

Young drivers – where and when they are unsafe

IAM *motoring*
trust

An independent voice for responsible motoring
and road safety research

www.iamtrust.org.uk



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Foreword

Road deaths fell to fewer than 3,000 in 2007, an achievement that makes Britain's roads among the safest in the world. But our success in driving down deaths and injuries is overshadowed by the fact that younger drivers are not getting safer.

Where and when they are most at risk is the subject of this comprehensive analysis of seven years of crash data that the IAM Trust commissioned from road safety researcher Jean Hopkin. The results point to some practical steps needed to turn younger drivers into safer drivers.

The IAM's prime road safety role is to raise driving and riding standards. Safe drivers are not born, they are made. Skilled tuition, lots of supervised driving experience prior to the test, awareness of the risks and how to manage them safely – these are all essential ingredients for developing more effective driver training and testing.

There is currently no higher road safety priority than preparing young people to drive safely on their own, and with passengers, after their test. Central to this is the need to help them acquire not only the right skills but the right attitudes for driving safely.

As the Government considers its next actions, we hope that knowing where and when young drivers are most at risk, as revealed by this IAM Motoring Trust study, will be both informative and thought provoking.

The IAM welcomes debate and views on this important issue. Please let us know what you think should be done to make Britain's younger drivers safer drivers.

You can contact us at info@iamtrust.org.uk

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Jean Hopkin's full analysis of seven years of crash data along with this summary can be found at www.iamtrust.org.uk

The IAM Motoring Trust is grateful to the Department for Transport for giving access to the data, and for their help during the study

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Summary: Young drivers – where and when they are unsafe

The study

Road safety researcher Jean Hopkin's analysis of almost a quarter of a million KSI (killed or serious injury) crashes between 2000 and 2006 compares drivers in four age groups, ranging from 17-79.

Age - Experience - Gender

Three significant factors dictate how people drive, and their likelihood of being in a crash:

- **Age** – drivers under 25 have an exceptionally high risk; the risk is greatest for drivers under 20, who are the most inexperienced
- **Experience** – the risk of being in a crash peaks immediately after passing the driving test, and declines steadily over the following 12 months and beyond, as new drivers learn from their solo driving experiences
- **Gender** – younger male drivers are up to twice as likely to be in a crash as younger females

Younger and older drivers

There is no typical road crash, but there are conditions in which younger drivers have a greater proportion of crashes than older drivers:

- Older cars with less EuroNCAP crash protection
- When there are three or more casualties in the car
- Friday and Saturday nights

- On rural class 'C' or unclassified roads
- Single vehicle crashes involving no other road-user
- Running off the road and hitting a roadside object
- Skidding and possibly overturning
- In fog, mist or rain, or on wet roads in fine weather
- On bends, particularly on rural roads
- Young men are at significantly greater risk than young women

What the results point to

Knowing where and when younger drivers risk being in a crash can provide a base on which to build practical and focused policies to make them safer drivers. This study points to the need to:

- Recognise that the majority of young people have the right attitude to driving and that banning night-time driving or carrying passengers would be unfair to them and would not influence the irresponsible minority
- Include the key factors from this study in the curriculum for learner drivers so they are better equipped to deal with them in the most risky months after they start to drive unaccompanied
- Introduce greater focus on rural road driving, the greatest risk that new drivers face
- Instil better understanding of the risks of losing control of the car and of driving in poor weather conditions where new drivers are more at risk

- Encourage more accompanied driving practice on different types of roads in different traffic and weather conditions, including motorways. Encourage parents to give their children additional supervised driving in the family car to help make them safer drivers
- Develop a guide for parents on the skills and attitude they need to give their children effective pre-test driving practice
- Persuade the insurance industry to set realistic family car premiums that reflect the very low risks associated with supervised, pre-test driving to encourage parents to help new drivers gain experience
- Teach in core school curriculum subjects the risks young people will face as drivers, riders and passengers
- Target police enforcement to find and take off the roads the reckless minority of young, mainly male, drivers
- Make the roads safer by investing in features such as white lines, crash barriers, traffic signs, and skid-resistant road surfaces to make it less likely that drivers will misread the road and, if they do, the road itself will be more forgiving
- Incentivise the take-up of technologies such as Adaptive Cruise Control and Electronic Stability Control in the new cars that will be driven by young people in the years to come

“Safe drivers are made, not born”¹

Sources of the quotations in grey boxes

1 *Young drivers – the road to safety*: OECD/ECMT 2006

2 *Learning to drive – a consultation paper*: DfT 2008

3 *Novice drivers – Seventh Report of the Transport Select Committee* 2007

KSI = Killed or seriously injured

Part 1: Age - Experience - Gender

The three most significant factors to emerge from the study are age, experience, and gender. The youngest drivers have the least experience and so are most at risk; the youngest male drivers are up to twice as likely to be in a crash causing injury than the youngest female drivers.

Age

- The riskiest drivers are in the 17-19 age group. They are the most inexperienced but, as they grow older and move into the age groups 20 and over, their growing post-test driving experience makes them less likely to be in a crash
- Under 25s are just 9 per cent of all driving licence holders but they are involved in almost a quarter of all crashes that cause death and injury
- In their first year of driving, 23 per cent of drivers who pass their test between the ages of 17-19 have been involved in at least one crash, compared with 12 per cent who are over 25 when they pass the test
- Oldest drivers are the safest. Years of experience and a safer attitude to driving more than compensate for infirmity and slower reaction time that age brings

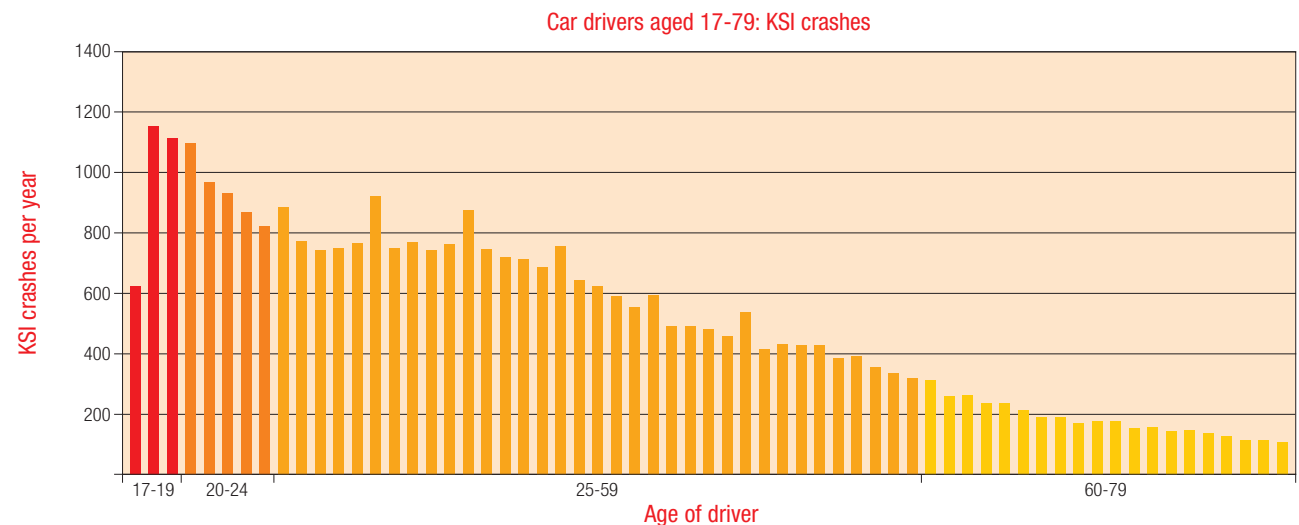
Driving licence age and crashes		
Age group	Full licences	Injury crashes
Under 25s	9%	22%
25 to 59	68%	68%
Over 60	23%	10%

KSI = Killed or seriously injured



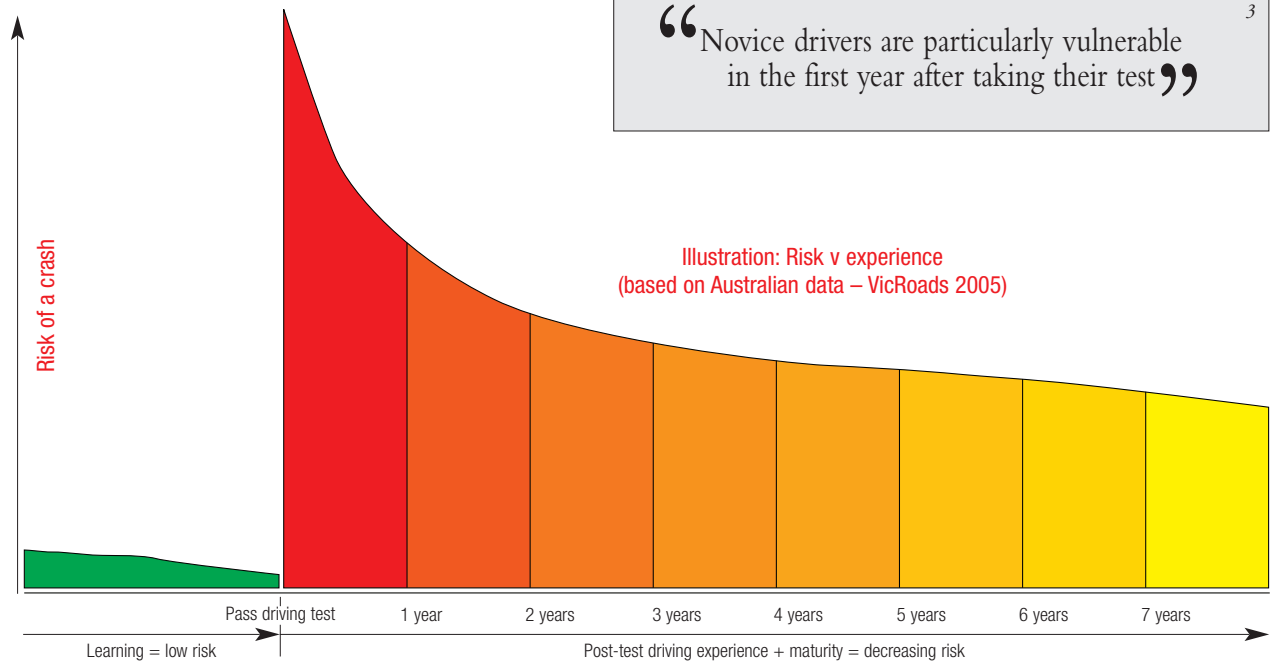
“Why do young drivers have such high crash rates? The response can be summarised under three general headings: experience, age and gender”¹

“...physical and emotional immaturity, as well as lifestyles associated with youth, can increase crash risk and severity”¹



Experience

- The combined effects of age and driving experience result in fewer crashes – the older the driver and the more driving experience, the lower the likelihood of being in a crash
- Driving experience is the more dominant factor, particularly in the early months of post-test solo driving. In one UK study, during the first six months after passing the driving test, the number of crashes involving a driver of any age fell by a factor of 2.3 for male drivers and by 1.9 for female drivers; during the first year it fell by a factor of 3.6 for men and 2.7 for women
- The more pre-test accompanied driving a learner has, the safer he or she may be. A study in Sweden suggests that while 50 hours of pre-test driving practice is recommended, 120 hours reduces crashes in the following two years by 40 per cent (however, this experience has not been confirmed by a UK study)



Gender

- Just 5 per cent of full driving licence holders are men under the age of 25 but they comprise 14 per cent of all drivers involved in injury crashes; just 4 per cent of full driving licence holders are women under 25 but they make up 7 per cent of all drivers involved in injury crashes
- Male drivers over 60 comprise 7 per cent of all drivers involved in injury crashes; female drivers over 60 comprise 3 per cent
- Of the drivers in injury crashes, male drivers under 25 are over-represented in the KSI crashes (ie the more severe crashes) compared with drivers aged 25-59, for a variety of reasons including greater speed, reckless driving and older cars
- Male and female drivers over 60 are over-represented in KSI crashes because they are much more likely to receive serious injuries through age-related frailty

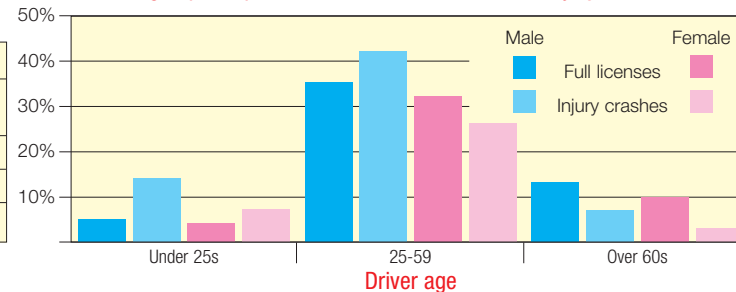
Car drivers in KSI crashes: percentage of all drivers involved in injury crashes

	Driver age			
	17-19	20-24	25-59	60-79
Male	15.4	14.5	12.9	14.9
Female	10.5	9.9	10.0	14.3

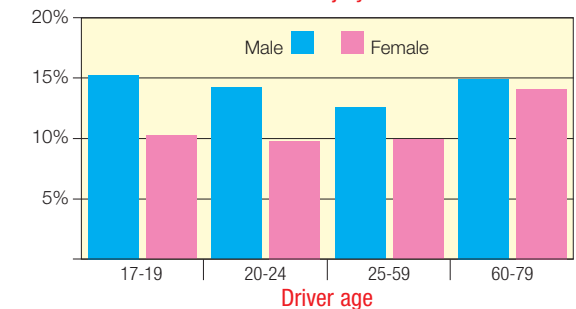
Driving licence holders: percentage in each age and gender group compared with car drivers involved in injury crashes

Age group	Male		Female	
	Full licences	Injury crashes	Full licences	Injury crashes
Under 25s	5	14	4	7
25 to 59	36	42	32	26
Over 60	13	7	10	3

Driving licence holders: percentage in each age and gender group compared with car drivers involved in injury crashes



Car drivers in KSI crashes: percentage of all drivers involved in injury crashes



Part 2: Where and when drivers are in KSI crashes

At crash sites, police record the location, injuries, vehicle manoeuvres, weather conditions, time and day of the week, type of road, speed limit and other factors that help to clarify where and when the crash happened.

These crash statistics are used to measure the UK's road safety performance, and help to shape policies and investment aimed at reducing deaths and injuries on the roads, year-on-year.

Here, we present an overview of seven years of police crash data to show where and when crashes happen, and to point to what needs to be done to prevent them happening again.

NSRF/A

ACCIDENT STATISTICS

*FATAL / SERIOUS / SLIGHT

17 DATE DD MM YY

1st Road Name

2nd Road Name

1.11 Grid Reference

REPORTING OFFICER

1.5 Number of vehicles

1.6 Number of casualties

1.14 ROAD TYPE

1.15 Speed limit

1.16 JUNCTION DETAIL

1.20a PEDESTRIAN CROSSING - HUMAN CONTROL

1.20b PEDESTRIAN CROSSING - PHYSICAL FACILITIES

1.21 LIGHT CONDITIONS

1.24 SPECIAL CONDITIONS AT SITE

1.10 Local Auth No. (if known)

1.12 Force

1.13 Tel Number

1.15 Speed limit

1.16 JUNCTION DETAIL

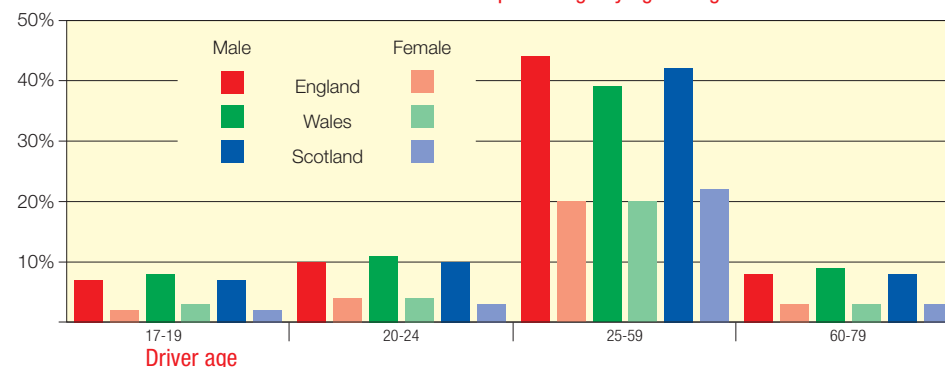
Not at or within 20 metres of junction

KSI = Killed or seriously injured

Country differences

- Over the seven years of this analysis, 232,500 car drivers were in KSI crashes, more than 33,000 a year - almost 29,000 a year in England, 1,450 in Wales and 3,100 in Scotland
- Male drivers under 25 in Wales are in a slightly higher proportion of KSI crashes than drivers in Scotland or England
- In Wales, 26 per cent of all KSI crashes involve car drivers under 25, compared with 23 per cent in England and 22 per cent in Scotland

Car drivers in KSI crashes: percentage by age and gender



Car drivers in KSI crashes: percentage by age and gender

	Gender	Driver age			
		17-19	20-24	25-59	60-79
England	Male	7	10	44	8
	Female	2	4	20	3
	Total	9	14	64	11
Wales	Male	8	11	39	9
	Female	3	4	20	3
	Total	11	15	59	12
Scotland	Male	7	10	42	8
	Female	2	3	22	3
	Total	9	13	64	11

“The data that would be required to identify exactly how many crashes are caused by drivers in their first years after passing the driving test are not readily available”

Urban and rural roads: the safest and least safe

● Urban roads

- Almost half of urban KSI crashes involving drivers under 20 happen on 'C' or unclassified roads, which is marginally greater than those involving older drivers
- There is little difference between 20-24 year olds and the older driver age groups in crashes on different types of urban roads

● Rural roads

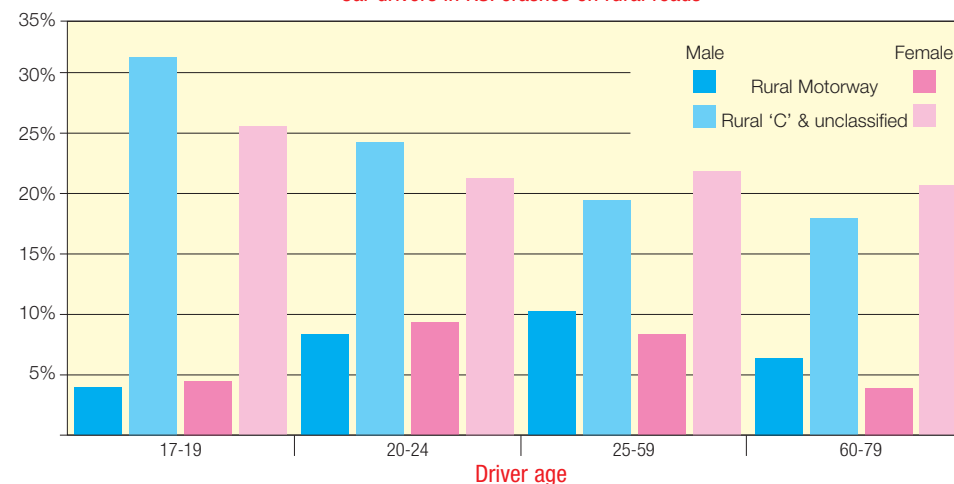
- Male drivers under 20 have a significantly higher proportion of rural KSI crashes on 'C' or unclassified roads, than male drivers over 25
- 20-24 year old male drivers are in a higher proportion of KSI crashes on minor roads than older males
- A smaller proportion of 17-19 year old males and females are in KSI crashes on rural motorways than older drivers; research suggests this may be because 19 per cent of men and 41 per cent of women in their first year of post-test driving do not drive on motorways



Car drivers in KSI crashes: percentage per age group

			Driver age			
			17-19	20-24	25-59	60-79
Male	Urban	Motorway	0.6	0.9	1.3	1.0
		A - dual carriageway	10.0	13.1	12.5	10.4
		A - other	30.4	32.4	34.3	35.9
		B	12.4	12.1	11.3	12.6
		C & unclassified	46.6	41.5	40.5	40.1
	Rural	Motorway	3.5	7.5	10.3	6.7
		A - dual carriageway	6.3	8.7	10.9	10.1
		A - other	39.3	41.8	44.2	48.8
		B	19.2	17.8	15.4	16.2
		C & unclassified	31.7	24.2	19.2	18.3
Female	Urban	Motorway	0.5	1.3	1.1	0.6
		A - dual carriageway	11.3	11.9	9.9	7.9
		A - other	33.5	32.8	32.7	33.1
		B	10.9	11.5	11.9	13.2
		C & unclassified	43.7	42.6	44.4	45.1
	Rural	Motorway	4.3	9.2	7.9	4.0
		A - dual carriageway	9.0	11.0	9.5	8.0
		A - other	41.8	41.7	44.0	49.4
		B	18.7	15.9	16.4	17.6
		C & unclassified	26.2	22.2	22.3	21.0

Car drivers in KSI crashes on rural roads



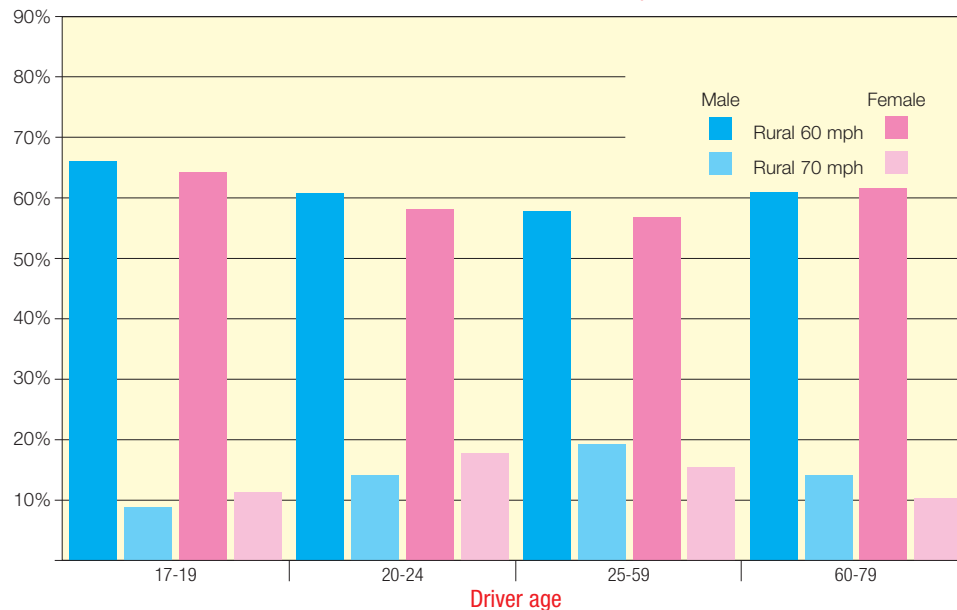
“Driving on high speed roads is a specific skill and many newly qualified drivers say they have found motorway driving to be intimidating”

2

Speed limits

- Most urban KSI crashes across all the age groups happen on roads with a speed limit of 30mph or less, with little difference between younger and older drivers, or between males and females
- On rural roads around 60 per cent of drivers in KSI crashes over the age of 20 are in crashes on 60mph (mainly single carriageway) roads; male and female drivers under 20 have marginally more (66 per cent)
- Compared with all other age groups, drivers under 20 are in a smaller proportion of KSI crashes on 70mph speed limit roads (dual carriageways)

Car drivers in KSI crashes on 60 and 70mph rural roads



“They (young men) are generally more inclined to risk taking, sensation seeking, speeding and anti-social behaviour than their female counterparts”

“(Young drivers)...might also be motivated to arrive at a destination as quickly as possible, as well as by other factors such as peer pressure, and a desire to ‘show-off’”

KSI = Killed or seriously injured

Car drivers in KSI crashes: percentage per speed limit

Speed limit			Driver age			
			17-19	20-24	25-59	60-79
Male	Urban	30 mph or less	81.8	80.8	82.2	82.3
		40 - 50 mph	13.3	14.1	12.6	12.6
		60 mph	3.0	2.8	2.6	3.0
		70 mph	1.9	2.3	2.6	2.1
	Rural	30 mph or less	14.8	13.0	12.3	13.9
		40 - 50 mph	10.7	11.6	10.3	11.0
		60 mph	65.8	60.8	58.1	60.4
		70 mph	8.6	14.7	19.3	14.6
Female	Urban	30 mph or less	82.4	82.0	83.2	83.9
		40 - 50 mph	12.3	12.7	12.1	12.2
		60 mph	2.8	2.6	2.3	2.1
		70 mph	2.5	2.7	2.4	1.7
	Rural	30 mph or less	13.2	13.4	15.0	16.5
		40 - 50 mph	10.8	10.3	11.2	11.4
		60 mph	64.7	58.3	58.3	62.0
		70 mph	11.4	17.9	15.6	10.1

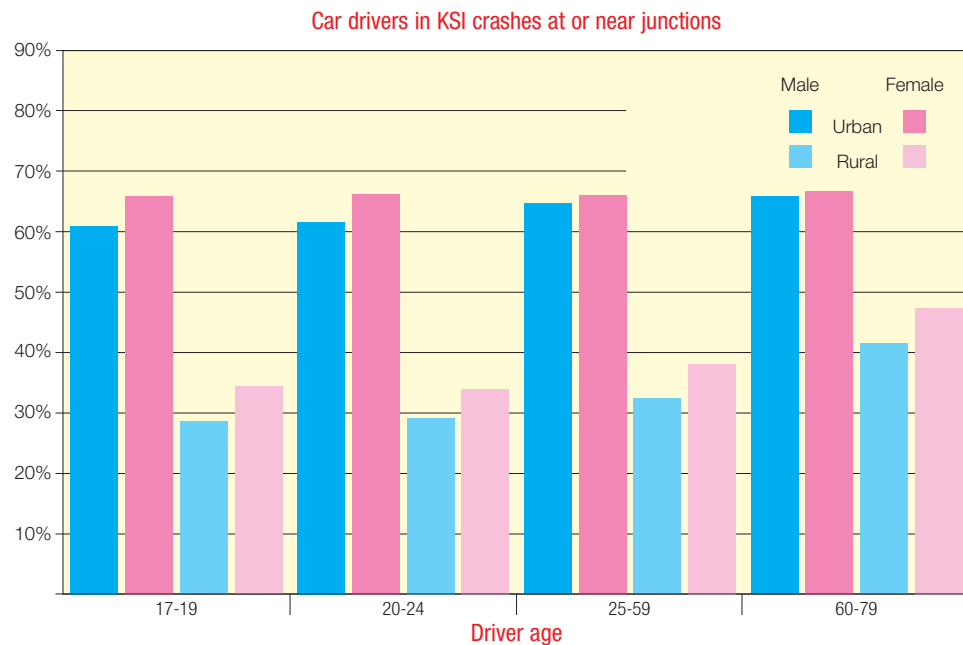


Junctions

- 70 per cent of drivers under 25 involved in rural road KSI crashes are in crashes that happen away from junctions, a slightly greater proportion than for older drivers, and a greater proportion among males than females
- In urban areas, more than 60 per cent of drivers under 25 in KSI crashes are in crashes that happen at or near a junction; the percentage is slightly higher than for older male drivers, and greater for males than females

Car drivers in KSI crashes: percentage at or near junctions

			Driver age			
			17-19	20-24	25-59	60-79
Male	Urban	No	39.2	37.7	35.0	33.3
		Yes	60.8	62.3	65.0	66.7
	Rural	No	71.4	70.9	67.1	57.8
		Yes	28.6	29.1	32.9	42.2
Female	Urban	No	34.0	33.7	33.6	32.5
		Yes	66.0	66.3	66.4	67.5
	Rural	No	65.5	65.7	61.7	52.8
		Yes	34.5	34.3	38.3	47.2

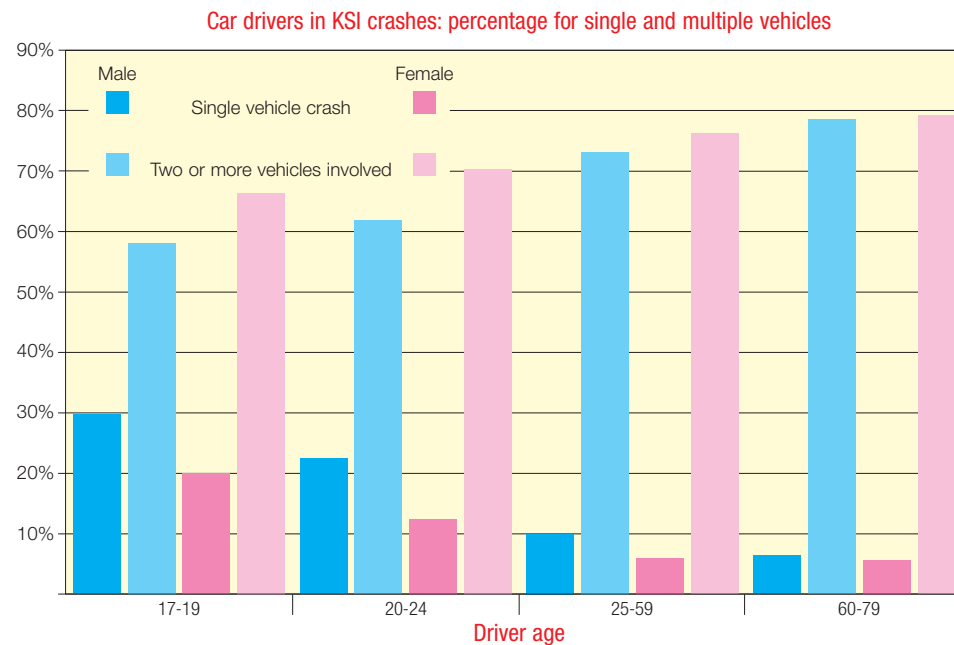


Single and multiple vehicle crashes

- A much greater proportion of drivers under 25 are in single vehicle KSI crashes (where no other road-user is involved) than drivers over 25, and it is greater for under 20s than 20-24 year olds
- Drivers under 20 are involved in a smaller proportion of single vehicle crashes with pedestrians than drivers in the other age groups

Car drivers in KSI crashes: percentage for single and multiple vehicles

		Driver age			
		17-19	20-24	25-59	60-79
Male	Single vehicle crash involving a pedestrian or cyclist	12.1	14.8	16.5	14.5
	Single vehicle crash	30.0	22.7	10.1	7.1
	Two or more vehicles involved	57.9	62.4	73.3	78.4
Female	Single vehicle crash involving a pedestrian or cyclist	12.9	16.8	17.0	13.2
	Single vehicle crash	20.5	12.6	6.8	7.5
	Two or more vehicles involved	66.6	70.5	76.2	79.2



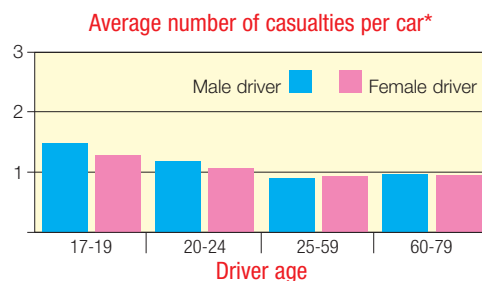
Casualties inside the car

- A higher proportion of younger car drivers involved in crashes have two or more casualties in their car than older drivers; the proportion is also greater for the under 20s than for 20-24 year old drivers
- This suggests that younger drivers carry more passengers than older drivers, but it could also reflect the severity and nature of the crashes

Car drivers in KSI crashes: percentage of in-car casualties

	Number of casualties in car*	Driver age			
		17-19	20-24	25-59	60-79
Male	0	18.3	23.3	34.2	30.8
	1	44.1	49.6	49.6	47.1
	2	20.2	17.2	11.2	17.8
	3	9.3	5.9	3.0	2.6
	4+	8.1	4.1	2.0	1.6
Female	0	18.9	23.2	29.8	24.4
	1	52.0	57.6	54.2	57.8
	2	18.8	13.6	11.1	14.2
	3	5.7	3.2	3.1	2.7
	4+	4.7	2.4	1.7	0.9
Average number of casualties per car*					
Male		1.48	1.20	0.90	0.97
Female		1.27	1.05	0.93	0.98

*Includes casualties with slight injuries



*Includes casualties with slight injuries

KSI = Killed or seriously injured

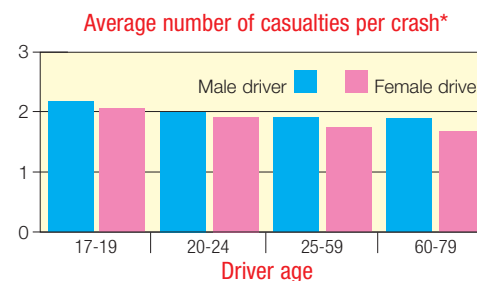
Casualties inside and outside the car

- The younger drivers in KSI crashes have a higher proportion with three or more casualties than older drivers; the proportion of 17-19 year olds in KSI crashes with three or more casualties is higher than for 20-24 year olds
- Among 17-19 year olds, a smaller proportion of female drivers are in KSI crashes with three or more casualties than male drivers; the difference between male and female drivers is less marked in other age groups

Car drivers in KSI crashes: percentage of casualties inside and outside the car

	Number of casualties in crash*	Driver age			
		17-19	20-24	25-59	60-79
Male	1	42.8	49.8	55.0	51.1
	2	25.5	24.7	22.8	24.5
	3	15.1	12.9	11.0	13.1
	4	9.2	6.8	5.5	6.2
	5+	7.5	5.8	5.6	5.1
Female	1	47.1	53.0	54.6	51.8
	2	26.4	25.0	24.0	26.8
	3	13.0	11.4	11.0	12.3
	4	7.0	5.9	5.6	5.2
	5+	6.5	4.8	4.8	3.8
Average number of casualties per crash*					
Male		2.19	2.00	1.91	1.96
Female		2.04	1.90	1.88	1.86

*Includes casualties with slight injuries



*Includes casualties with slight injuries

“Globally, 16-24 year old drivers...pose a greater risk than other drivers to themselves, their passengers, and other road users”

1

“50 per cent of accidents involving young men take place at night. International data suggests that carrying passengers makes a crash more likely”

2

Age of cars

- More than 40 per cent of the cars of male drivers aged under 20 in KSI crashes are older than 10 years, compared with 36 per cent for males aged 20-24, and 24 per cent for males aged 25-79
- 30 per cent of female drivers under 20 in KSI crashes are in cars older than 10 years, compared with 24 per cent for 20-25 year olds, and 20 per cent of the cars of the over 25s
- Younger drivers and their passengers are at greater risk of more severe injuries than drivers over 25 because older cars offer less EuroNCAP crash protection than newer cars



“Based on economic considerations, young people may also drive older vehicles with fewer safety features”¹

“...young drivers' high risk levels are a product of both who they are and the environment in which they exist”¹

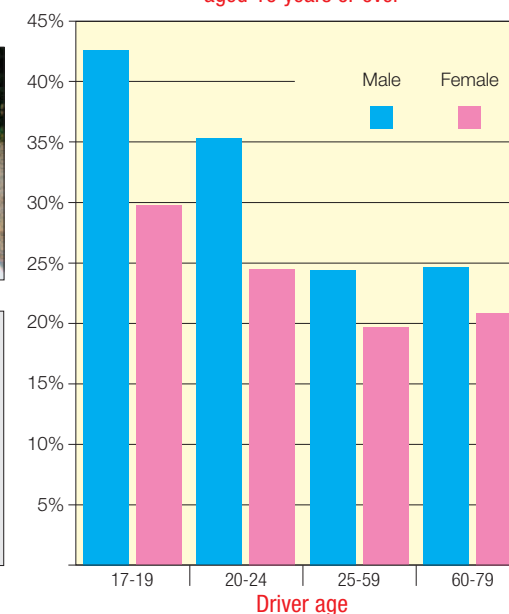
“...for those young novice drivers³ on a budget an (EuroNCAP) assessment of a vehicle's safety features may not be a consideration to which they give much weight”

Car drivers in KSI crashes: percentage per age of car driven

Age of car (years)		Driver age			
		17-19	20-24	25-59	60-79
Male	0 - 3	19.9	25.5	35.4	34.3
	4 - 6	15.7	18.6	21.6	22.3
	7 - 9	21.7	19.9	18.6	18.6
	10+	42.6	36.0	24.4	24.9
Female	0 - 3	25.6	32.9	37.0	36.1
	4 - 6	21.4	22.6	24.6	24.2
	7 - 9	23.1	20.2	18.8	18.5
	10+	29.7	24.4	19.6	21.1
Average age of car					
Male		8.16	7.35	6.11	6.29
Female		6.97	6.18	5.65	5.89



Car drivers in KSI crashes: percentage of cars aged 10 years or over



Vehicle manoeuvre

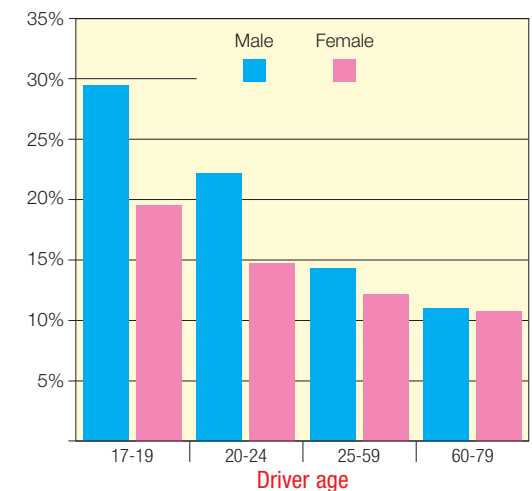
- At the time of their KSI crash, half of the young drivers are going straight ahead, ie, they are not at or even near to a bend; the proportion is similar for males and females, and for older drivers
- Compared with older drivers, a higher proportion of young drivers in KSI crashes are on a bend at the time of the crash; the proportion is also higher for the under 20s than 20-25 year olds
- Young female drivers have a lower proportion of KSI crashes on bends than young male drivers
- This suggests that younger male drivers in particular are less able than older male drivers to judge the appropriate speed to negotiate a bend in the road safely
- The oldest drivers (over 60) have a significantly higher proportion of KSI crashes when turning right than any other age group

Car drivers in KSI crashes: percentage per car manoeuvre

Car manoeuvre		Driver age			
		17-19	20-24	25-59	60-79
Male	Going ahead - bend	29.4	22.3	14.3	11.4
	Going ahead - other	48.5	51.5	53.1	53.0
	Overtaking moving vehicle - offside	4.3	4.5	3.0	1.9
	Turning right	8.1	9.0	10.0	14.9
	Turning left	1.9	1.6	1.9	2.2
Female	Going ahead - bend	19.1	14.6	12.3	11.4
	Going ahead - other	50.9	53.3	51.4	51.0
	Overtaking moving vehicle - offside	2.4	2.3	1.7	1.1
	Turning right	14.1	13.2	13.1	17.6
	Turning left	1.7	1.8	2.2	2.3



Car drivers in KSI crashes on a bend



“Learners need to get a full range of experience on the road. This means encouraging learners to drive in the full range of conditions, for example in poor weather or busy traffic”

2

“A study commissioned by the DfT found that a ‘large percentage’ of novice driver collisions are the result of ‘failure of attitude’ rather than skill deficit”

3

KSI = Killed or seriously injured

Four crash types

- Most KSI crashes fall into one of four broad categories:

- collision with a pedestrian or cyclist (with or without other vehicles involved)
- crash at a junction
- single vehicle running off the road
- head-on collision

- A much larger proportion of younger drivers are in single vehicle 'run-off' crashes, where the car leaves the road, than older drivers:

- Males 17-19: 20 per cent, Females 15 per cent
- Males 20-24: 15 per cent, Females 9 per cent
- Males 25-59: 7 per cent, Females 5 per cent

- Single vehicle 'run-off' crashes on motorways:

- Males 17-19: 30 per cent, Females 21 per cent
- Males 20-25: 20 per cent, Females 14 per cent
- Males 25-59: 11 per cent, Females 11 per cent

- Compared with older drivers, a smaller proportion of younger drivers are in KSI crashes with a pedestrian or cyclist, whether or not other vehicles are involved

“...the minimum learning period should include a requirement to drive in a wider range of conditions, such as motorways and night driving”

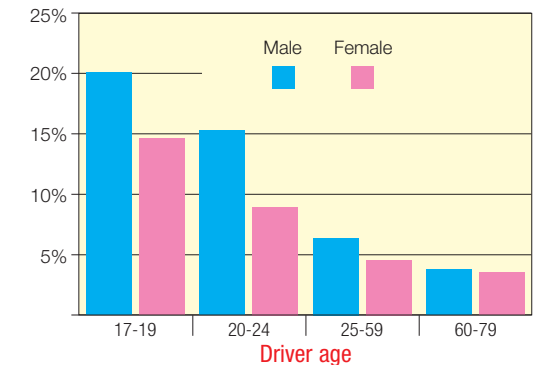
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Car drivers in KSI crashes: percentage per crash types

Crash type		Driver age			
		17-19	20-24	25-59	60-79
Male	Involving pedestrian or cyclist	17.2	20.8	24.4	22.2
	Junction	33.7	34.7	35.5	40.8
	Single vehicle 'run-off' road	20.2	15.3	6.7	4.1
	Head-on collision	8.8	8.6	9.1	9.9
	Other	20.1	20.6	24.3	23.0
Female	Involving pedestrian or cyclist	19.1	24.1	25.1	20.3
	Junction	37.8	37.7	39.1	45.3
	Single vehicle 'run-off' road	14.6	8.7	4.7	4.0
	Head-on collision	9.2	8.0	9.0	9.5
	Other	19.3	21.4	22.1	20.9



Car drivers in KSI crashes: percentage single vehicle 'run-off' crashes



“Young people are over-represented in single-car and loss-of-control crashes, and crashes where the driver is turning across oncoming traffic”

2

Urban v rural

● Urban roads

- The most common type of KSI crash involving younger drivers is at junctions, followed by collisions with pedestrians or cyclists
- Compared with older drivers, drivers under 25 have a lower proportion of KSI crashes involving pedestrians and cyclists, and a higher proportion of single vehicle 'run-off' crashes

● Rural roads

- The most common type of KSI crash involving younger female drivers is at junctions; for young males it is single-vehicle crashes where the car leaves the road
- Drivers over 60 are in a higher proportion of junction KSI crashes than other drivers

- The higher proportion of younger drivers in single-vehicle 'run-off' KSI crashes suggests that speed, judgement and poor vehicle control skills are particular issues for them

- Younger drivers tend to over-estimate their driving ability and under-estimate the demands of the driving task, driving too close to the point where they are likely to lose control of the vehicle – a trait far less prevalent in young women drivers

- Compared with drivers over 25, younger drivers have a smaller proportion of KSI crashes with pedestrians and cyclists, and a lower proportion at junctions; but they have a higher proportion of single-vehicle crashes where the car leaves the road

“High levels of safety in vehicle and road design will also have an important impact”¹

“...while we have made progress in reducing the number of casualties, evidence shows that those most at risk are newly-qualified drivers”²

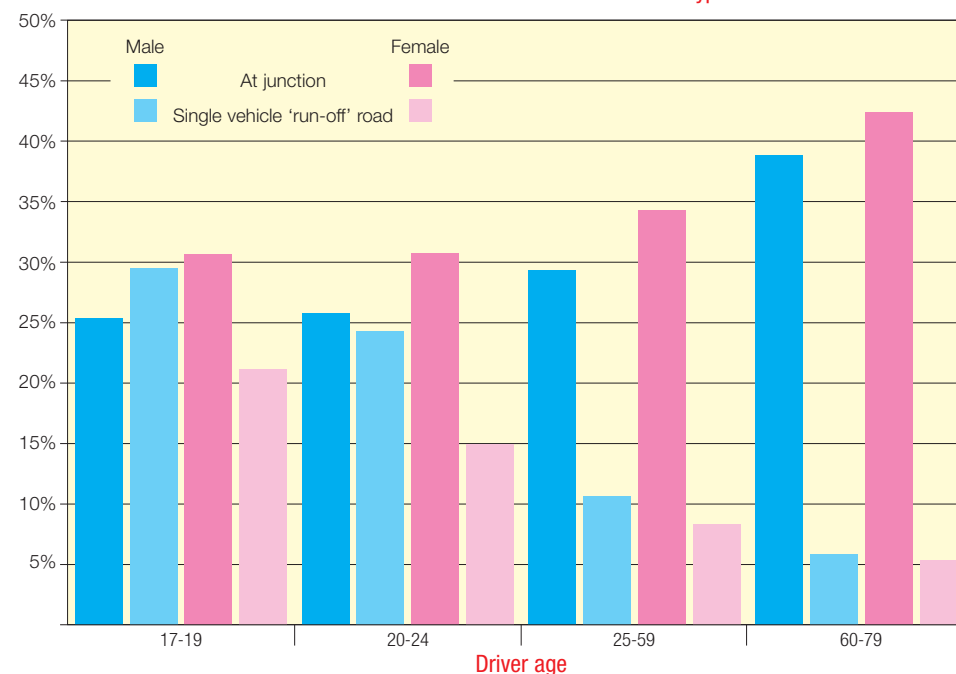
Ruth Kelly, Transport Secretary

“It (the driving test) still retains its focus on practical vehicle handling and an examiner from 1935 would still be able to mark most of the practical test today”²

Car drivers in KSI crashes: percentage on rural and urban roads

Crash type			Driver age			
			17-19	20-24	25-59	60-79
Male	Urban	Involving pedestrian or cyclist	30.1	33.4	38.9	37.8
		Junction	43.0	42.6	41.5	44.2
		Single vehicle run off road	9.1	7.2	2.4	1.5
		Head on collision	3.7	3.4	2.9	3.4
	Rural	Involving pedestrian or cyclist	6.5	7.2	9.3	9.5
		Junction	26.0	26.3	29.2	38.0
		Single vehicle run off road	29.4	23.9	11.2	6.2
		Head on collision	13.0	14.2	15.6	15.3
Female	Urban	Involving pedestrian or cyclist	33.4	38.1	38.8	33.4
		Junction	46.4	43.7	43.8	47.8
		Single vehicle run off road	5.0	2.8	1.5	1.8
		Head on collision	2.9	2.6	2.8	2.9
	Rural	Involving pedestrian or cyclist	7.6	8.6	10.1	9.2
		Junction	31.0	31.0	33.9	42.9
		Single vehicle run off road	22.3	15.4	8.2	5.9
		Head on collision	14.3	14.0	15.9	15.1

Car drivers in rural KSI crashes: two most common types of crash



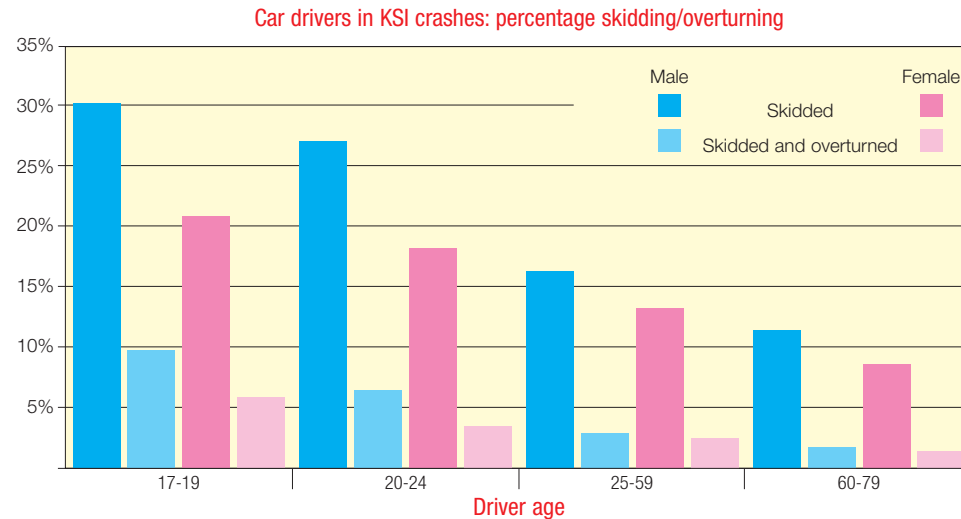
KSI = Killed or seriously injured

Skidding and overturning

- More than a third of younger drivers in KSI crashes skid and/or overturn
- The proportion of younger car drivers who lose control of their vehicle in this way is much higher than for older drivers, and considerably more for younger males than young females

Car drivers in KSI crashes: percentage skidding/overturning

Skidding/overturning		Driver age			
		17-19	20-24	25-59	60-79
Male	None	55.5	62.3	78.1	85.1
	Skidded	30.2	27.0	16.8	11.6
	Skidded and overturned	9.4	6.8	2.9	1.5
	Overturned	4.9	3.8	2.2	1.8
Female	None	69.1	75.7	83.3	87.8
	Skidded	21.1	18.2	13.1	8.9
	Skidded and overturned	6.3	3.8	2.0	1.3
	Overturned	3.5	2.3	1.6	2.0



Hit-and-run

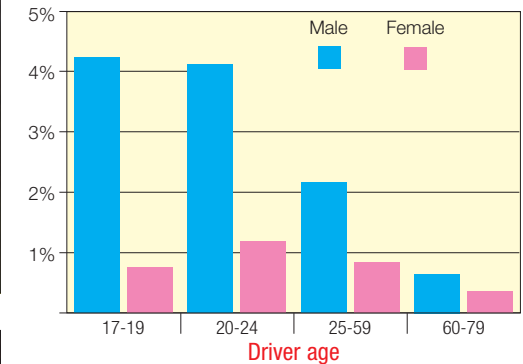
- Only a small number of KSI crashes are 'hit-and-run' but a much higher proportion of them involve male drivers under 25 than females or drivers over 25

Car drivers in KSI crashes: percentage in hit-and-run crashes

		Driver age			
		17-19	20-24	25-59	60-79
Male	Hit-and-run	4.2	4.1	2.2	0.7
	Non-stop vehicle not hit	0.3	0.3	0.2	0.2
Female	Hit-and-run	0.7	1.1	0.8	0.4
	Non-stop vehicle not hit	0.2	0.1	0.2	0.2



Car drivers in KSI hit-and-run crashes



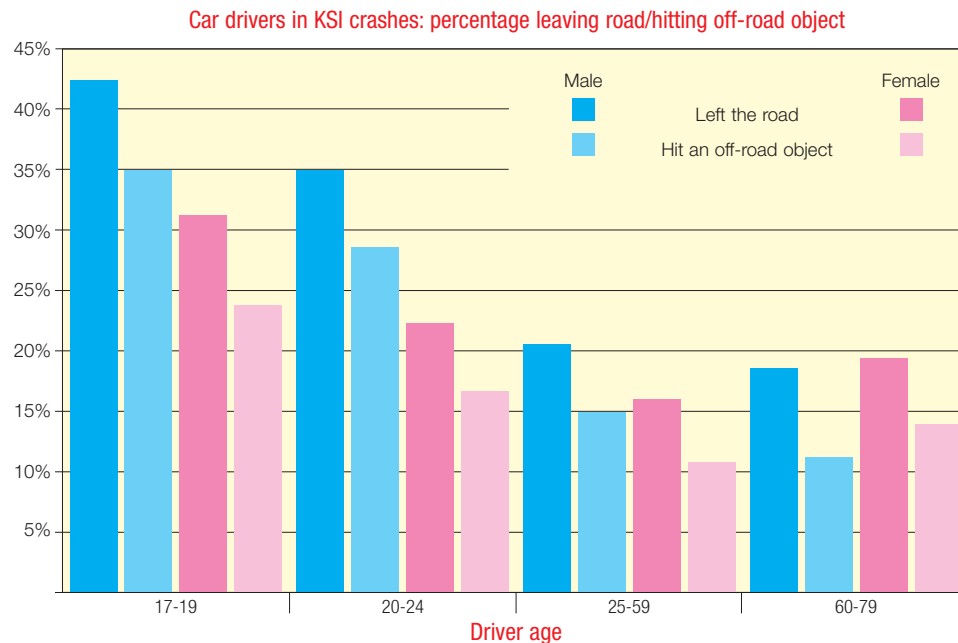
“As people learn to drive while they are young, inexperience explains much of the high levels of young driver risk”

Collisions with roadside objects

- Over a third of young car drivers are in KSI crashes in which the car leaves the road; most hit something off the road. The proportion is higher for under 20s than 20-24 year olds, and much higher than for older drivers
- Compared with young female drivers, a greater proportion of young male drivers are involved in this type of crash

Car drivers in KSI crashes: percentage leaving road/hitting off-road object

		Driver age			
		17-19	20-24	25-59	60-79
Male	Left the road	42.3	35.0	20.5	18.1
	Hit off-road object	35.0	28.3	14.8	11.8
Female	Left the road	31.4	22.8	16.4	19.9
	Hit off-road object	24.1	16.9	10.9	13.5



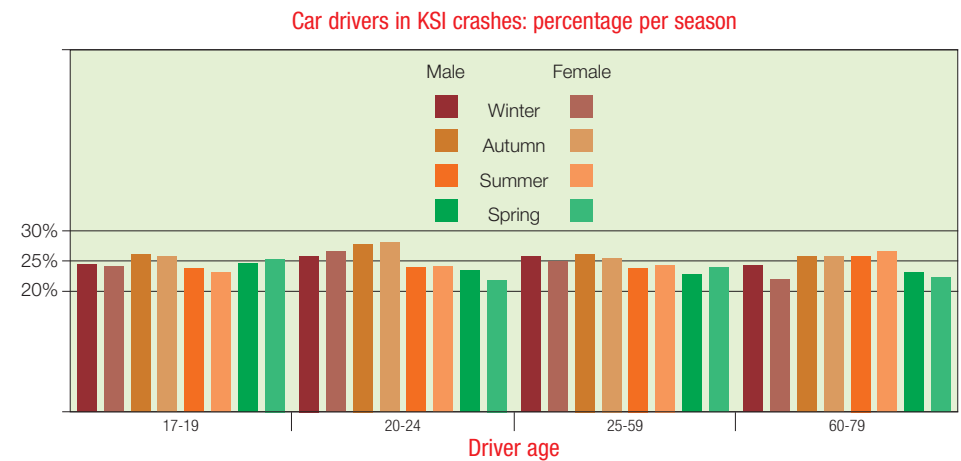
KSI = Killed or seriously injured

The four seasons

- KSI crashes are spread fairly evenly across the four seasons, although marginally more occur during the autumn for drivers across the four age groups
- There is little seasonal difference between younger and older drivers, or between males and females

Car drivers in KSI crashes: percentage per season

		Driver age			
		17-19	20-24	25-59	60-79
Male	Winter	24.6	25.3	26.0	24.6
	Autumn	26.6	27.0	26.6	26.1
	Summer	24.4	24.2	24.0	26.2
	Spring	24.5	23.5	23.4	23.2
Female	Winter	24.2	25.5	25.1	23.2
	Autumn	26.0	27.2	26.4	26.2
	Summer	24.1	24.6	24.4	27.6
	Spring	25.8	22.6	24.1	22.9



Part 3: KSI crashes per year of age

The first year after passing the driving test is the most dangerous for newly-licensed drivers. But crash statistics do not link with driving licence data, so the extent of the young novice-driver casualty problem is wrapped-up in the overall grouping of under-25 'young drivers'.

This group contains significantly more experienced drivers than inexperienced drivers, however, except in the age group 17-19, where half have no more than two years' post-driving test experience.

In this section, the tables and graphs show how the percentage of drivers involved in KSI crashes is distributed between men and women in the four age groups after taking account of the different number of years in each age group. They show how safety increases with experience and age, and help to explain why drivers under 20, who are mostly novice drivers, are the most vulnerable.

Men v women

- Men across all age groups tend to drive more than women and have more crashes per kilometre driven
- The proportion of younger male drivers under 20 in KSI crashes is up to three times that of females of the same age and more than twice that of male drivers over 25

“While young drivers are a high risk group in themselves, most young drivers are not deliberately unsafe”¹

“The high crash fatality and injury rates of young male novice drivers represent a major public health issue”¹

“Lower levels of fatalities result from higher levels of driving practice before solo driving”¹

“27% of 17-19 year old male drivers are involved in a road collision as a driver in their first year of driving”³

Car drivers in KSI crashes: percentage per year of age

	Driver age			
	17-19	20-24	25-59	60-79
Male	3.1	2.0	1.2	1.0
Female	0.9	0.8	0.6	0.4
Total*	4.1	2.8	1.8	1.4

* includes drivers not traced

How the percentage per year of age was calculated

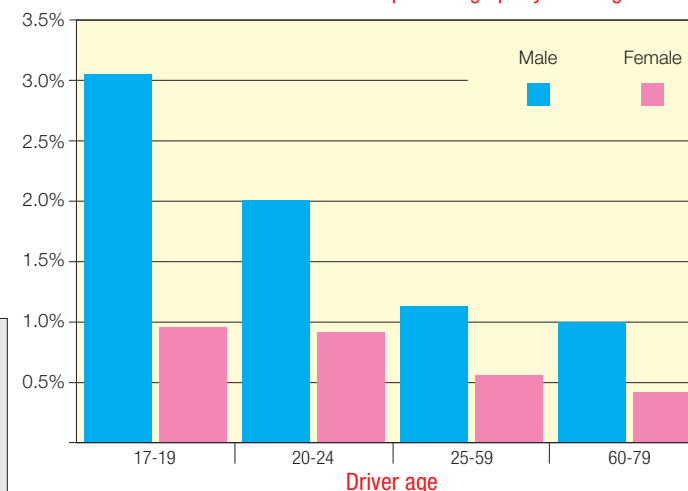
The tables and graphs in this section are of some features of the KSI crashes shown in Part 2 but expressed as a percentage of KSI crashes per year of age of the drivers. This was done by:

- Dividing the percentage share of drivers involved in crashes (in age and gender groups) by the number of years in the age groups, ie, 20-24 divided by four; 25-59 divided by 35
- Adjusting the number of years of the 17-19 year age group to reflect that many who start learning to drive at 17 do not pass the test until they are 18
- Adjusting the data for 60-79 year olds to take account of the fact that, for a number of reasons, some will have given up driving during this time

An explanation of this is provided in the Annex to the full report

- Younger men are much more likely than younger women and drivers in other age groups to be unlicensed, uninsured, to fail a roadside breath test, commit other motoring offences and to be in hit-and-run crashes

Car drivers in KSI crashes: percentage per year of age

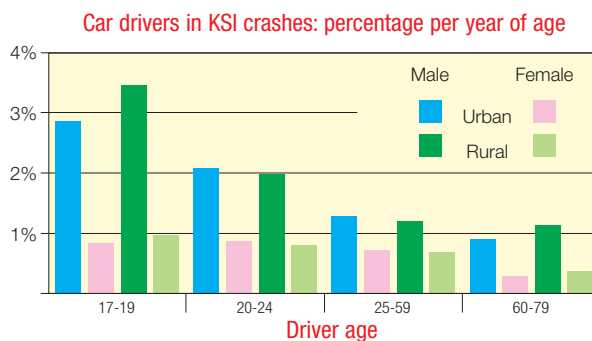


Urban and rural roads

- Rural roads are a significantly greater risk, by a factor of two, for male drivers under 25 compared with drivers over 25
- The involvement of male drivers aged 17-19 in KSI crashes is disproportionately greater than for drivers over 25, particularly on rural roads
- Young male drivers are involved in a higher proportion of KSI crashes on rural and urban roads than young female drivers, by a factor of three
- Rural roads are a particular challenge to younger drivers – a challenge for which their driving instruction and driving test may not prepare them

Car drivers in KSI crashes: percentage per year of age

		Driver age			
		17-19	20-24	25-59	60-79
Urban roads	Male	2.8	2.1	1.3	0.9
	Female	0.8	0.8	0.6	0.3
	All drivers	3.6	2.9	1.9	1.2
Rural roads	Male	3.4	2.0	1.2	1.1
	Female	1.0	0.7	0.6	0.3
	All drivers	4.5	2.7	1.8	1.5



KSI = Killed or seriously injured

Light v dark

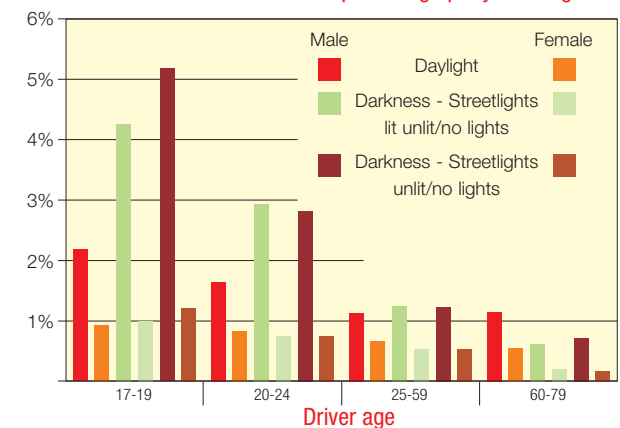
- Half of young drivers in KSI crashes have them during the hours of darkness
- Younger drivers have a higher proportion of their KSI crashes after dark on both lit and unlit roads than older drivers
- The proportion of drivers in KSI crashes in the dark, particularly on unlit roads, is higher among under 25-year-olds than over 25s, for both male and female drivers
- Research points to several reasons why young drivers are particularly at risk at night:
 - Differences in patterns of travel between younger and older drivers
 - The attitudes of young drivers at night
 - Younger drivers do more of their driving during the dark than older drivers
 - Younger drivers are much more likely to be driving for social and 'recreational' purposes than older drivers
 - Deliberate speeding, recklessness, and excessive alcohol consumption by some younger drivers puts them, their passengers and other road-users at risk at night

“Too many learners get insufficient driving experience – 12 per cent of successful test candidates have not driven at night and 5 per cent have not driven on country roads”

Car drivers in KSI crashes: percentage per year of age

		Driver age			
		17-19	20-24	25-59	60-79
Daylight	Male	2.3	1.6	1.2	1.2
	Female	0.8	0.8	0.7	0.5
	All drivers	3.1	2.4	1.9	1.7
Darkness - streetlights lit	Male	4.3	2.9	1.3	0.6
	Female	1.0	0.8	0.4	0.2
	All drivers	5.4	3.7	1.8	0.8
Darkness - streetlights unlit /no streetlights	Male	5.2	2.8	1.3	0.7
	Female	1.2	0.7	0.4	0.2
	All drivers	6.5	3.5	1.7	0.9

Car drivers in KSI crashes: percentage per year of age



Road surface and the weather

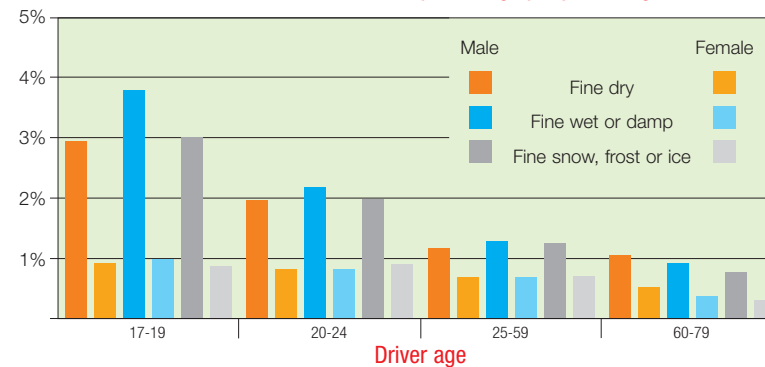
- In all weather and road surface conditions, the involvement of male drivers under 20 in KSI crashes is disproportionately higher than the over 25s. The difference is greatest in fog or mist, rain, and on wet or damp roads in fine weather
- Drivers aged 20-24 also have a higher proportion of crashes in these conditions than older drivers, but the difference is not as great as for the under 20s

Car drivers in KSI crashes: percentage per year of age

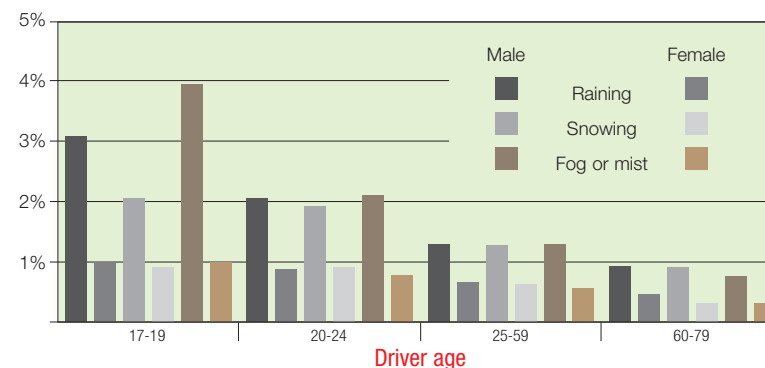
Weather	Road surface		Driver age			
			17-19	20-24	25-59	60-79
Fine	Dry	Male	2.8	1.9	1.2	1.0
		Female	0.9	0.8	0.6	0.4
		All drivers	3.8	2.7	1.8	1.5
	Wet or damp	Male	3.7	2.2	1.3	0.9
		Female	1.0	0.8	0.6	0.3
		All drivers	4.7	3.0	1.8	1.2
	Snow, frost or ice	Male	3.0	2.0	1.3	0.7
		Female	0.8	0.9	0.6	0.3
		All drivers	3.9	2.9	2.0	0.9
Raining		Male	3.2	2.1	1.3	0.9
		Female	1.0	0.8	0.6	0.4
		All drivers	4.3	2.9	1.8	1.2
Snowing		Male	2.1	1.9	1.3	0.9
		Female	0.9	0.9	0.6	0.3
		All drivers	3.0	2.9	1.9	1.3
Fog or mist		Male	3.9	2.1	1.3	0.7
		Female	1.0	0.7	0.5	0.3
		All drivers	4.9	2.9	1.9	1.0



Car drivers in KSI crashes: percentage per year of age



“Learners need to be prepared for the full range of driving conditions, such as night time driving and driving in bad weather”



“Newly qualified drivers admit to significant and persistent gaps in their knowledge and skills. Almost two-thirds saw a need to improve their driving in thick fog, and three-quarters saw a need to do so in thick snow or ice”

The safest and least safe roads

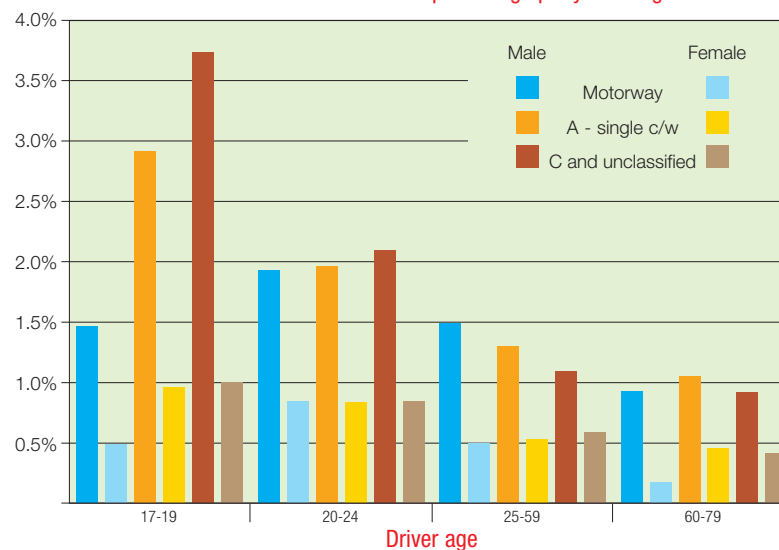
- Male drivers under 20 have a greater proportion of their KSI crashes on 'C' and unclassified roads than on major roads
- The involvement of female drivers under 20 in KSI crashes on minor roads is higher than male drivers over 25
- The youngest drivers have proportionally fewer KSI crashes on motorways than older drivers

Car drivers in KSI crashes: percentage per year of age

		Driver age			
		17-19	20-24	25-59	60-79
Motorway	Male	1.5	1.8	1.5	0.9
	Female	0.5	0.8	0.5	0.2
	All drivers	2.0	2.7	2.1	1.1
A - dual carriageway	Male	2.3	2.1	1.4	0.9
	Female	0.9	0.8	0.5	0.3
	All drivers	3.2	2.9	1.9	1.3
A - single carriageway	Male	2.8	1.9	1.3	1.1
	Female	0.9	0.7	0.6	0.4
	All drivers	3.8	2.7	1.8	1.5
B	Male	3.6	2.2	1.2	1.0
	Female	1.0	0.7	0.6	0.5
	All drivers	4.6	2.9	1.8	1.5
C & unclassified	Male	3.7	2.1	1.2	0.9
	Female	1.0	0.8	0.6	0.4
	All drivers	4.8	2.9	1.8	1.3



Car drivers in KSI crashes: percentage per year of age



“They (young men) are also more likely to over-estimate their driving abilities and are more susceptible to the influence of their friends”

KSI = Killed or seriously injured

“(General road safety measures) should include focus on safety issues that have been shown to impact particularly on younger drivers, such as speed, alcohol, seat belts, and drugs”

“We will also consider how newly-qualified drivers can gain supervised experience on the motorway”

Time of day

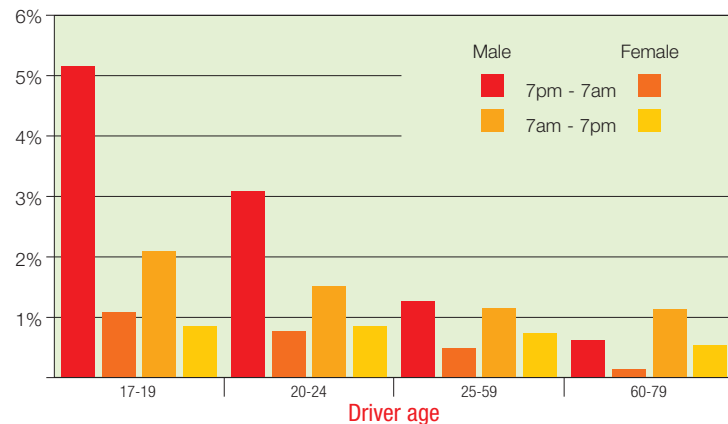
- The proportion of drivers under 20 involved in KSI crashes between 7pm and 7am is significantly greater than that of drivers over 25
- Male drivers under 20 have a significantly higher proportion of KSI crashes between 7pm and 7am than the youngest female drivers
- Drivers aged 20-24 have a smaller proportion of night-time KSI crashes than the under 20s, but significantly greater than the over 25s
- In all age groups, female drivers have a significantly smaller proportion of night-time KSI crashes than male drivers
- A combination of lifestyle factors, such as evening social activities, inexperience and bravado increases the risks for younger drivers in the evening and early morning
- In contrast, during the 7am to 10am morning rush hour, there is little difference between younger and older driver involvement in KSI crashes
- Drivers between 60-79 are in a much lower proportion of KSI crashes during the evening and night than drivers in other age groups

Car drivers in KSI crashes: percentage per year of age

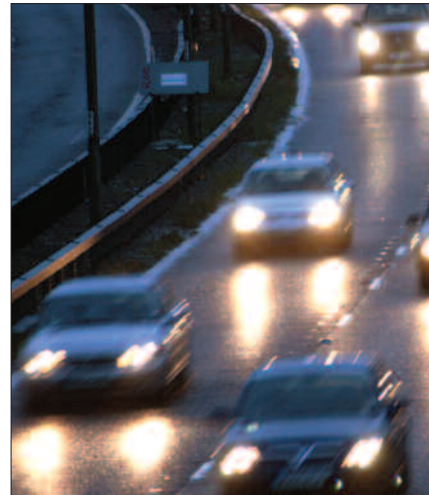
		Driver age			
		17-19	20-24	25-59	60-79
7pm - 7am	Male	5.2	3.1	1.3	0.6
	Female	1.1	0.7	0.4	0.2
	All drivers*	6.4	3.9	1.7	0.7
7am - 7pm	Male	2.1	1.5	1.2	1.2
	Female	0.8	0.8	0.7	0.5
	All drivers*	2.9	2.3	1.9	1.7

* includes drivers not traced

Car drivers in KSI crashes: percentage per year of age



“Young drivers have a high number of crashes when driving at night and/or on weekends, when carrying similar aged passengers, and as a result of speeding”¹



Days of week

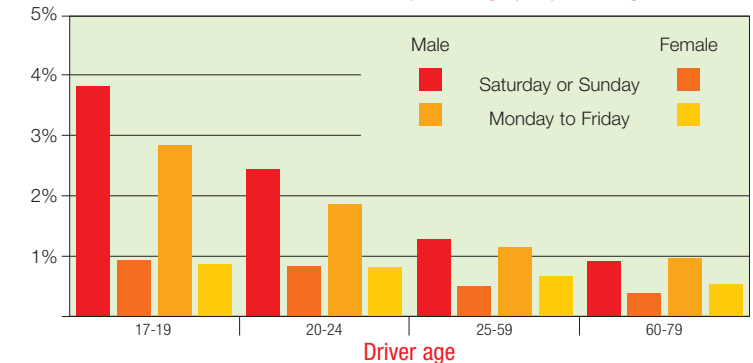
- A third of younger car drivers' KSI crashes happen at weekends, slightly more than older drivers
- KSI crashes involving younger female drivers vary little between weekends and weekdays
- The involvement of 17-19 year old male drivers in KSI crashes is disproportionately higher than the over 25s every day of the week, but it is most marked at weekends
- Younger drivers tend to drive more at weekends. Factors such as alcohol, peer pressure and bravado by some of them increases their risks

Car drivers in KSI crashes: percentage per year of age

		Driver age			
		17-19	20-24	25-59	60-79
Saturday or Sunday	Male	3.7	2.4	1.3	0.9
	Female	1.0	0.8	0.5	0.3
	All drivers*	4.7	3.2	1.8	1.3
Monday to Friday	Male	2.8	1.9	1.2	1.0
	Female	0.9	0.8	0.6	0.4
	All drivers*	3.8	2.7	1.9	1.4

* includes drivers not traced

Car drivers in KSI crashes: percentage per year of age



Part 4: Driving offences by young drivers

A number of studies over recent years have identified a strong correlation between driving offences and crash risk, particularly among younger drivers.

Motoring offences in general

Study: 3,270 novice drivers who passed their driving test in 1998 and 1999

- Only 0.5 per cent committed motoring offences while they were learning to drive; less than 1 per cent of drivers had been in a crash while learning, and none had caused injury
- After passing the driving test, 10 per cent of men and 3 per cent of women were given a fixed penalty or summons in each of the first three years of driving. The percentage was higher among under 25s than older drivers
- In their first year of licensed driving, 10 per cent of males who passed their test aged 17-19 were given a fixed penalty, compared with just 3 per cent of women, and 4 per cent of men aged 30-39
- The younger drivers' most common offence was speeding, but it was more likely to occur in the third year after passing the test than in the first two years
- There is a strong association between crashes and motoring offences – drivers with a fixed penalty or a summons in their first year of driving are more than twice as likely to be in a crash, compared with those who have not offended

“A minority actively seek to break laws and behave dangerously. We must distinguish the minority whose deliberate and dangerously bad driving flouts basic road safety rules”²

KSI = Killed or seriously injured

Unlicensed driving

Study: Government survey

- Unlicensed drivers tend to be younger, and male
- The average age of unlicensed drivers in crashes is 28, compared with 38 for licensed drivers
- There are almost half a million unlicensed drivers in Great Britain, driving illegally for up to 3.7 million hours a month

Seat belts

Study: The National Crash Injury Study

- Seat belt wearing rates are lower among younger drivers than older drivers, lower among younger male than female drivers, and lower at night than during the day
- 23 per cent of male drivers under 20 killed in a day-time crash were not wearing a seat belt, compared with 26 per cent killed at night
- 16 per cent of female drivers aged 17-25 killed in crashes in day-time were not wearing a seat-belt, as were 11 per cent of those killed at night

“Effective general enforcement is required, although this may focus on areas where young people – especially young men – are over represented, such as alcohol, speed, drug driving, and non-use of seat-belts, and at times and locations where young people are particularly active”¹

Uninsured driving

Study: Government survey

- One in 20 motorists drives without insurance in the UK
- Uninsured drivers are typically young males living in urban areas
- Almost 60 per cent of males convicted of uninsured driving are under 25 and almost half of them are under 20

“Alcohol and driving without seat-belts remain key factors in young driver crashes resulting in deaths and injuries”¹

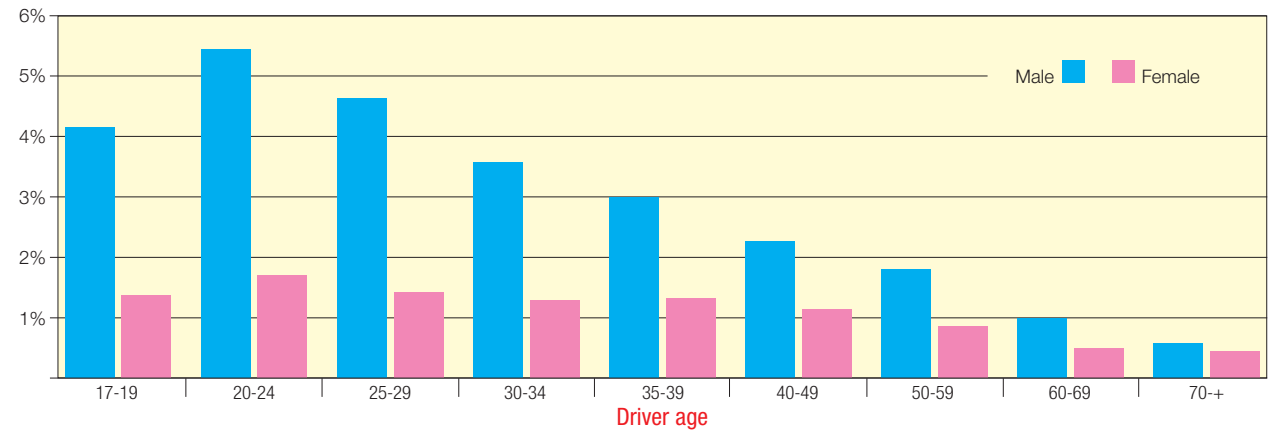


Drinking and driving

Study: Government surveys and statistics

- During a one-year period, more than half of men aged 16-29 say they have driven after drinking, compared with 30 per cent of women
- 26 per cent of men aged 16-29 say they have driven while over the legal limit, compared with 7 per cent of women
- By comparison, 17 per cent of 30-59 year old males and just 7 per cent of females say they have driven while over the limit
- 25 per cent of drivers aged 16-19 killed in crashes in 2005 were over the legal blood alcohol limit, compared with 33 per cent aged 20-29, 33 per cent aged 30-39, and 13 per cent of drivers aged 40 or over
- Of car drivers involved in injury crashes in 2006, the proportion who failed a breath test was higher among younger drivers, and higher among men than women

Car drivers in injury crashes in 2006: breath test failures



“...the crashes in which novice drivers are involved are frequently a result of some violation of traffic law: speeding, drink-driving, or failure to wear a seatbelt”³

“Young drivers have been shown to be more susceptible to the effects of alcohol, even at lower levels”¹



Part 5: Comparison with Northern Ireland

Northern Ireland's casualty statistics are recorded differently to the rest of the UK. However comparisons can be made. Those shown here are for 2006 only and compare slightly different age groups.

Overall, the proportions killed and seriously injured on Northern Ireland's roads are similar to England, Scotland and Wales, but the proportion of younger drivers seriously injured is slightly greater than in the rest of the UK.

Age - Gender - Injuries

- Newly qualified drivers in Northern Ireland are required to display an 'R' (restricted) plate for the first year after passing the driving test, and are limited to a maximum speed of 45 mph
- It might be expected that the restrictions would result in a smaller proportion of younger drivers badly injured in crashes. This is not the case. In Northern Ireland, 31 per cent of male and 24 per cent of female drivers killed or seriously injured are aged 16-24, which is slightly greater than England, Scotland and Wales
- Among older drivers, the proportion of drivers with injuries at all levels of severity is similar to England, Scotland and Wales
- Between 2000 and 2004 in Northern Ireland, 10 per cent of 16-24 year olds injured in crashes were not using a seat belt compared with 12 per cent of 25-44 year olds, and 4 per cent aged over 65

“Northern Ireland has operated a form of graduated licensing for many years, requiring newly qualified drivers to carry a 'R' plate for one year and limiting them to a maximum of 45mph. The effect on road safety has been inconclusive and there is widespread flouting of the rules”

KSI = Killed or seriously injured

Drivers involved in injury crashes in 2006: percentage by age and injury

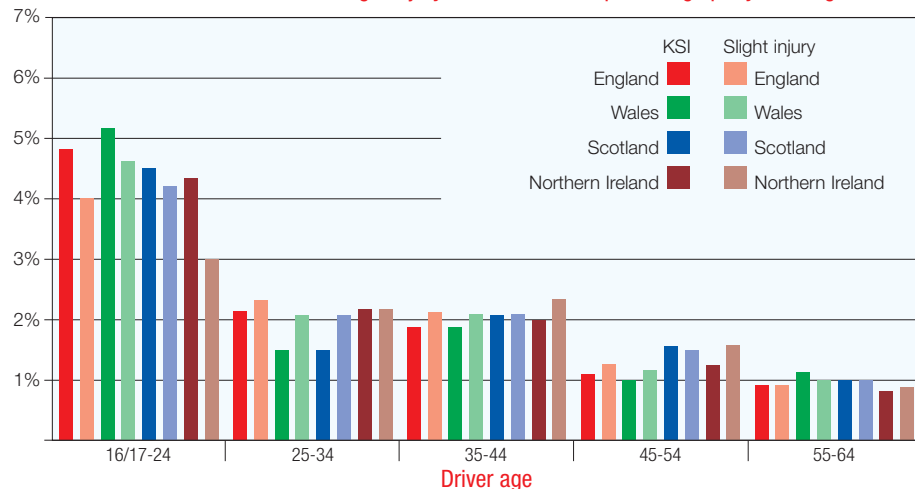
Country	Driver	Injury severity	Driver age							Number of drivers
			Under 16/17*	16/17-24	25-34	35-44	45-54	55-64	65+ (=100%)	
England	Male	Fatal or serious	0.5	29.4	21.7	17.5	12.0	8.9	10.0	6,002
		Slight	0.2	24.8	23.4	21.6	14.0	9.1	7.0	56,157
		All males	0.3	25.3	23.2	21.2	13.8	9.1	7.3	62,159
	Female	Fatal or serious	0.1	23.4	20.5	18.8	14.6	9.8	12.9	2,496
		Slight	0.0	23.8	24.7	23.7	14.5	8.4	5.0	42,220
		All females	0.0	23.8	24.5	23.4	14.5	8.4	5.4	44,716
Wales	Male	Fatal or serious	1.2	32.1	16.3	18.4	9.9	11.7	10.5	343
		Slight	0.2	28.5	20.7	21.0	13.0	9.8	6.9	3,247
		All males	0.3	28.8	20.3	20.8	12.7	10.0	7.2	3,590
	Female	Fatal or serious	0.7	22.9	17.1	23.6	12.9	11.4	11.4	140
		Slight	0.0	27.2	24.3	20.2	14.8	8.1	5.4	2,593
		All females	0.1	27.0	24.0	20.4	14.7	8.2	5.7	2,733
Scotland	Male	Fatal or serious	0.3	27.9	15.8	21.4	15.5	9.8	9.2	682
		Slight	0.3	26.3	21.0	21.1	14.8	9.6	6.9	3,779
		All males	0.3	26.5	20.2	21.2	14.9	9.6	7.2	4,461
	Female	Fatal or serious	0.0	24.9	17.8	16.8	16.2	12.8	11.5	321
		Slight	0.0	23.4	22.6	24.1	16.8	8.0	5.1	2,805
		All females	0.0	23.6	22.1	23.3	16.7	8.5	5.8	3,126
Northern Ireland	Male	Fatal or serious	0.5	31.4	22.1	19.8	12.9	7.7	5.7	389
		Slight	0.1	21.2	22.3	24.4	16.0	8.7	7.2	2,264
		All males	0.2	22.7	22.3	23.7	15.6	8.5	7.0	2,653
	Female	Fatal or serious	0.0	24.0	21.9	21.9	9.3	12.6	10.4	183
		Slight	0.0	20.6	27.8	24.9	15.5	6.8	4.5	1,769
		All females	0.0	20.9	27.2	24.6	14.9	7.3	5.1	1,952

*16 in Northern Ireland, 17 in England, Wales and Scotland

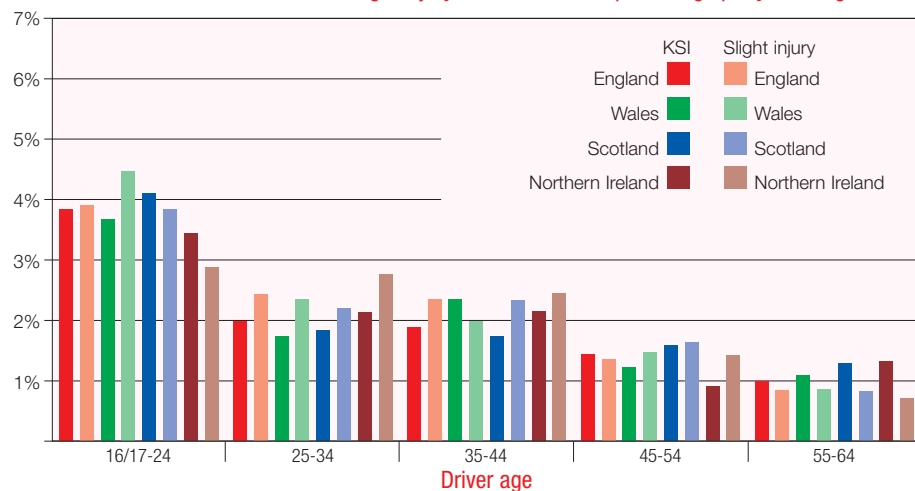
Injury crashes: percentage per year of age

The analysis in Part 3 has been repeated to compare Northern Ireland with England, Scotland and Wales and it shows that the proportion of drivers under 25 with fatal or serious injuries is relatively similar when the number of years in the age groups is taken into account.

Male drivers in KSI and slight injury crashes in 2006: percentage per year of age



Female drivers in KSI and slight injury crashes in 2006: percentage per year of age



“Clearly, young drivers play a disproportionate role in the overall public health problems of road traffic safety risk”¹

“Worldwide...in 2002, traffic crashes were the second greatest cause of death for persons aged 15-29, and greatest for men in the same age group”¹

Drivers in KSI and slight injury crashes in 2006: percentage per year of age

Country	Driver	Injury severity	Driver age				
			Under 16/17-24	25-34	35-44	45-54	55-64
England	Male	KSI	4.8	2.2	1.8	1.2	0.9
		Slight	4.0	2.3	2.2	1.4	0.9
		All males	4.1	2.3	2.1	1.4	0.9
	Female	KSI	3.8	2.0	1.9	1.5	1.0
		Slight	3.9	2.5	2.4	1.4	0.8
		All females	3.9	2.4	2.3	1.4	0.8
Wales	Male	KSI	5.2	1.6	1.8	1.0	1.2
		Slight	4.6	2.1	2.1	1.3	1.0
		All males	4.7	2.0	2.1	1.3	1.0
	Female	KSI	3.7	1.7	2.4	1.3	1.1
		Slight	4.4	2.4	2.0	1.5	0.8
		All females	4.4	2.4	2.0	1.5	0.8
Scotland	Male	KSI	4.5	1.6	2.1	1.6	1.0
		Slight	4.2	2.1	2.1	1.5	1.0
		All males	4.3	2.0	2.1	1.5	1.0
	Female	KSI	4.1	1.8	1.7	1.6	1.3
		Slight	3.8	2.3	2.4	1.7	0.8
		All females	3.9	2.2	2.3	1.7	0.9
Northern Ireland	Male	KSI	4.4	2.2	2.0	1.3	0.8
		Slight	3.0	2.2	2.4	1.6	0.9
		All males	3.2	2.2	2.4	1.6	0.9
	Female	KSI	3.4	2.2	2.2	0.9	1.3
		Slight	2.9	2.8	2.5	1.5	0.7
		All females	2.9	2.7	2.5	1.5	0.7

- The study carried out by Jean Hopkin analyses data on seven years of crashes that caused death or injury on Britain's roads, between 2000 and 2006
- The full report of the study can be downloaded as a pdf from the IAM Motoring Trust's web site www.iamtrust.org.uk
- This IAM Trust booklet is a summary of the main findings of that report and focuses mainly on the crashes that caused death or serious injury
- A unique element of the study is shown in Part 3 where the types and circumstances of crashes in Part 2 have been translated to show percentages per year of age of the drivers in age groups
- How the calculations were made, and why, is explained in the annex to the main report
- The quotations in the grey boxes are taken from three sources:
 - 1 Young drivers: the road to safety OECD/ECMT 2006
 - 2 Learning to drive: a consultation paper DfT 2008
 - 3 Novice drivers: Seventh Report of the Transport Select Committee 2007
- The report is the copyright of the IAM Motoring Trust. However, extracts may be used without charge if the IAM Trust is always quoted as the source. Reproduction of the entire report is not permitted
- The IAM Motoring Trust is grateful to the Department for Transport for giving access to the data, and for their help during the study
- If you would like more information about this study, or the IAM Trust's research programme and advocacy, please contact us at info@iamtrust.org.uk

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www.iam.org.uk

The IAM (Institute of Advanced Motorists) was formed in 1956 to raise driving standards through advanced driver and motorcycle rider training and testing. A registered charity, wholly owned by its members and financially independent, the IAM is the only motoring organisation to focus solely on road safety.

Its 127,000 members are among the 400,000 drivers and riders trained and tested to advanced standards by the IAM. Brunel University found that most drivers who received advanced coaching developed significantly better safety skills, from speed management and cornering to hazard awareness and keener anticipation.



www.iamtrust.org.uk

Established in 2007 as the research, policy and advocacy arm of the IAM, the Trust is an independent voice for responsible motoring and road safety research. The IAM's remit to the Trust is to:

- Undertake an influential programme of transport and road safety research
- Promote practical, evidence-based policies that will improve the safety of all road-users
- Be an effective advocate for safer roads, safer drivers and safer vehicles
- Encourage responsible motoring and motorcycling through training and education

President: Nigel Mansell

Chairman: David Kenworthy

Other IAM road safety initiatives include:

- **The IAM-Registered Instructor Scheme** – recognises and encourages the role ADIs (Advanced Driving Instructors) can make to road safety through the training of new drivers
- **IAM Fleet** – a pioneer of fleet risk management and professional and occupational driver training to more than 1,000 companies and organisations
- **IAM Cycling** – helping employers to encourage and facilitate cycling, and helping employees to cycle safely

Patron: HRH The Duke of Kent

Chairman: Colin Skeen

Director: Neil Greig

The Trust has an extensive programme of research; projects published in the past year include:

- Child safety – a guide for parents
- Rural roads – the biggest killer
- Star-rating roads for safety (in partnership with the Highways Agency)
- Crash barriers – lifesavers for motorists but killers of motorcyclists
- Traffic laws and policing – does Sweden do them better?
- IAM Motoring Facts 2008

The study

Road safety researcher Jean Hopkin's analysis of almost a quarter of a million KSI (killed or serious injury) crashes between 2000 and 2006 compares drivers in four age groups, ranging from 17-79.

Age - Experience - Gender

Three significant factors dictate how people drive, and their likelihood of being in a crash:

- **Age** – drivers under 25 have an exceptionally high risk; the risk is greatest for drivers under 20, who are the most inexperienced
- **Experience** – the risk of being in a crash peaks immediately after passing the driving test, and declines steadily over the following 12 months and beyond, as new drivers learn from their solo driving experiences
- **Gender** – younger male drivers are up to twice as likely to be in a crash as younger females

Younger and older drivers

There is no typical road crash, but there are conditions in which younger drivers have a greater proportion of crashes than older drivers:

- Older cars with less EuroNCAP crash protection
- When there are three or more casualties in the car
- Friday and Saturday nights
- On rural class 'C' or unclassified roads
- Single vehicle crashes involving no other road-user
- Running off the road and hitting a roadside object
- Skidding and possibly overturning
- In fog, mist or rain, or on wet roads in fine weather
- On bends, particularly on rural roads
- Young men are at significantly greater risk than young women

IAMmotoring
trust

An independent voice for responsible motoring
and road safety research

www.iamtrust.org.uk

“Safe drivers are made,
not born”

Jean Hopkin BA (Honours), independent research consultant

Jean Hopkin worked for more than 20 years as a researcher, project manager and team leader at the Transport Research Laboratory, specialising in social policy research in transport and road safety. Since 1995 she has worked as an independent research consultant on a wide range of public sector projects at local, national and EU level. More recently she has also returned to TRL on a part-time basis, while at the same time maintaining her independent consultancy role.

Her road safety research has included work on under-reporting of road accidents, a national hospital-based recording system for road casualties, research into the costs and consequences of road accidents and valuation of accidents and casualties. She also worked extensively with road safety practitioners across the UK to develop Vocational Qualifications for professionals in road safety and for all transport professionals.

She carried out the research for the IAM Motoring Trust report 'Rural roads – the biggest killer' published last year.

Jean Hopkin has a degree in Geography, and is married with two teenage children.

View the full report at: www.iamtrust.org.uk

Research by Jean Hopkin

Summary report by Bert Morris and Jean Hopkin

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