

Young drivers: key facts

Key facts

- Young drivers make up only **nine percent** of full licence holders
- They travel **less than half** the distance of drivers aged over 25
- Yet in 2013, **almost a fifth** of people killed and seriously injured on the roads were involved in a collision where at least one of the vehicles was being driven by a young driver (aged 17-24)
- Insurance figures show that male drivers aged 17 to 20 are nearly **ten times more likely to be killed** or seriously injured on the roads than more experienced drivers
- Young drivers are at a particularly high risk of crashing in their first year of driving
- Young drivers are more likely to have collisions that result in a fatality or serious injury at night



Accidents

What kind of accidents do young drivers tend to have?

Young, inexperienced drivers seem to be particularly susceptible to certain types of accident and in specific situations, such as:

- Turning right
- Speeding
- Overtaking
- Negotiating bends
- Rear end shunts
- Single vehicle – loss of control.



Why do they have a higher accident risk?

The main factors are:

- Lack of driving experience
- Overconfidence in their abilities
- Underestimation of risk
- Poor hazard perception
- Poor attitudes to driving (which are usually linked to personal characteristics and general social attitudes)
- Gender
- Peer pressure (from passengers)
- Parental influence

Reducing risk

How can we reduce the risk of accidents?

The Welsh Government has introduced a specific target for a 40 per cent reduction in the number of young people (aged 16-24) killed or seriously injured in road traffic collisions by 2020.

Here are some factors RoSPA believes would help reduce deaths and serious injuries among young road users:

- Instilling in young people the right attitudes towards road safety and safe driving;
- Guiding learner drivers to take a more structured approach to learning, to prepare them for their driving career, not to just to pass a test
- Raising the standard of tuition offered by driving instructors
- Improving the driving test to better reflect real-life driving (eg, more independent driving in the test) and more emphasis on test candidates' awareness of vulnerable road users,
- Focusing on the immediate post-test period for novice drivers
- Enhancing the status of advanced motoring qualifications.

Graduated Driving Licenses (GDL)

Research shows that graduated driver licensing would save around 100 lives a year in Great Britain.

Some restrictions **might** include curfews and a minimum number of lesson hours. However GDL can provide a phased driving experience for new drivers during the period when they are most at risk of being involved in an accident. It also can reduce their exposure to the factors that are most dangerous (speed, alcohol, night driving, carrying passengers).

GDL systems vary and it is not clear what system would be most effective, and feasible, in Great Britain.

There are already elements of a GDL system in place, such as the New Drivers Act, log books and Pass Plus

Pass Plus

Learn locally: Pass Plus is a course that you can take when you've passed your test. It helps provide valuable additional driving experience and teaches you how to deal with a wide range of road and traffic situations that you may

not have encountered whilst learning.

Some councils offer [discounts](#) off the costs of Pass Plus training.

To find out more, visit: <https://www.gov.uk/pass-plus/>

Pass Plus Cymru: <http://www.dragondriver.com/ppcindex.htm>

Phone: 0845 050 4255

Here's how Pass Plus works

You'll focus on:

- Heading off on the motorway
- Driving techniques and hazard awareness
- Getting around at night
- Coping with busy towns and cities

- Driving on rural country roads
- Thinking ahead – just like you're doing now

What do you get from it?

- Better driving skills
- More chance of lower insurance
- Less chance of a collision or injuring yourself, friends and others

Telematics (Also known as black box)

Telematics can help people to significantly improve their driving and reduce their risk of crashing by identifying risky types of driving - such as sharp acceleration or braking, speeding and sharp cornering - and then providing advice on how to drive more smoothly and safely.

Motor insurance policies linked to telematics for young drivers are common, and help new drivers to improve their driving as well as make their insurance premiums more affordable. The young driver can see information highlighting good and bad aspects of their driving.



This system is also used by a growing number of employers. They can use the data to identify management approaches to reducing risk and /or improving efficiency, such as changing schedules and routes, providing driver training, and if necessary, instigating disciplinary action.

There are several issues surrounding the use of telematics that can be improved; studies show although young drivers are more likely to improve their driving when a parent or employer sees the feedback about their driving, but sometimes they do not receive enough feedback to understand where they are going wrong, or positive advice on how to use the information to improve driving. The best way to provide the telematics in the car (back box or a phone app) also needs to be resolved. A phone app is more cost effective, but potentially tempts the driver to use their phone whilst driving.

Young drivers at work

Young drivers at work workshop

This is a resource RoSPA facilitate and is easy to for you or your organisation to book.

Young drivers at work encounter, and often create, a higher level of risk than their older and more experienced counterparts. The highest risk drivers on our roads are young drivers and at-work drivers.

Young drivers who drive for work fall into both groups and consequently face the combined risks of their relative inexperience and the pressures of driving for work.

The workshop will typically last between two to four hours and is designed for groups of 8-15 drivers aged between 17 and 24. It comprises several activities, each with its own set of learning outcomes.



- Understand how inexperience can increase the risk of being involved in a crash
- Better understanding of how driving for work can lead to increased risk especially amongst younger drivers
- Identify the factors which can result in unsafe driving when at work
- Help the driver to understand how their employer can be a source of support
- Greater awareness of how the organisation's driving for work policies can be applied and help the driver
- Identify the wider social pressures which can lead to unsafe driving and how to overcome them

For more information visit: <http://www.rospa.com/safety-training/on-road/driver-training/young-drivers/>

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Drink, drugs and driving

Drink, drugs and driving facts

- It takes several hours for alcohol to disappear from the body, so someone who was drinking late in the evening could still be over the limit the next morning.
- The only safe advice is to never mix drinking and driving.
- The legal drink drive limit in England and Wales is 80mg of alcohol per 100 ml of blood.
- In Scotland, the drink drive limit is 50mg per 100 ml of blood.
- It is an offence to drive or attempt to drive, or to be in charge of a motor vehicle with a specified controlled drug in the body above a specified limit
- This includes illegal drugs and some drugs used in medicines, although the limits are above the levels that would be prescribed.
- For more information visit <https://www.gov.uk/government/collections/drug-driving#table-of-drugs-and-limits>



The penalties for drink or drug driving include

- A minimum 12-month driving ban
- A criminal record
- A fine of up to £5000 or up to 6 months in prison - or both.