:01-23:00	10	9	8	7
23:01-24:00	17	14	15	13
Total	175	164	142	134

Key

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

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

Table 9a: Motorcyclist KSIs by age, Northern Ireland 2012-2017

Age group	2012	2013	2014	2015	2016	2017	2012-2016	2013-2017
17-24	25	19	22	18	19	13	103	91
25-29	14	14	13	8	11	9	60	55
30-39	15	16	16	8	13	11	68	64
40-49	25	24	26	29	20	20	124	119
50+	18	23	17	16	27	32	101	115
Total	100	101	97	82	92	89	472	461

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

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

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

Age group	2012-2016	2013-2017	Proportion responsible: % difference between 2012-2016 and 2013-2017
	% responsible for their injuries	% responsible for their injuries	
17-24	52%	53%	1%
25-29	47%	55%	17%
30-39	60%	63%	4%
40-49	41%	44%	6%
50+	38%	41%	9%
Total	47%	50%	5%

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

Table 10: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24, Northern Ireland 2008-2017

Year	Number of KSIs
2008	40
2009	45
2010	28
2011	25
2012	27
2013	23
2014	23
2015	22
2016	20
2017	15
2012-2016 Baseline	23.0

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

Table 10a: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24, Northern Ireland 2008-2017 Rolling Average

Year	Number of KSIs
2008-2012	33.0
2009-2013	29.6
2010-2014	25.2
2011-2015	24.0
2012-2016	23.0
2013-2017	20.6
2012-2016 Baseline	23.0

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

Table 11: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2017

Year	Number of KSIs
2008	25
2009	24
2010	16
2011	17
2012	10
2013	16
2014	14
2015	9
2016	11
2017	3
2012-2016 Baseline	12.0

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

Table 11a: Number of KSIs resulting from collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland 2008-2017 Rolling Average

Year	Number of KSIs
2008-2012	18.4
2009-2013	16.6
2010-2014	14.6
2011-2015	13.2
2012-2016	12.0
2013-2017	10.6
2012-2016 Baseline	12.0

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

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

License type	Car Drivers				Motorcyclists			
	2012-2016		2013-2017		2012-2016		2013-2017	
	Number	%	Number	%	Number	%	Number	%
L Driver	21	1%	21	1%	66	14%	60	13%
R Driver	69	4%	69	4%	8	2%	7	2%
Unrestricted	1,358	88%	1376	88%	352	75%	346	76%
Other	94	6%	93	6%	44	9%	43	9%
Total	1,542		1,559		470		456	

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

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

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

License type	Car Drivers				Motorcyclists			
	2012-2016		2013-2017		2012-2016		2013-2017	
	Number	%	Number	%	Number	%	Number	%
L Driver	20	2%	19	2%	31	14%	31	14%
R Driver	57	7%	57	6%	5	2%	5	2%
Unrestricted	721	83%	738	83%	153	68%	157	69%
Other	73	8%	76	9%	35	16%	36	16%
Total	871		890		224		229	

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

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

Table 14: KSIs resulting from collisions involving Learner and Restricted drivers and motorcyclists responsible for the collision, Northern Ireland 2012-2017

Year	Drivers		Motorcyclists	
	Learner	Restricted	Learner	Restricted
2012	11	38	5	0
2013	9	27	9	2
2014	18	23	9	2
2015	16	35	5	1
2016	7	39	6	0
2017	9	31	4	0
2012-2016 Baseline	12.2	32.4	6.8	1.0
2013-2017	11.8	31.0	6.6	1.0
Trend assessment: % difference between 2012-16 and 2013-17	-3%	-4%	-3%	0%

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

Table 15a: Average Age for Category B Test Passes by Gender – Northern Ireland (2012-2017) (car)

Year	Female	Male	Overall
2012	22.9	23.1	23.0
2013	22.8	23.2	23.0
2014	22.7	23.0	22.9
2015	22.8	23.0	22.9
2016	23.0	23.0	23.0
2017	23.1	23.2	23.1
2012-2016 Baseline	22.8	23.1	23.0
2013-2017	22.9	23.1	23.0

Source: Driver and Vehicle Agency Statistics

Note:

1. The analysis above did not include repeat testers. Tests conducted after the candidates first pass were not included.
2. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25.

Table 15b: Average Age for Category A Test Passes by Gender – Northern Ireland (2012-2017) (Motorcycle)

Year	Female	Male	Overall
2012	35.3	33.3	33.5
2013	35.1	33.7	33.9
2014	35.9	34.5	34.6
2015	34.8	34.1	34.2
2016	35.6	35.0	35.0
2017	34.6	35.2	35.2
2012-2016 Baseline	35.3	34.1	34.2
2013-2017	35.1	34.6	34.6

Source: Driver and Vehicle Agency Statistics

Note:

1. The analysis above did not include repeat testers. Tests conducted after the candidates first pass were not included.
2. The candidates age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25.

Table 16a: Average Attempt Number for Category B Test Passes by Age and Gender – Northern Ireland (2012-2017) (Car)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	1.4	1.7	2.1	2.2	2.3	2.4	2.6	3.2	2.0
	Male	1.4	1.6	1.9	1.9	1.8	1.8	1.7	1.6	1.7
	Total	1.4	1.7	2.0	2.0	2.1	2.1	2.1	2.3	1.9
2013	Female	1.4	1.7	2.0	2.1	2.2	2.3	2.3	3.0	1.9
	Male	1.3	1.6	1.8	1.8	1.8	1.8	1.6	1.7	1.6
	Total	1.4	1.6	1.9	2.0	2.0	2.1	1.9	2.1	1.8
2014	Female	1.4	1.7	1.9	2.1	2.2	2.3	2.5	2.7	1.9
	Male	1.3	1.6	1.7	1.7	1.8	1.7	1.5	1.5	1.6
	Total	1.3	1.6	1.8	1.9	2.0	2.0	2.0	1.9	1.8
2015	Female	1.3	1.7	2.0	2.0	2.2	2.3	2.5	2.5	1.9
	Male	1.3	1.6	1.8	1.7	1.7	1.8	1.6	1.7	1.6
	Total	1.3	1.6	1.9	1.9	2.0	2.0	2.0	1.9	1.8
2016	Female	1.4	1.7	2.0	2.1	2.2	2.4	2.7	2.6	2.0
	Male	1.4	1.7	1.9	1.8	1.9	1.9	1.9	1.6	1.7
	Total	1.4	1.7	2.0	2.0	2.0	2.1	2.3	2.0	1.9
2017	Female	1.4	1.7	2.0	2.1	2.3	2.4	2.6	2.7	2.0
	Male	1.3	1.6	1.9	1.8	1.8	1.8	1.8	1.6	1.7
	Total	1.3	1.7	2.0	2.0	2.0	2.1	2.2	2.1	1.8
2012-2016 Baseline	Female	1.4	1.7	2.0	2.1	2.2	2.4	2.5	2.8	2.0
	Male	1.3	1.6	1.8	1.8	1.8	1.8	1.7	1.6	1.7
	Total	1.4	1.7	1.9	2.0	2.0	2.1	2.1	2.0	1.8
2013-2017	Female	1.4	1.7	2.0	2.1	2.2	2.3	2.5	2.6	2.0
	Male	1.3	1.6	1.8	1.8	1.8	1.8	1.7	1.6	1.7
	Total	1.3	1.7	1.9	1.9	2.0	2.1	2.1	2.0	1.8

Source: Driver and Vehicle Agency Statistics

Notes:

1. The analysis above did not include repeat testers. Tests conducted after the candidates first pass were not included.
2. Candidate age at the time of test was calculated as their actual age last birthday, in line with modern convention.
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The split between 17-17.5 and 17.5-18 were included to show the stark contrast in pass rates.
5. The analysis above excluded a very small number of candidates who were under 17 or did not have a valid DOB.

Table 16b: Average Attempt Number for Category A Test Passes by Age and Gender – Northern Ireland (2012-2017) (Motorcycle)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	-	-	1.2	1.5	1.4	1.3	1.3	1.4	1.3
	Male	1.4	1.4	1.4	1.3	1.2	1.3	1.3	1.5	1.3
	Total	1.3	1.4	1.4	1.3	1.2	1.3	1.3	1.4	1.3
2013	Female	-	-	-	-	1.2	1.3	1.5	-	1.3
	Male	-	1.3	1.5	1.2	1.2	1.3	1.3	1.4	1.3
	Total	-	1.3	1.5	1.2	1.2	1.3	1.3	1.5	1.3
2014	Female	-	-	-	-	1.2	1.6	1.1	-	1.3
	Male	-	-	1.3	1.3	1.2	1.2	1.2	1.3	1.2
	Total	-	-	1.3	1.3	1.2	1.2	1.2	1.3	1.2
2015	Female	-	-	-	-	1.3	1.5	1.2	-	1.3
	Male	-	-	1.3	1.2	1.2	1.3	1.2	1.4	1.3
	Total	-	-	1.3	1.2	1.2	1.3	1.2	1.4	1.3
2016	Female	-	-	-	-	-	1.5	1.2	-	1.3
	Male	-	-	1.3	1.2	1.2	1.3	1.4	1.4	1.3
	Total	-	-	1.2	1.2	1.2	1.3	1.4	1.4	1.3
2017	Female	-	-	-	1.4	1.2	1.4	1.3	-	1.3
	Male	-	-	1.2	1.2	1.2	1.2	1.2	1.3	1.2
	Total	-	-	1.2	1.2	1.2	1.2	1.2	1.3	1.2
2012-2016 Baseline	Female	-	-	1.3	1.3	1.2	1.4	1.3	1.5	1.3
	Male	1.2	1.3	1.3	1.2	1.2	1.3	1.3	1.4	1.3
	Total	1.2	1.3	1.3	1.3	1.2	1.3	1.3	1.4	1.3
2013-2017	Female	-	-	1.3	1.2	1.2	1.4	1.2	1.6	1.3
	Male	1.0	1.1	1.3	1.2	1.2	1.3	1.3	1.3	1.3
	Total	1.0	1.1	1.3	1.2	1.2	1.3	1.3	1.4	1.3

Source: Driver and Vehicle Agency Statistics

Note:

1. The table does not include repeat testers. Tests conducted after the candidates first pass were not included. 'Off-Road' tests were not included.
2. Candidate age at the time of test was calculated as their actual age last birthday, in line with modern convention.
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The analysis above excluded a very small number of candidates who were under 17 or did not have a valid DOB.
5. A dash indicates categories with less than 10 candidates: the aggregate in these instances may skew the interpretation of the results.

Table 17a: Pass Rates for First Category B Test by Age and Gender – NI (2012-2017)
(Car)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	61%	54%	46%	48%	45%	42%	39%	35%	49%
	Male	68%	58%	54%	56%	58%	62%	65%	63%	60%
	Total	65%	56%	50%	51%	51%	52%	54%	52%	55%
2013	Female	64%	56%	50%	48%	47%	43%	43%	35%	51%
	Male	70%	61%	57%	59%	61%	64%	68%	68%	63%
	Total	68%	58%	53%	53%	53%	53%	56%	57%	57%
2014	Female	64%	53%	48%	47%	45%	43%	41%	44%	50%
	Male	68%	60%	56%	57%	60%	63%	70%	69%	61%
	Total	66%	57%	52%	51%	52%	53%	58%	60%	56%
2015	Female	64%	53%	50%	48%	45%	47%	41%	43%	52%
	Male	69%	58%	55%	58%	61%	60%	63%	67%	61%
	Total	67%	56%	53%	53%	53%	54%	53%	58%	56%
2016	Female	63%	54%	47%	48%	44%	43%	39%	42%	50%
	Male	67%	55%	52%	54%	61%	58%	61%	66%	58%
	Total	65%	54%	49%	51%	52%	50%	51%	56%	54%
2017	Female	65%	54%	47%	48%	47%	45%	42%	37%	50%
	Male	69%	60%	54%	58%	57%	59%	61%	65%	60%
	Total	67%	57%	51%	53%	52%	52%	52%	53%	55%
2012-2016 Baseline	Female	63%	54%	48%	48%	45%	44%	41%	40%	50%
	Male	68%	59%	55%	57%	60%	61%	65%	67%	61%
	Total	66%	56%	51%	52%	52%	52%	54%	57%	55%
2013-2017	Female	64%	54%	48%	48%	46%	44%	41%	41%	51%
	Male	68%	59%	55%	57%	60%	61%	65%	67%	60%
	Total	67%	56%	51%	52%	52%	52%	54%	57%	56%

Source: Driver and Vehicle Agency Statistics

Notes for Tables 17 and 18:

1. Table 17 only includes the first test of each candidate. Table 18 does not include repeat testers. Tests conducted after the candidates first pass were not included.
2. Candidate age at the time of the test was calculated as their actual age last birthday, in line with modern convention
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The split between 17-17.5 and 17.5-18 were included to show the stark contrast in pass rates
5. The analysis above excludes a very small number of candidates who were under 17 or did not have a valid DOB.

Table 17b: Pass Rates for First Category A Test by Age and Gender – Northern Ireland (2012-2017) (Motorcycle)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	-	-	83%	67%	71%	73%	71%	71%	72%
	Male	67%	65%	66%	77%	84%	79%	76%	68%	76%
	Total	68%	67%	67%	76%	82%	78%	75%	68%	76%
2013	Female	-	-	-	-	85%	84%	60%	-	75%
	Male	-	73%	60%	84%	81%	77%	80%	76%	78%
	Total	82%	75%	60%	85%	81%	77%	79%	71%	78%
2014	Female	-	-	-	-	75%	59%	88%	-	76%
	Male	-	-	70%	75%	81%	83%	81%	71%	79%
	Total	-	-	69%	76%	81%	81%	82%	71%	79%
2015	Female	-	-	-	80%	81%	68%	91%	-	81%
	Male	-	-	82%	77%	85%	76%	81%	72%	79%
	Total	-	-	83%	77%	85%	75%	82%	71%	79%
2016	Female	-	-	-	-	80%	60%	73%	-	69%
	Male	-	-	73%	86%	82%	81%	73%	78%	80%
	Total	-	-	74%	85%	82%	80%	73%	77%	79%
2017	Female	-	-	-	69%	65%	92%	76%	-	74%
	Male	-	-	75%	83%	81%	82%	78%	76%	80%
	Total	-	-	77%	82%	80%	82%	78%	75%	80%
2012-2016 Baseline	Female	-	-	80%	75%	77%	70%	77%	65%	74%
	Male	73%	73%	70%	79%	83%	79%	78%	72%	78%
	Total	76%	75%	70%	79%	82%	78%	78%	72%	78%
2013-2017	Female	-	-	85%	78%	76%	71%	80%	59%	75%
	Male	85%	81%	73%	81%	82%	80%	79%	75%	79%
	Total	88%	80%	74%	81%	82%	79%	79%	74%	79%

Source: Driver and Vehicle Agency Statistics

Notes for Tables 17 and 18:

1. Table 17 only includes the first test of each candidate. Tests conducted after the candidates first pass were not included. 'Off-Road' tests were not included.
2. Candidate age at the time of the test was calculated as their actual age last birthday, in line with modern convention
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The analysis above excludes a very small number of candidates who were under 17 or did not have a valid DOB.
5. A dash indicates categories with less than 10 candidates; the percentage in these instances may skew the interpretation of the results.

**Table 18a: Overall Pass Rates for Category B Test by Age and Gender – NI (2012-2017)
(Car)**

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	62%	56%	49%	50%	47%	43%	38%	33%	50%
	Male	69%	59%	55%	56%	57%	57%	60%	59%	59%
	Total	66%	57%	52%	52%	51%	49%	48%	44%	54%
2013	Female	64%	57%	51%	50%	47%	43%	39%	29%	51%
	Male	70%	61%	57%	59%	60%	59%	61%	61%	61%
	Total	68%	59%	54%	54%	52%	49%	49%	46%	56%
2014	Female	65%	56%	49%	48%	46%	42%	38%	38%	50%
	Male	69%	62%	57%	59%	59%	58%	64%	63%	61%
	Total	67%	58%	53%	53%	51%	49%	49%	51%	55%
2015	Female	65%	56%	51%	51%	48%	46%	39%	41%	52%
	Male	70%	60%	56%	59%	59%	56%	57%	62%	60%
	Total	68%	58%	53%	54%	53%	50%	47%	53%	56%
2016	Female	64%	55%	49%	48%	46%	42%	38%	35%	49%
	Male	67%	57%	54%	54%	57%	54%	53%	63%	57%
	Total	66%	56%	51%	51%	50%	47%	45%	47%	53%
2017	Female	64%	55%	51%	48%	47%	45%	40%	33%	50%
	Male	69%	61%	55%	56%	56%	56%	56%	56%	58%
	Total	67%	58%	52%	52%	51%	50%	47%	44%	54%
2012-2016 Baseline	Female	64%	56%	50%	49%	47%	43%	38%	35%	50%
	Male	69%	60%	56%	57%	58%	57%	59%	62%	60%
	Total	67%	58%	53%	53%	52%	49%	47%	48%	55%
2013-2017	Female	64%	56%	50%	49%	47%	43%	39%	35%	50%
	Male	69%	60%	55%	57%	58%	56%	58%	61%	59%
	Total	67%	58%	53%	53%	51%	49%	47%	48%	55%

Source: Driver and Vehicle Agency Statistics

Notes for Tables 17 and 18:

1. Table 17 only includes the first test of each candidate. Table 18 does not include repeat testers. Tests conducted after the candidates first pass were not included.
2. Candidate age at the time of the test was calculated as their actual age last birthday, in line with modern convention
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The split between 17-17.5 and 17.5-18 were included to show the stark contrast in pass rates
5. The analysis above excludes a very small number of candidates who were under 17 or did not have a valid DOB.

Table 18b: Overall Pass Rates for Category A Test by Age and Gender – Northern Ireland (2012-2017) (Motorcycle)

Year	Gender	Age								Overall
		17	17.5	18 - 20	21 - 24	25 - 29	30 - 39	40 - 49	50+	
2012	Female	-	-	86%	63%	66%	78%	74%	67%	72%
	Male	71%	74%	68%	77%	84%	78%	76%	72%	77%
	Total	72%	74%	69%	75%	82%	78%	76%	71%	76%
2013	Female	-	-	-	-	87%	83%	67%	55%	76%
	Male	-	79%	66%	82%	83%	78%	82%	78%	79%
	Total	82%	80%	65%	82%	83%	78%	81%	75%	79%
2014	Female	-	-	-	-	73%	59%	88%	-	75%
	Male	-	70%	72%	75%	80%	81%	82%	72%	79%
	Total	-	70%	72%	76%	80%	79%	82%	72%	78%
2015	Female	-	-	-	82%	80%	70%	85%	-	80%
	Male	-	-	81%	78%	85%	76%	79%	70%	79%
	Total	-	-	82%	78%	84%	76%	80%	70%	79%
2016	Female	-	-	-	-	75%	61%	77%	-	68%
	Male	-	-	78%	84%	82%	80%	74%	75%	79%
	Total	-	-	79%	83%	82%	79%	74%	74%	78%
2017	Female	-	-	-	67%	70%	88%	76%	67%	74%
	Male	-	-	79%	83%	81%	82%	80%	78%	81%
	Total	-	-	81%	81%	80%	82%	80%	78%	80%
2012-2016 Baseline	Female	-	-	80%	71%	74%	72%	78%	66%	74%
	Male	75%	77%	72%	79%	83%	79%	78%	73%	78%
	Total	78%	78%	73%	78%	82%	78%	78%	72%	78%
2013-2017	Female	-	-	82%	76%	77%	70%	80%	66%	75%
	Male	85%	81%	76%	80%	82%	80%	79%	75%	79%
	Total	88%	80%	76%	80%	82%	79%	79%	74%	79%

Source: Driver and Vehicle Agency Statistics

Notes for Tables 17 and 18:

1. The table does not include repeat testers. Tests conducted after the candidates first pass were not included. 'Off-Road' tests were not included.
2. Candidate age at the time of the test was calculated as their actual age last birthday, in line with modern convention
3. For candidates aged 17 last birthday, their age at the time of test was calculated as the number of days between the test date and their DOB, divided by 365.25, in order to determine those under and over 17.5.
4. The analysis above excludes a very small number of candidates who were under 17 or did not have a valid DOB.
5. A dash indicates categories with less than 10 candidates; the percentage in these instances may skew the interpretation of the results.

Table 19: Duration between issue of provisional driving licence and date of category B practical driving test pass, by age and gender – NI (2012-2017)

Sex	Age	Duration (Months)									
		0-3		4-6		7-9		10-12		>12	
		2012-2016	2013-2017	2012-2016	2013-2017	2012-2016	2013-2017	2012-2016	2013-2017	2012-2016	2013-2017
Male	17	39%	38%	60%	61%	0%	0%	0%	0%	0%	0%
	17.5	0%	0%	11%	11%	60%	60%	29%	29%	0%	0%
	18 - 20	1%	1%	4%	4%	8%	9%	13%	13%	74%	74%
	21 - 24	1%	1%	4%	4%	4%	5%	4%	4%	86%	86%
	25 - 29	3%	2%	6%	6%	5%	5%	4%	4%	83%	83%
	30 - 39	3%	3%	6%	7%	5%	6%	5%	5%	81%	80%
	40 - 49	4%	3%	5%	5%	4%	4%	4%	5%	83%	83%
	50+	6%	5%	8%	8%	5%	4%	3%	3%	78%	80%
Overall Male	10%	9%	18%	18%	14%	15%	10%	10%	48%	49%	
Female	17	22%	22%	78%	78%	0%	0%	0%	0%	0%	0%
	17.5	0%	0%	8%	8%	61%	61%	31%	31%	0%	0%
	18 - 20	0%	0%	3%	3%	8%	8%	12%	13%	77%	76%
	21 - 24	1%	1%	4%	4%	6%	6%	5%	5%	85%	85%
	25 - 29	1%	1%	5%	5%	6%	6%	6%	6%	82%	82%
	30 - 39	1%	1%	4%	4%	6%	6%	5%	5%	85%	85%
	40 - 49	2%	1%	3%	3%	3%	4%	3%	3%	89%	89%
	50+	3%	2%	4%	4%	3%	4%	4%	3%	86%	87%
Overall Female	3%	3%	15%	15%	16%	16%	11%	11%	55%	54%	
Overall	17	32%	32%	67%	68%	0%	0%	0%	0%	0%	0%
	17.5	0%	0%	9%	9%	61%	61%	30%	30%	0%	0%
	18 - 20	0%	0%	4%	4%	8%	8%	12%	13%	75%	75%
	21 - 24	1%	1%	4%	4%	5%	5%	5%	5%	85%	85%
	25 - 29	2%	1%	5%	5%	6%	6%	5%	5%	82%	83%
	30 - 39	2%	2%	5%	5%	6%	6%	5%	5%	83%	83%
	40 - 49	3%	2%	4%	4%	4%	4%	4%	4%	86%	86%
	50+	4%	4%	6%	6%	4%	4%	3%	3%	83%	83%
Overall	7%	6%	16%	16%	15%	15%	10%	11%	51%	52%	

Source: Driver and Vehicle Agency Statistics

Note:

1. The above data do not include test passes from GB candidates as no information is known regarding their original licence issue date.
2. The above data do not include candidates who have exchanged a driving licence from another jurisdiction prior to passing a test in NI as no information is known on the duration the original licence was held.
3. For 17 and 17.5 year olds, the data above relates to the commencement of Category B entitlement. You can apply for a provisional car licence two months before your 17th birthday, but must not drive until it comes in to effect when you turn 17. In some instances, you can apply for your provisional licence before your 16th birthday. If you are aged 16 and in receipt of Disability Living Allowance at the higher rate, you can apply for your provisional licence three months before your 16th birthday. The licence will only come in to effect on your 16th birthday. If you want to ride a moped, you can apply for a provisional licence when you are 16 – this will include provisional entitlement to drive a car, but it only comes in to effect when you are 17.

Table 19 cannot be produced for motorcycles. Table 19 measures the length of time from Provisional License Commencement to test pass, where the provisional date is a proxy for “when-they-started-learning-to-drive”. This worked for car tests, as in most cases a candidate will learn to drive a car as soon as their Provisional License allows. But for motorcyclists, there is no equivalent date on the database: as a candidate will often learn to ride a motorcycle after they’ve passed their car test, we don’t have an equivalent date to indicate when they might have started learning to ride. Table 15a and Table 15b supports this, showing the average age for motorcycle test passes is roughly 10 years older than for car tests.

Table 20a: Driving faults by fault group and gender, Northern Ireland 2015-2017 (Car)

Fault Code	2015			2016			2017		
	F	M	Total	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	13%	13%	13%	12%	13%	12%	12%	13%	12%
2 Ancillary Controls	1%	1%	1%	1%	1%	1%	1%	1%	1%
3 Precautions	2%	1%	1%	2%	1%	1%	2%	1%	1%
4 Control	69%	58%	64%	70%	60%	65%	69%	60%	65%
5 Move Away	61%	58%	59%	62%	58%	60%	61%	57%	59%
6 Emergency Stop	4%	4%	4%	5%	5%	5%	5%	5%	5%
7 Reverse to left or right	13%	11%	12%	13%	11%	12%	13%	11%	12%
8 Turn in the road	13%	11%	12%	12%	10%	11%	14%	12%	13%
9 Reverse Parking	12%	11%	11%	12%	12%	12%	11%	11%	11%
10 Use of mirrors/rear observation	62%	63%	63%	64%	66%	65%	63%	64%	63%
11 Give appropriate signals	41%	40%	40%	42%	41%	41%	42%	42%	42%
12 Response to signs and signals	14%	13%	13%	14%	14%	14%	14%	13%	14%
13 Use of speed	12%	12%	12%	14%	13%	13%	13%	12%	13%
14 Safe distance behind vehicles	9%	10%	9%	9%	11%	10%	9%	11%	10%
15 Maintain progress by appropriate speed and avoiding hesitation	49%	45%	47%	49%	46%	48%	48%	43%	46%
16 Junctions	42%	37%	40%	42%	36%	39%	39%	35%	37%
17 Judgement	9%	8%	8%	9%	9%	9%	9%	8%	9%
18 Positioning	19%	17%	18%	20%	18%	19%	22%	19%	21%
19 Clearance to obstructions	18%	15%	16%	19%	16%	17%	20%	16%	18%
20 Pedestrian crossings	2%	1%	2%	1%	2%	1%	1%	1%	1%
21 Position for normal stops	13%	12%	13%	14%	12%	14%	13%	12%	13%
22 Awareness and planning	12%	12%	12%	11%	11%	11%	11%	11%	11%

Source: Driver and Vehicle Agency Statistics

Table 20b: Driving Faults by Fault Group and Gender - Northern Ireland (2015-2017)
(Motorcycle)

Fault Code	2015			2016			2017		
	F	M	Total	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	2%	3%	3%	3%	3%	3%	4%	3%	3%
2 Ancillary Controls	1%	1%	1%	1%	1%	1%	0%	1%	1%
3 Precautions	7%	7%	7%	9%	7%	7%	6%	7%	7%
4 Control	40%	39%	39%	39%	38%	38%	42%	40%	40%
5 Move Away	29%	22%	22%	23%	16%	16%	16%	15%	15%
6 Emergency Stop	3%	3%	3%	2%	1%	1%	0%	0%	0%
7 Reverse to left or right	2%	3%	3%	3%	2%	2%	2%	1%	1%
8 Turn in the road	10%	6%	7%	7%	6%	6%	8%	5%	5%
9 Reverse Parking	2%	2%	2%	2%	2%	2%	0%	2%	1%
10 Use of mirrors/rear observation	31%	27%	28%	25%	28%	28%	24%	28%	27%
11 Give appropriate signals	28%	22%	22%	19%	21%	21%	25%	22%	22%
12 Response to signs and signals	2%	2%	2%	2%	4%	3%	4%	3%	3%
13 Use of speed	4%	3%	3%	2%	4%	4%	4%	4%	4%
14 Safe distance behind vehicles	1%	3%	3%	1%	3%	3%	1%	3%	3%
15 Maintain progress by appropriate speed and avoiding hesitation	23%	23%	23%	24%	22%	22%	27%	22%	22%
16 Junctions	14%	16%	16%	20%	14%	14%	18%	14%	14%
17 Judgement	2%	3%	3%	1%	2%	2%	1%	2%	2%
18 Positioning	4%	7%	7%	5%	6%	6%	6%	4%	5%
19 Clearance to obstructions	0%	1%	1%	1%	0%	0%	1%	1%	1%
20 Pedestrian crossings	1%	0%	0%	1%	0%	0%	0%	0%	0%
21 Position for normal stops	3%	5%	5%	3%	4%	3%	3%	4%	4%
22 Awareness and planning	3%	2%	2%	1%	2%	2%	2%	3%	3%

Source: Driver and Vehicle Agency Statistics

Table 21a: Serious faults by fault group and gender, Northern Ireland 2016-2017 (Car)

Fault Code	2016			2017		
	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	0%~	0%~	0%~	0%~	0%~	0%~
2 Ancillary Controls	0%~	0%~	0%~	0%~	0%~	0%~
3 Precautions	0%~	0%~	0%~	0%~	0%~	0%~
4 Control	8%	5%	6%	8%	5%	6%
5 Move Away	8%	7%	8%	8%	6%	7%
6 Emergency Stop	1%	0%~	1%	1%	1%	1%
7 Reverse to left or right	6%	3%	5%	7%	4%	5%
8 Turn in the road	4%	2%	3%	3%	2%	3%
9 Reverse Parking	5%	3%	4%	6%	4%	5%
10 Use of mirrors/rear observation	10%	10%	10%	11%	10%	11%
11 Give appropriate signals	1%	1%	1%	1%	1%	1%
12 Response to signs and signals	6%	6%	6%	6%	6%	6%
13 Use of speed	2%	2%	2%	2%	2%	2%
14 Safe distance behind vehicles	0%~	1%	1%	1%	1%	1%
15 Maintain progress by appropriate speed and avoiding hesitation	4%	3%	4%	4%	4%	4%
16 Junctions	11%	9%	10%	11%	9%	10%
17 Judgement	2%	2%	2%	2%	2%	2%
18 Positioning	4%	4%	4%	4%	4%	4%
19 Clearance to obstructions	3%	3%	3%	3%	2%	3%
20 Pedestrian crossings	0%~	0%~	0%~	0%~	1%	1%
21 Position for normal stops	0%~	0%~	0%~	0%~	0%~	0%~
22 Awareness and planning	1%	1%	1%	1%	1%	1%
23/24 Test terminated	7%	5%	6%	7%	5%	6%

Source: Driver and Vehicle Agency Statistics

~ = a percentage less than 0.5% and different from a real zero.

Table 21b: Serious Faults by Fault Group and Gender - Northern Ireland (2016-2017)
(Motorcycle)

Fault Code	2016			2017		
	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	0%	0%	0%	0%	0%	0%
2 Ancillary Controls	0%	0%	0%	0%	0%	0%
3 Precautions	1%	0%~	0%~	0%~	1%	1%
4 Control	3%	2%	2%	3%	3%	3%
5 Move Away	7%	3%	3%	2%	2%	2%
6 Emergency Stop	0%	0%~	0%~	0%	0%	0%
7 Reverse to left or right	1%	0%~	0%~	0%~	0%~	0%~
8 Turn in the road	8%	7%	7%	9%	5%	6%
9 Reverse Parking	0%	0%~	0%~	0%~	0%~	0%~
10 Use of mirrors/rear observation	5%	3%	4%	4%	4%	4%
11 Give appropriate signals	22%	11%	11%	14%	9%	9%
12 Response to signs and signals	4%	2%	2%	6%	2%	2%
13 Use of speed	1%	1%	1%	1%	1%	1%
14 Safe distance behind vehicles	0%	0%~	0%~	0%	0%~	0%~
15 Maintain progress by appropriate speed and avoiding hesitation	5%	2%	2%	4%	2%	2%
16 Junctions	2%	1%	1%	3%	1%	1%
17 Judgement	0%	0%~	0%~	0%~	1%	1%
18 Positioning	2%	1%	1%	0%	0%~	0%~
19 Clearance to obstructions	0%	0%	0%	0%	0%~	0%~
20 Pedestrian crossings	1%	0%~	0%~	0%	0%~	0%~
21 Position for normal stops	0%	0%~	0%~	0%	0%	0%
22 Awareness and planning	0%	0%~	0%~	0%~	0%~	0%~
23/24 Test terminated	1%	0%	0%~	0%	1%	1%

Source: Driver and Vehicle Agency Statistics
~ = a percentage less than 0.5% and different from a real zero.

Table 22a: Dangerous faults by fault group and gender, Northern Ireland 2016-2017 (Car)

Fault Code	2016			2017		
	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	0%	0%	0%	0%	0%	0%
2 Ancillary Controls	0%~	0%~	0%~	0%~	0%~	0%~
3 Precautions	0%~	0%~	0%~	0%~	0%~	0%~
4 Control	1%	1%	1%	1%	1%	1%
5 Move Away	1%	1%	1%	1%	1%	1%
6 Emergency Stop	0%	0%~	0%~	0%~	0%~	0%~
7 Reverse to left or right	0%~	0%~	0%~	0%~	0%~	0%~
8 Turn in the road	0%~	0%~	0%~	0%~	0%~	0%~
9 Reverse Parking	0%~	0%~	0%~	0%~	0%~	0%~
10 Use of mirrors/rear observation	2%	1%	1%	2%	1%	1%
11 Give appropriate signals	0%~	0%~	0%~	0%~	0%~	0%~
12 Response to signs and signals	1%	1%	1%	1%	1%	1%
13 Use of speed	0%~	0%~	0%~	0%~	0%~	0%~
14 Safe distance behind vehicles	0%~	0%~	0%~	0%~	0%~	0%~
15 Maintain progress by appropriate speed and avoiding hesitation	0%~	0%~	0%~	0%~	0%~	0%~
16 Junctions	4%	3%	3%	4%	3%	3%
17 Judgement	1%	1%	1%	1%	1%	1%
18 Positioning	0%~	0%~	0%~	0%~	0%~	0%~
19 Clearance to obstructions	1%	1%	1%	1%	1%	1%
20 Pedestrian crossings	0%~	0%~	0%~	0%~	0%~	0%~
21 Position for normal stops	0%~	0%~	0%~	0%~	0%~	0%~
22 Awareness and planning	0%~	0%~	0%~	0%~	0%~	0%~
23/24 Test terminated	0%	0%	0%	0%	0%	0%

Source: Driver and Vehicle Agency Statistics

~ = a percentage less than 0.5% and different from a real zero.

Table 22b: Dangerous Faults by Fault Group and Gender - Northern Ireland (2016-2017)
(Motorcycle)

Fault Code	2016			2017		
	F	M	Total	F	M	Total
1 Eyesight Highway Code/Safety Questions	0%	0%	0%	0%	0%	0%
2 Ancillary Controls	0%	0%	0%	0%	0%	0%
3 Precautions	0%	0%	0%	0%~	0%	0%~
4 Control	0%	0%	0%	0%~	0%~	0%~
5 Move Away	0%	0%~	0%~	0%	0%~	0%~
6 Emergency Stop	1%	0%	0%~	0%	0%	0%
7 Reverse to left or right	0%	0%~	0%~	0%	0%	0%
8 Turn in the road	0%	0%	0%	0%	0%~	0%~
9 Reverse Parking	0%	0%	0%	0%	0%	0%
10 Use of mirrors/rear observation	0%	0%~	0%~	0%	0%~	0%~
11 Give appropriate signals	0%	0%~	0%~	0%~	0%~	0%~
12 Response to signs and s.ignals	0%	0%~	0%~	0%	0%~	0%~
13 Use of speed	0%	0%	0%	0%	0%~	0%~
14 Safe distance behind vehicles	1%	0%~	0%~	0%~	0%~	0%~
15 Maintain progress by appropriate speed and avoiding hesitation	0%	0%	0%	0%	0%	0%
16 Junctions	0%	0%~	0%~	0%	0%	0%
17 Judgement	1%	0%~	0%~	0%	0%~	0%~
18 Positioning	0%	0%	0%	0%	0%~	0%~
19 Clearance to obstructions	0%	0%	0%	0%	0%	0%
20 Pedestrian crossings	0%	0%	0%	0%	0%	0%
21 Position for normal stops	0%	0%~	0%	0%	0%	0%
22 Awareness and planning	1%	0%~	0%~	0%	0%	0%
23/24 Test terminated	0%	0%	0%	0%	0%	0%

Source: Driver and Vehicle Agency Statistics

~ = a percentage less than 0.5% and different from a real zero.

Table 23: Number of KSIs that occurred on the motorway– Northern Ireland (2008-2017)

Year	Number of KSIs	Number of KSIs resulting from a collision involving a driver aged 17 to 24	Number of KSIs resulting from a collision where driver aged 17 to 24 responsible	Proportion of Motorway KSIs resulting from a collision involving a young driver
2008	17	5	3	29%
2009	6	1	0	17%
2010	9	1	1	11%
2011	8	2	1	25%
2012	15	7	2	47%
2013	8	1	1	13%
2014	6	2	2	33%
2015	15	9	6	60%
2016	9	3	1	33%
2017	6	2	2	33%
2012-2016 Baseline	10.6	4.4	2.4	42%
2013-2017	8.8	3.4	2.4	39%
% difference between 2012-16 and 2013-17	-17%	-23%	0%	-7%

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

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

Table 23a: Number of KSIs that occurred on the motorway– Northern Ireland 2008-2017 Rolling Average

Year	Number of KSIs	Number of KSIs resulting from a collision involving a driver aged 17 to 24	Proportion of Motorway KSIs resulting from a collision involving a young driver
2008-2012	11.0	3.2	29%
2009-2013	9.2	2.4	26%
2010-2014	9.2	2.6	28%
2011-2015	10.4	4.2	40%
2012-2016	10.6	4.4	42%
2013-2017	8.8	3.4	39%

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

Table 24: KSIs by road type, Northern Ireland 2008-2017

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	429	608	43	17	1097
2009	450	661	33	6	1150
2010	402	504	32	9	947
2011	418	425	33	8	884
2012	379	422	27	15	843
2013	348	387	34	8	777
2014	332	420	31	6	789
2015	332	402	36	15	785
2016	349	514	24	9	896
2017	343	446	46	6	841
2012-2016 Baseline	348.0	429.0	30.4	10.6	818.0
2013-2017	340.8	433.8	34.2	8.8	817.6
% difference between 2012-16 and 2013-17	-2%	1%	13%	-17%	0%

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

Table 24a: KSIs by road type, Northern Ireland 2008-2017 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	415.6	524.0	33.6	11.0	984.2
2009-2013	399.4	479.8	31.8	9.2	920.2
2010-2014	375.8	431.6	31.4	9.2	848.0
2011-2015	361.8	411.2	32.2	10.4	815.6
2012-2016	348.0	429.0	30.4	10.6	818.0
2013-2017	340.8	433.8	34.2	8.8	817.6

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

Table 25: KSIs from collisions involving a car driver aged 17-24, by road type: Northern Ireland 2008-2017

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	129	220	14	5	368
2009	105	237	10	1	353
2010	92	190	5	1	288
2011	71	156	4	2	233
2012	86	137	5	7	235
2013	70	135	9	1	215
2014	76	175	2	2	255
2015	69	160	3	9	241
2016	64	194	2	3	263
2017	64	149	18	2	233
2012-2016 Baseline	73.0	160.2	4.2	4.4	241.8
2013-2017	68.6	162.6	6.8	3.4	241.4
% difference between 2012-16 and 2013-17	-6%	1%	62%	-23%	0%

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

Table 25a: KSIs from collisions involving a car driver aged 17-24, by road type:
Northern Ireland 2008-2017 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	96.6	188.0	7.6	3.2	295.4
2009-2013	84.8	171.0	6.6	2.4	264.8
2010-2014	79.0	158.6	5.0	2.6	245.2
2011-2015	74.4	152.6	4.6	4.2	235.8
2012-2016	73.0	160.2	4.2	4.4	241.8
2013-2017	68.6	162.6	6.8	3.4	241.4

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

Table 26: KSIs from collisions caused by a car driver aged 17-24, by road type:
Northern Ireland 2008-2017

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	73	153	5	3	234
2009	70	176	7	0	253
2010	60	136	5	1	202
2011	44	125	3	1	173
2012	56	95	2	2	155
2013	48	90	4	1	143
2014	39	119	0	2	160
2015	44	121	3	6	174
2016	42	140	0	1	183
2017	41	102	10	2	155
2012-2016 Baseline	45.8	113.0	1.8	2.4	163.0
2013-2017	42.8	114.4	3.4	2.4	163.0
% difference between 2012-16 and 2013-17	-7%	1%	89%	0%	0%

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

Table 26a: KSIs from collisions caused by a car driver aged 17-24, by road type:
Northern Ireland 2008-2017 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	60.6	137.0	4.4	1.4	203.4
2009-2013	55.6	124.4	4.2	1.0	185.2
2010-2014	49.4	113.0	2.8	1.4	166.6
2011-2015	46.2	110.0	2.4	2.4	161.0
2012-2016	45.8	113.0	1.8	2.4	163.0
2013-2017	42.8	114.4	3.4	2.4	163.0

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

Table 27: KSIs from collisions involving a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2017

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	23	15	2	0	40
2009	31	13	1	0	45
2010	20	8	0	0	28
2011	13	11	1	0	25
2012	20	6	1	0	27
2013	10	12	1	0	23
2014	16	7	0	0	23
2015	16	6	0	0	22
2016	13	6	1	0	20
2017	12	3	0	0	15
2012-2016 Baseline	15.0	7.4	0.6	0.0	23.0
2013-2017	13.4	6.8	0.4	0.0	20.6
% difference between 2012-16 and 2013-17	-11%	-8%	-33%		-10%

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

Table 27a: KSIs from collisions involving a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2017 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	21.4	10.6	1.0	0.0	33.0
2009-2013	18.8	10.0	0.8	0.0	29.6
2010-2014	15.8	8.8	0.6	0.0	25.2
2011-2015	15.0	8.4	0.6	0.0	24.0
2012-2016	15.0	7.4	0.6	0.0	23.0
2013-2017	13.4	6.8	0.4	0.0	20.6

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

Table 28: KSIs from collisions caused by a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2017

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008	15	10	0	0	25
2009	16	8	0	0	24
2010	10	6	0	0	16
2011	8	8	1	0	17
2012	8	2	0	0	10
2013	6	9	1	0	16
2014	8	6	0	0	14
2015	8	1	0	0	9
2016	5	5	1	0	11
2017	0	3	0	0	3
2012-2016 Baseline	7.0	4.6	0.4	0.0	12.0
2013-2017	5.4	4.8	0.4	0.0	10.6
% difference between 2012-16 and 2013-17	-23%	4%	0%		-12%

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

Table 28a: KSIs from collisions caused by a motorcyclist aged 17-24, by road type:
Northern Ireland 2008-2017 Rolling Average

Year	Urban	Rural	Dual Carriageway	Motorway	Total
2008-2012	11.4	6.8	0.2	0.0	18.4
2009-2013	9.6	6.6	0.4	0.0	16.6
2010-2014	8.0	6.2	0.4	0.0	14.6
2011-2015	7.6	5.2	0.4	0.0	13.2
2012-2016	7.0	4.6	0.4	0.0	12.0
2013-2017	5.4	4.8	0.4	0.0	10.6

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

Table 29: Principal causation of KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, Northern Ireland 2012-2016 vs 2013-2017

Principal Causation	KSI collisions			
	Number		Proportion	
	2012-2016	2013-2017	2012-2016	2013-2017
Excessive speed	141	135	25%	23%
Driver/ rider alcohol or drugs	74	75	13%	13%
Inattention or attention diverted	69	77	12%	13%
Wrong course/ position	53	52	9%	9%
Turning right without care	35	34	6%	6%
Emerging from minor road without care	33	32	6%	6%
Overtaking on offside without care	29	33	5%	6%
Crossing or entering road junction without care	28	25	5%	4%
Driving too close	20	19	4%	3%
Emerging from private road/ entrance without care	17	16	3%	3%
Other	71	82	12%	14%
Total	570	580	570	580

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

Table 30: Principal causation of KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, Northern Ireland 2012-2016 vs 2013-2017

Principal Causation	KSI collisions			
	Number		Proportion	
	2012-2016	2013-2017	2012-2016	2013-2017
Excessive speed	11	11	20%	22%
Overtaking on offside without care	10	8	18%	16%
Driver/ rider alcohol or drugs	6	6	11%	12%
Wrong course/ position	5	5	9%	10%
Inattention or attention diverted	4	5	7%	10%
Crossing or entering road junction without care	4	2	7%	4%
Inexperience with type of vehicle	3	3	5%	6%
Driving too close	3	3	5%	6%
Other driver/rider factor	10	7	18%	14%
Total	56	50	56	50

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

Table 31: KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2017

Year	KSI collisions caused by young drivers speeding
2008	54
2009	68
2010	44
2011	34
2012	33
2013	25
2014	29
2015	28
2016	26
2017	27
2012-2016 Baseline	28.2

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

Table 31a: KSI collisions involving car drivers aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2017 Rolling Average

Year	KSI collisions caused by young drivers speeding
2008-2012	46.6
2009-2013	40.8
2010-2014	33.0
2011-2015	29.8
2012-2016	28.2
2013-2017	27.0
2012-2016 Baseline	28.2

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

Table 32: KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2017

Year	KSI collisions caused by young motorcyclists speeding
2008	7
2009	5
2010	3
2011	2
2012	1
2013	5
2014	2
2015	0
2016	3
2017	1
2012-2016 Baseline	2.2

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

Table 32a: KSI collisions involving motorcyclists aged 17 to 24 who were responsible for the collision, where the principal causation factor was, 'Excessive speed having regard to conditions', Northern Ireland 2008-2017 Rolling Average

Year	KSI collisions caused by young motorcyclists speeding
2008-2012	3.6
2009-2013	3.2
2010-2014	2.6
2011-2015	2.0
2012-2016	2.2
2013-2017	2.2
2012-2016 Baseline	2.2

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

Table 33: Number of KSIs that occurred in darkness hours – Northern Ireland (2008-2017)

Year	Number of KSIs	KSIs resulting from a collision involving a driver aged 17 to 24		KSIs resulting from a collision where driver aged 17 to 24 responsible		KSIs resulting from a collision involving a motorcyclist aged 17 to 24		KSIs resulting from a collision where motorcyclist aged 17 to 24 responsible	
		#	%	#	%	#	%	#	%
2008	406	184	45%	137	34%	14	3%	8	2%
2009	419	177	42%	136	32%	12	3%	7	2%
2010	283	125	44%	103	36%	11	4%	5	2%
2011	301	107	36%	81	27%	8	3%	6	2%
2012	294	98	33%	69	23%	8	3%	2	1%
2013	263	99	38%	63	24%	6	2%	4	2%
2014	243	104	43%	71	29%	7	3%	3	1%
2015	293	124	42%	92	31%	6	2%	3	1%
2016	322	123	38%	88	27%	7	2%	5	2%
2017	278	103	37%	83	30%	7	3%	0	0%
2012-2016 Baseline	283.0	109.6	39%	76.6	27%	6.8	2%	3.4	1%

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

Table 33a: Number of KSIs that occurred in darkness hours – Northern Ireland (2008-2016) Rolling Average

Year	Number of KSIs	KSIs resulting from a collision involving a driver aged 17 to 24		KSIs resulting from a collision where driver aged 17 to 24 responsible		KSIs resulting from a collision involving a motorcyclist aged 17 to 24		KSIs resulting from a collision where motorcyclist aged 17 to 24 responsible	
		#	%	#	%	#	%	#	%
2008-2012	340.6	138.2	41%	105.2	31%	10.6	3%	5.6	2%
2009-2013	312	121.2	39%	90.4	29%	9	3%	4.8	2%
2010-2014	276.8	106.6	39%	77.4	28%	8	3%	4	1%
2011-2015	278.8	106.4	38%	75.2	27%	7	3%	3.6	1%
2012-2016	283.0	109.6	39%	76.6	27%	6.8	2%	3.4	1%
2013-2017	279.8	110.6	40%	79.4	28%	6.6	2%	3	1%
2012-2016 Baseline	283.0	109.6	39%	76.6	27%	6.8	2%	3.4	1%

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

Table 34: Number of fixed penalty notices issued for the offence 'No R plates displayed': – Northern Ireland (2008-2017)

Year	Female				Male				Total			
	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total
2008	21	4	0	25	166	11	1	178	187	15	1	203
2009	39	3	0	42	202	17	4	223	241	20	4	265
2010	25	4	1	30	128	12	0	140	153	16	1	170
2011	5	1	0	6	58	9	0	67	63	10	0	73
2012	8	3	0	11	40	8	0	48	48	11	0	59
2013	5	3	0	8	36	9	0	45	41	12	0	53
2014	5	1	0	6	37	4	0	41	42	5	0	47
2015	5	0	0	5	39	9	0	48	44	9	0	53
2016	6	1	0	7	40	6	0	46	46	7	0	53
2017	1	1	0	2	47	9	0	56	48	10	0	58
2012-2016 Baseline	5.8	1.6	0.0	7.4	38.4	7.2	0.0	45.6	44.2	8.8	0.0	53.0

Source: Police Service of Northern Ireland (PSNI) Motoring Offences Statistics

Note:

The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution. 'Unk' is unknown.

Table 34a: Number of fixed penalty notices issued for the offence 'No R plates displayed': – Northern Ireland (2008-2017) Rolling average

Year	Female				Male				Total			
	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total	17 - 24	25+	Unk	Total
2008-2012	19.6	3	0.2	22.8	118.8	11.4	1.0	131.2	138.4	14.4	1.2	154.0
2009-2013	16.4	2.8	0.2	19.4	92.8	11.0	0.8	104.6	109.2	13.8	1.0	124.0
2010-2014	9.6	2.4	0.2	12.2	59.8	8.4	0.0	68.2	69.4	10.8	0.2	80.4
2011-2015	5.6	1.6	0.0	7.2	42.0	7.8	0.0	49.8	47.6	9.4	0.0	57.0
2012-2016	5.8	1.6	0.0	7.4	38.4	7.2	0.0	45.6	44.2	8.8	0.0	53.0
2013-2017	4.4	1.2	0.0	5.6	39.8	7.4	0.0	47.2	44.2	8.6	0.0	52.8

Source: Police Service of Northern Ireland (PSNI) Motoring Offences Statistics

Note:

The figures do not include those who were dealt with by means of discretionary disposal or referral for prosecution. 'Unk' is unknown.

Table 35: Awareness of the GDL Scheme by gender and driver status (with 95% Confidence Range), Northern Ireland 2017/18

Gender	Driver Status	Proportion of respondents aware of one or more elements of GDL	95% CI (+/- %)
Male	Yes - driver with less than 2 years experience	60%	9%
	Yes - driver with more than 2 years experience	57%	3%
	No - currently learning to drive	60%	19%
	No - driving license has expired	30%	13%
	No - never learned to drive	43%	8%
	Total	55%	3%
Female	Yes - driver with less than 2 years experience	58%	8%
	Yes - driver with more than 2 years experience	49%	3%
	No - currently learning to drive	68%	17%
	No - driving license has expired	25%	11%
	No - never learned to drive	32%	5%
	Total	46%	2%
Total	Yes - driver with less than 2 years experience	59%	6%
	Yes - driver with more than 2 years experience	53%	2%
	No - currently learning to drive	64%	13%
	No - driving license has expired	27%	8%
	No - never learned to drive	36%	4%
	Total	50%	2%

Source: Continuous Household Survey 2017/18

Table 36: Awareness of the GDL Scheme by urban/rural location (with 95% Confidence Range), Northern Ireland 2017/18

Location	Proportion of respondents aware of one or more elements of GDL	95% CI (+/- %)
Urban	51%	2%
Rural	50%	3%
Total	50%	2%

Source: Continuous Household Survey 2017/18

Table 37: Awareness of Specific elements in the new GDL scheme, Northern Ireland 2017/18

GDL Element	Proportion of respondents aware of GDL	95% CI (+/- %)
A mandatory minimum learning period of 6 months	22%	2%
New Programme of Training for learner drivers and completion of logbook	15%	1%
Learner drivers will be able to take lessons on motorways although this won't be compulsory	32%	2%
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	26%	2%
Removal of the 45mph speed restriction	14%	1%
Display of plates for 2 years after passing driving test (known as the new-driver period)	16%	1%
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	12%	1%
None of these	50%	2%
Base	2,799	

Source: Continuous Household Survey 2017/18

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

Table 38: Awareness of Specific elements in the new GDL scheme, by gender
Continuous Household Survey 2017/18

GDL Element	Male		Female		Sig difference between males and females
	Proportion of respondents aware of GDL	95% CI (+/- %)	Proportion of respondents aware of GDL	95% CI (+/- %)	
A mandatory minimum learning period of 6 months	24%	2%	21%	2%	Yes
New Programme of Training for learner drivers and completion of logbook	16%	2%	14%	2%	No
Learner drivers will be able to take lessons on motorways although this won't be compulsory	37%	3%	28%	2%	Yes
Passenger restriction for newly qualified drivers under 24 years old for the first 6 months after passing their test	29%	3%	24%	2%	Yes
Removal of the 45mph speed restriction	16%	2%	12%	2%	Yes
Display of plates for 2 years after passing driving test (known as the new-driver period)	16%	2%	15%	2%	No
Drivers within new-driver period (2 years after passing driving test) will be subject to lower alcohol limits	14%	2%	9%	1%	Yes
Base	1,227		1,572		

Source: Continuous Household Survey 2017/18

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

Table 39: Proportion of respondents that think newly qualified drivers will follow the new rules, by gender and age Northern Ireland 2017/18

Rules	Gender		Age					Total
	Male	Female	16-24	25-34	35-49	50-64	65+	
Passenger Restriction	28%	30%	19%	25%	30%	33%	33%	29%
95% CI+/-	3%	2%	6%	4%	3%	3%	3%	2%
Post-test plates	61%	62%	66%	61%	63%	63%	55%	61%
95% CI+/-	3%	2%	7%	5%	4%	3%	4%	2%
Lower alcohol limits	43%	42%	44%	48%	46%	41%	33%	42%
95% CI+/-	3%	2%	7%	5%	4%	4%	3%	2%
None of the above	23%	22%	16%	20%	22%	23%	30%	23%
95% CI+/-	2%	2%	5%	4%	3%	3%	3%	2%

Source: Continuous Household Survey 2017/18

Table 40: Who respondents think will influence newly qualified drivers to follow the new rules, by gender and age Northern Ireland 2017/18

Who will Influence?	Gender		Age					Total
	Male	Female	16-24	25-34	35-49	50-64	65+	
Themselves	24%	27%	31%	28%	22%	24%	25%	26%
95% CI+/-	2%	2%	7%	5%	3%	3%	3%	2%
Parents	57%	60%	64%	54%	62%	56%	56%	58%
95% CI+/-	3%	2%	7%	5%	4%	4%	4%	2%
Friends	23%	23%	25%	22%	25%	22%	21%	23%
95% CI+/-	2%	2%	6%	4%	3%	3%	3%	2%
Police	64%	68%	75%	68%	66%	65%	59%	66%
95% CI+/-	3%	2%	6%	5%	3%	3%	4%	2%
Education	39%	39%	36%	40%	43%	41%	33%	39%
95% CI+/-	3%	2%	7%	5%	4%	4%	3%	2%
Adverts	31%	33%	32%	30%	35%	34%	27%	32%
95% CI+/-	3%	2%	7%	5%	3%	3%	3%	2%
Other	1%	1%	1%	1%	1%	1%	1%	1%
95% CI+/-	1%	0%	1%	1%	1%	1%	1%	0%
None	6%	5%	2%	4%	5%	6%	9%	6%
95% CI+/-	1%	1%	2%	2%	2%	2%	2%	1%

Source: Continuous Household Survey 2017/18