Young Driver Profile

Neil Greig

IAM, Director of Policy and Research
What do we do?

We embrace:

- **Drivers** (cars and other vehicles),
- **Riders** (motorbikes and scooters)
- **Cyclists** too...

to encourage the safe *and enjoyable* use of the roads for the benefit of all
Road Casualties 2010 Scotland

- 208 fatalities
- 1,960 seriously injured
- 11,156 slightly injured
- Males account for 70 per cent of all road fatalities.
- 19 per cent (2,488) of all casualties were aged 16–22, of which 1,457 were male (11% of all casualties) and 1,031 were female (8% of all casualties).
Young drivers – where and when they are unsafe

An independent voice for responsible motoring and road safety research

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Over represented?

• 17-24 year olds have 9% of the driving licences but comprise 22% of car drivers involved in injury road accidents on the roads of Great Britain
• Internationally OECD report that death rates of 18-24 year old drivers are double that of older drivers
• Death rates for young male drivers are higher than young female drivers, even after taking account the fact they drive more
• drivers aged 16-19 are over twenty times more likely to have caused a fatal accident than they are to have been innocently involved in one
• They do get safer with age........
Illustration: Risk v experience
(based on Australian data – VicRoads 2005)
In an average year:

- Accidents involving young car drivers aged 17-19:
  - Fatal 300/year
  - Serious 2,500/year
  - Slight 17,200/year
  - Urban areas 11,300/year
  - Rural areas 8,700/year

- Accidents involving young car drivers aged 20-24:
  - Fatal 450/year
  - Serious 3,800/year
  - Slight 28,400/year
  - Urban areas 20,300/year
  - Rural areas 12,300/year.
Bends

![Bar chart showing the percentage of bends by driver age and gender.]

- Male and female bends by driver age.
- 17-19 age group shows the highest percentage for both genders.
- 20-24 age group shows a significant decrease for males and a slight decrease for females compared to the 17-19 age group.
- 25-59 age group shows a further decrease for both males and females, with males remaining slightly higher than females.
- 60-79 age group shows the lowest percentage for both males and females.
Road type

![Bar chart showing road type by age and gender.](chart.png)
Drink Driving

[Bar chart showing the percentage of drink-driving incidents by age and gender. Males and females are represented by blue and pink bars, respectively.]

- **17-19**: Males - 4%, Females - 2%
- **20-24**: Males - 6%, Females - 3%
- **25-29**: Males - 5%, Females - 3%
- **30-34**: Males - 3%, Females - 2%
- **35-39**: Males - 2%, Females - 1%
- **40-49**: Males - 1%
- **50-59**: Males - 1%
- **60-69**: Males - 1%
- **70+**: Males - 1%
Dangers in the dark

Car drivers in KSI crashes: percentage per year of age

- Male
  - 7 pm - 7 am
  - 7 am - 7 pm

- Female
  - 7 pm - 7 am
  - 7 am - 7 pm
Contributory factors by age

- For younger drivers loss of control is more prevalent, eg ‘slippery road’ twice that for 26-69 year olds.
- Failed to look first at all ages but more frequent for older drivers.
- Young drivers mainly inexperience and injudicious action factors.
Why do they crash?

• Combination of inexperience, youthfulness and gender
• Compared with experienced drivers, they find routine aspects of the driving task more demanding
• Lack the ‘negative feedback’ from mistakes and near-misses that may lead to a more careful driving style
• TRL found they just don't have “oh shXX!! moments until it is too late!
Typical young driver crash

- Older car with less Euro NCAP-rated crash protection
- Three or more casualties in the car
- Accident at night and at weekends
- Driving on wet roads in fine weather, or in rain, fog or mist
- Minor road in rural areas with a 60 mph speed limit
- Single vehicle accident with no other road users involved
- On a bend, particularly on rural roads
- Skid, and in some cases then overturn
- Leave the road, and in many cases hit a roadside object or enter a ditch
Common cause?

- Inexperience/poor judgement in more difficult driving conditions - poor weather, poor visibility, minor rural roads
- Inadequate control of the car - single vehicle accidents, skidding, overturning, leaving the road
- Lifestyle factors - social driving at night/weekends, with alcohol and peer pressure
- Economic factors - cheaper older cars which offer them less protection
What will help.....

• Safer Cars
• Safer Roads
• Safer Drivers:
  – Including road safety education in the school curriculum
  – More training and accompanied practice in using rural roads and driving in a wider range of conditions
  – Rural roads as part of the test
  – More training in factors leading to loss of control of the vehicle
  – Targeting the most dangerous young male drivers
  – More training and improvement post test
How many young drivers?

- 16 – 20  2,212,884
- 21 – 25  3,123,194  \( 16 – 25 = 6,538,709 \)
- 26 – 30  3,415,515
- 31 – 40  8,827,673
- 41 – 50  8,759,649
- 51 – 60  7,315,848
- 61 – 70  5,170,476
- 71+     2,913,423

- Total = 34,775,587 Full  6,419,876 Provisional
Driving for work

- A third of all deaths involve someone driving in the course of work
- Balance shifting from on-road to online training – not so good for young drivers
- Compulsory legislation placing more obligations on employers
- Not just fleet drivers but owners of privately owned vehicles at work (the “grey fleet”)
- Corporate Social Responsibility and economic factors coming into play more and more....
Safer drivers are made not born!

Any questions?

www.iam.org.uk