



Young drivers – where and when are they unsafe: analysis of road accidents in Great Britain 2000 – 2006

Original research by

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Glossary and definitions

Definitions of accidents and casualties

Accident	Involves personal injury occurring on the public highway (including footways) involving at least one road vehicle or a vehicle in collision with a pedestrian and which becomes known to the police within 30 days.
Crash	See accident
Fatal injury/ casualty	Injury causes death within 30 days of the accident
Serious injury/ casualty	Injury does not cause death within 30 days of the accident and either results in the casualty being detained in hospital as an in-patient, or any of the following injuries: fractures, concussion, internal injuries, crushings, severe cuts and lacerations, severe general shock requiring treatment, or any injury which causes death more than 30 days after the accident
Slight injury/ casualty	Injury of a minor character such as a sprain (including whiplash neck injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. Injuries not requiring medical treatment are included
Fatal accident	Accident involving at least one fatal casualty
Serious accident	Accident in which no one is fatally injured, but at least one casualty received serious injuries
Injury accident	Accident involving at least one casualty who was killed or injured (including both serious and slight injuries)
KSI	Killed or seriously injured

Other definitions

Accidents involving young car drivers	In Section 2, accidents involving one or more car drivers aged 17-19, are categorised as involving a driver aged 17-19. Accidents involving one or more car drivers aged 20-24 but none aged 17-19 are categorised as involving a driver aged 20-24. Accidents involving one or more car drivers aged 25-59 but none aged 17-24 are categorised as involving drivers aged 25-29. Accidents involving one or more drivers aged 60-79 but no younger drivers are categorised as involving drivers aged 60-79. Other accidents involving car drivers (aged under 17 or over 80) are categorised as other car driver accidents. Accidents with 'only other involved' are those that did not involve any car drivers. This method of classification under-represents the involvement of older drivers in accidents.
Age of car	When the accident database is being compiled, DfT matches the registration numbers on vehicle records in the database with records of vehicle registrations. This provides a figure for the number of years since the vehicle was first registered, which is used in this report as a proxy for the age of the vehicle.

Car	Taxis and private hire cars are included with private cars
Euro NCAP	Euro NCAP provides an independent rating of the safety performance of cars sold in Europe
'EuroRAP' accident type	<p>Accidents were categorised into five groups, corresponding to the four main accident types on rural roads (plus an 'other' category), using definitions corresponding to the EuroRAP (European Road Assessment Programme) analysis:</p> <ul style="list-style-type: none"> • Accidents involving pedestrian or cyclist casualties • Accidents at or near a junction with no pedestrian or cyclist casualties • Single vehicle leaving the carriageway away from junctions, with no pedestrian or cyclist casualties • Head on collisions involving two or more vehicles away from junctions with no pedestrian or cyclist casualties ('head on' defined by vehicles 1 and 2 travelling towards opposing compass directions and remaining on the carriageway) • Other accidents
Junction accidents	Accidents occurring at, or within 20 metres of, a junction.
Rural roads	Roads which are either outside towns, or in towns with less than 10,000 population.
Season	Spring: March – May, Summer: June – August, Autumn, September – November, Winter: December - February
Statistically significant	Significant with at least 95% confidence

Executive Summary

This report has been commissioned by the IAM Motoring Trust to investigate road accidents involving young drivers in Great Britain. The analysis compares drivers aged 17-19 and 20-24 with those aged 25-59 and 60-79, using the Department of Transport's accident data for the seven years from 2000 to 2006. The report also draws on key research studies on young drivers, mostly in the UK, and published before February 2008. A summary of the report 'Young drivers – where and when they are unsafe' is available from the IAM Motoring Trust: www.iamtrust.org.uk

Age, experience and gender are important factors affecting how people drive and their involvement in road accidents.

Drivers under 25 are involved in a disproportionately large number of road accidents when compared with the proportion of drivers who are over 25. The youngest drivers are even more at risk. The riskiest time for all new drivers is the first year after passing the driving test. The number of young drivers involved in accidents falls with each year of age as they gain in both maturity and experience.

The number of car drivers involved in accidents per licence holder is twice as high for young men as for young women. This difference is only partly accounted for by the higher mileage driven by young men.

When young car drivers are involved in accidents, there are a number of ways in which the accident circumstances tend to differ from those where older drivers are involved. These include:

- Older cars with less Euro NCAP-rated crash protection
- Three or more casualties in the car
- Accidents at night and at weekends
- Driving on wet roads in fine weather, or in rain, fog or mist
- Minor roads in rural areas with a 60 mph speed limit
- Single vehicle accidents with no other road users involved
- On bends, particularly on rural roads
- Skidding, and in some cases then overturning
- Leaving the road, and in many cases hitting a roadside object or entering a ditch

These circumstances indicate, as other research summarised in this report shows, that accident involvement of young drivers is associated with a combination of different types of factor which all play a part:

- Inexperience and 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 particularly at night and at weekends, when factors such as alcohol and peer pressure affect where and how young people drive)
- Economic factors which result in young drivers being more likely to have cheaper older cars which offer them less protection from injury than newer cars would do.

This combination of factors suggests that a range of countermeasures are needed to address the issue and to improve the safety record of young drivers on Britain's roads, and suggests that a targeted approach is more appropriate than restrictions on all young drivers.

The results of this study indicate that improvements in the safety record can be brought about through measures aimed at young drivers themselves, by improving the road environment and through improvements in vehicle safety.

Measures aimed at young drivers could include:

- Including road safety education at the core of the school curriculum so that young people develop an awareness of the risks and responsibilities of using the roads as drivers, riders and as passengers
- More training and accompanied practice in using rural roads and driving in a wider range of conditions, including at night, in poor visibility and poor weather, helping learners to better adapt their driving behaviour to suit the conditions before taking the driving test
- More training in factors leading to loss of control of the vehicle, how to anticipate these situations and how to avoid them
- Insurance companies recognising that accompanied driving practice before taking the test does not pose undue risk, and reducing premiums for young learner drivers using the family car accordingly
- Guiding parents on helping their children to become safer drivers through supervising additional driving practice, and providing information to parents on how to do this most effectively
- Targeting the minority of young and inexperienced (mostly) male drivers exhibiting more dangerous driving behaviour through education, training and enforcement
- Greater emphasis on training and improvement after passing the formal driving test

Improvements in the road environment which would have particular benefits for young drivers include features such as skid resistant surfaces, providing wider safety margins at the roadside by removing roadside objects, and other measures to provide greater protection so that roads are more forgiving when an accident happens.

Improvements in vehicle safety with the introduction of modern safety features in new vehicles such as Electronic Stability Control, and the gradual improvement over time in the crashworthiness of older vehicles as the safer designs percolate down to young drivers, will also bring about improvements for young drivers.

Young drivers do become safer drivers as they gain in maturity and experience. The challenge is to find ways of ensuring that they are safer as they start their driving careers, at the time when they pass their driving test.

It is hoped that the analysis presented in this report, and the summary of other research which puts the results in context, will provide the basis for developing recommendations for improving the safety record of young drivers on Britain's roads.

1 Introduction

This report has been commissioned by the IAM Motoring Trust to investigate road accidents involving young drivers in Great Britain. The analysis compares drivers aged 17-19 and 20-24 with those aged 25-59 and 60-79.

Young drivers are involved in a disproportionately large number of road accidents: 17-24 year olds have 9% of the driving licences but comprise 22% of car drivers involved in road accidents that result in death or injury on the roads of Great Britain.

This problem is not unique to Britain. An international review of young driver safety showed that while road accident death rates have fallen in many countries in recent years, and this has been reflected in a fall in young driver death rates, the relative position of young drivers remains of concern, with death rates of 18-24 year old drivers typically being double that of older drivers (OECD, 2006). The review showed that death rates for young male drivers are higher than young female drivers, even after taking account of the fact that young males drive more than young women. In the UK, the Netherlands, Sweden, the review found that the relative risk of young male drivers, compared with older drivers, had increased considerably in the previous decade. The review identified the high rate of fatalities and injuries among young male drivers as a major public health issue.

The review showed that the combination of inexperience, youthfulness and gender together explain the greater involvement of young drivers in accidents compared with older drivers. Compared with experienced drivers, those who are inexperienced find routine aspects of the driving task more demanding, and they are also lacking the 'negative feedback' from mistakes and near-misses that may lead to a more careful driving style. Immaturity and lifestyle factors associated with the late teens and early twenties also increase the risk of accidents. Young men drive more than young women, but compared with young women also take more risks, are more likely to overestimate their driving ability and are more susceptible to peer pressure.

A large number of different factors were identified in the review, which together interact to increase the risk of some young drivers: psychological and emotional development, personality, social norms, socio-economic circumstances of individuals, impairment (through alcohol, drugs, fatigue or in-vehicle distractions), the driving task itself and the type of driving. Although the risks are higher than for older drivers, the review noted that most young drivers do not deliberately drive dangerously.

As a contribution to the process of considering options for reducing accident involvement of young drivers, this report provides a detailed analysis of an extract of the Department of Transport's national accident data for Great Britain for the seven years between 2000 and 2006; it identifies the involvement of young drivers in different accident situations and compares this with the involvement of older drivers. The report also draws on key research studies on young drivers, mostly in the UK, and published before February 2008. Understanding where, when and why, young drivers and their passengers are most at risk will help to develop more effective policies on driver training, driver licensing, enforcement and penalties.

2 Injury accidents involving young drivers

2.1 Basis for analysis of accidents

This section presents an analysis of all accidents resulting in death or injury on the roads in Great Britain between 2000 and 2006. Unlike the remainder of the report, this section analyses the number of accidents involving young drivers, rather than the numbers of drivers involved in accidents. It compares the accidents in which young drivers are involved with those involving only older drivers.

To investigate the relative involvement of young drivers in accidents, the analysis in this section has identified the youngest car driver in each accident. The accidents have then been grouped according to the age of the youngest car driver. This under-represents the involvement of older drivers in cases where older and younger drivers were involved in the same accident.

After presenting figures on the total numbers of accidents involving young drivers, this section shows how the age distribution of the drivers involved varies with accident severity, between England, Scotland and Wales, between urban and rural roads, roads of different types with different speed limits, and in different lighting conditions.

Each topic starts with a table showing the proportion of drivers in each age group who were involved in different types of accident (with the percentages summing across the rows in the table). The following table in each topic then shows the effect of adjusting these percentages by calculating a percentage rate for each estimated year of driving represented in that age group (termed '% per year of age'). This takes account of the fact that 17-19 year olds do not start driving unaccompanied until they are on average nearly 18, while many people stop driving between the ages of 60 and 80. The method used to derive the adjustment factors for these estimates is described in Annex 1. The result is a table showing the row percentages per year of age.

2.2 Number of accidents

Over the seven year period there were 140,000 injury accidents involving car drivers aged 17-19 and 229,000 involving car drivers aged 20-24.

The average per year was 20,000 involving 17-19 year olds and 33,000 involving 20-24 year olds.

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

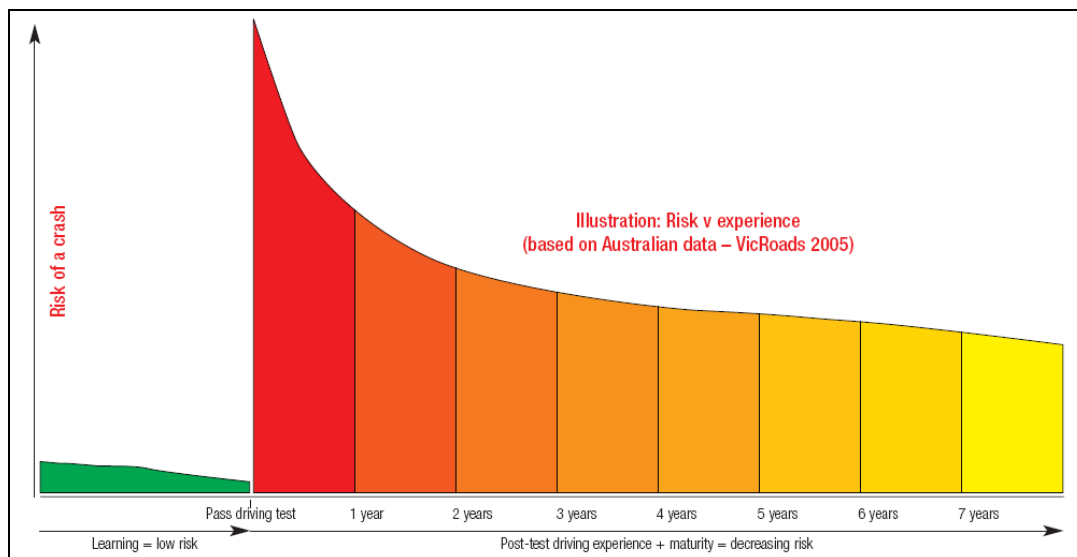
Accidents involving young car drivers aged 20-24:

- Fatal 450/year
- Serious 3,800/year
- Slight 28,400/year
- Urban areas 20,300/year
- Rural areas 12,300/year.

Research shows that accident involvement falls with age due to the combined effect of maturity and increased driving experience, and that this is observed in various countries in Europe and in North America (Maycock 2002a, OECD 2006). A modelling study based on accident records in Great Britain for the years 1996-1998 and extracts from driver licence records for the same years, separated the effect of age and experience and showed that the effect of experience on accident involvement is considerably greater than the effect of age, and is particularly significant in the early years of driving. The reduction in accident involvement due to experience during the time immediately after passing the driving test was estimated; during the first six months of driving, accident involvement for a driver of any age falls by a factor of 2.3 for male drivers and 1.9 for female drivers, while in the first year it falls by a factor of 3.6 for men and 2.7 for women (Maycock, 2002b).

In the state of Victoria in Australia, the decline in risk with increasing driving experience has been assessed (VicRoads 2005). Figure 1 is based on these results and is an illustration of the way in which post test driving experience and maturity reduce the risk of accident involvement.

Figure 1 Illustration of risk, maturity and experience



An in-depth analysis of the causes of fatal accidents between 1994 and 2005 has found that drivers aged 16-19 appear to be over twenty times more likely to have caused a fatal accident than they are to have been innocently involved in such accidents and that this effect reduces with increasing age (Clarke et al 2007). The young drivers were found to be at fault in a large number of 'loss of control' accidents, often on bends.

The accident statistics do not record details of driving licences held (or not) by drivers involved in accidents. However research shows that it is rare for learner drivers to be involved in accidents while learning. A study of some 3,000 novice drivers who passed their test in 1988 found that less than 1% had been involved in an accident while learning and that none of these were injury accidents (Forsyth, Maycock and Sexton 1995). It is likely therefore that the great majority of the accidents involving young drivers recorded in the accident statistics involve drivers who have passed their driving test, although the accident statistics will include some young people without licences who are driving illegally.

This study also found that 18% of drivers reported that they had been involved in an accident during their first year of driving, falling to 13% in the second year and 10% in the third year (Maycock and Forsyth 1997). In their first year of driving 23% of those passing the test at 17-19 had been involved in at least one accident, compared with 12% of those who had been aged 25 or over when they passed their test.

There is some evidence that the more pre-test accompanied driving a learner has, the safer he or she will be. A study in Sweden suggests that while 50 hours of pre-test driving practice are recommended, 120 hours reduced crashes in the following two years by 40% (Gregersen et al 2000). However a study in the UK found that the link between the amount of driving practice and accident involvement was inconclusive, with no association between the number of accidents in the first three years of post-test driving and the number of hours of driving practice before the test (Maycock and Forsyth, 1997).

2.3 Accident severity

Car drivers aged 17-19 were involved in 10% of all fatal accidents, 9% of all serious accidents and 9.5% of all slight accidents (Table 1).

Car drivers aged 20-24 were involved in 15% of all fatal accidents, 13.5% of all serious accidents and 16% of all slight accidents.

Table 1 Age distribution of the youngest car driver involved in accidents at each level of severity

Injury accidents

Accident severity	Youngest car driver involved						Number of accidents (=100%)
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age	No car driver involved	
Fatal	10.3%	14.8%	43.9%	6.3%	1.8%	22.9%	21,472
Serious	8.7%	13.5%	47.9%	6.0%	1.0%	23.0%	200,244
Slight	9.5%	15.6%	53.5%	4.7%	.7%	16.0%	1,272,114
All accidents	9.4%	15.3%	52.6%	4.9%	.7%	17.0%	1,493,830

Altogether 25% of all injury accidents involved a driver aged 17-24, but 9% of all those with a full driving licence are aged 17-24 (National Travel Survey data for 2000- 2006).

The figures in Table 1 have been adjusted, in Table 2, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 2 illustrates the differences. It is clear that young drivers are involved in a disproportionately large number of injury accidents, and that involvement of 17-19 year olds is higher than 20-24 year olds.

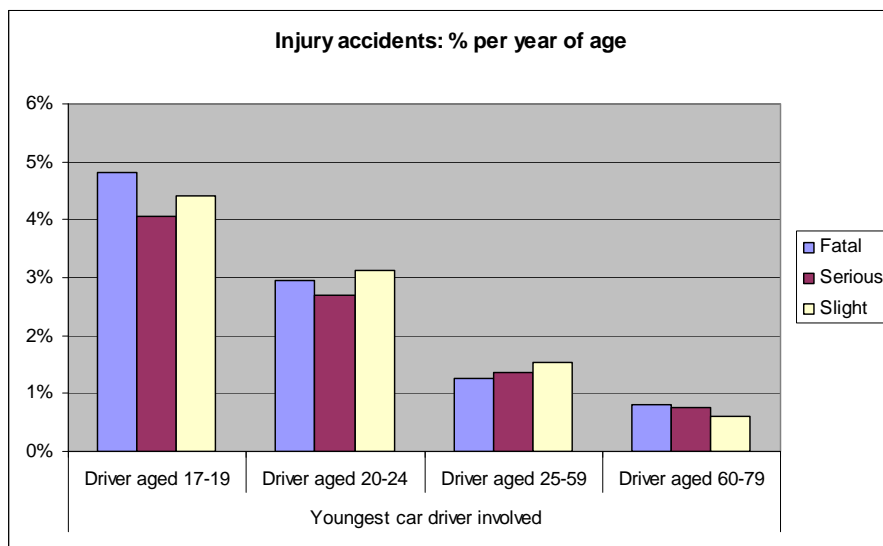
There is little difference between fatal, serious and slight accidents in the relative involvement of young drivers compared with older drivers.

Table 2 Age distribution of the youngest car driver involved in accidents at each level of severity: % of accidents per year of driver age

Injury accidents: % per year of age

Accident severity	Youngest car driver involved			
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Fatal	4.8%	3.0%	1.3%	0.8%
Serious	4.1%	2.7%	1.4%	0.8%
Slight	4.4%	3.1%	1.5%	0.6%
All accidents	4.4%	3.1%	1.5%	0.6%

Figure 2 Age distribution of the youngest car driver involved in accidents at each level of severity: % of accidents per year of driver age



2.4 Country

Car drivers aged 17-19 were involved in 9% of all injury accidents in England, 13% of all injury accidents in Wales and 10% in Scotland (Table 3).

Car drivers aged 20-24 were involved in 15% of all injury accidents in England, 18% of all injury accidents in Wales and 14.5% in Scotland.

Table 3 Age distribution of the youngest car driver involved in accidents in each country in Great Britain

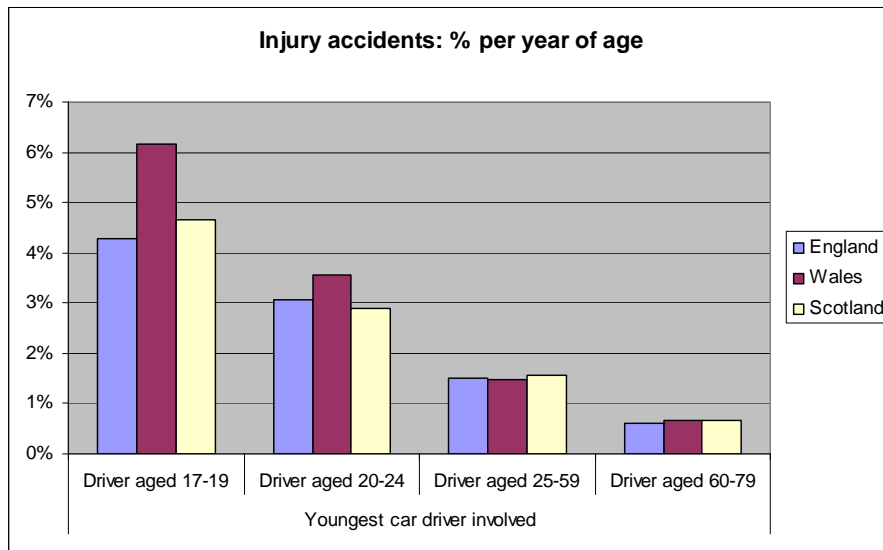
Country	Youngest car driver involved					No car driver involved	Number of accidents (=100%)
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age		
England	9.1%	15.3%	52.6%	4.9%	.7%	17.5%	1,330,207
Wales	13.2%	17.8%	51.3%	5.2%	.8%	11.7%	65,443
Scotland	9.9%	14.5%	54.6%	5.3%	.8%	14.8%	98,180
Great Britain	9.4%	15.3%	52.6%	4.9%	.7%	17.0%	1,493,830

The figures in Table 3 have been adjusted, in Table 4, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 3 illustrates the differences and highlights the disproportionate involvement of younger drivers, which is more marked in Wales than in England and Scotland.

Table 4 Age distribution of the youngest car driver involved in accidents in each country in Great Britain: % of accidents per year of driver age

Country	Youngest car driver involved			
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
England	4.3%	3.1%	1.5%	0.6%
Wales	6.2%	3.6%	1.5%	0.7%
Scotland	4.6%	2.9%	1.6%	0.7%
Great Britain	4.4%	3.1%	1.5%	0.6%

Figure 3 Age distribution of the youngest car driver involved in accidents in each country in Great Britain: % of accidents per year of driver age



2.5 Urban and rural areas

Car drivers aged 17-19 were involved in 8% of injury accidents in urban areas and 11% of injury accidents in rural areas (Table 5).

Car drivers aged 20-24 were involved in 15% of injury accidents in urban areas and 17% of injury accidents in rural areas.

Table 5 Age distribution of the youngest car driver involved in accidents in urban and rural areas

Urban or rural area	Youngest car driver involved						No car driver involved	Number of accidents (=100%)
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age			
Urban	8.1%	14.6%	52.6%	4.8%	.7%	19.3%	976,171	
Rural	11.8%	16.7%	52.7%	5.2%	.8%	12.8%	513,937	
All areas*	9.4%	15.3%	52.6%	4.9%	.7%	17.0%	1,493,830	

* includes accidents not allocated to urban or rural area

The figures in Table 5 have been adjusted, in Table 6, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 4 illustrates the differences.

The disproportionately high involvement of young drivers, particularly 17-19 year olds, is more marked in rural areas than in urban areas. This may be a result of differences in travel patterns, with less driving by young people in urban areas than in rural areas, but the fact that involvement of 20-24 year olds in rural accidents is lower per year of age than for 17-19 year olds suggests that it may also be associated with a greater difficulty for young drivers in coping with the rural road environment.

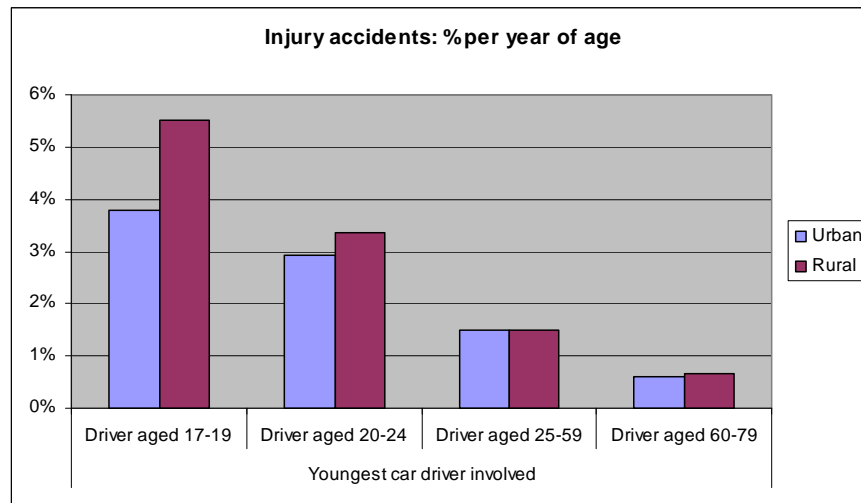
Table 6 Age distribution of the youngest car driver involved in accidents in urban and rural areas: % of accidents per year of driver age

Injury accidents: % per year of age

Urban or rural area	Youngest car driver involved			
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Urban	3.8%	2.9%	1.5%	0.6%
Rural	5.5%	3.3%	1.5%	0.7%
All areas*	4.4%	3.1%	1.5%	0.6%

* includes accidents not allocated to urban or rural area

Figure 4 Age distribution of the youngest car driver involved in accidents in urban and rural areas: % of accidents per year of driver age



2.6 Road class and type

Car drivers aged 17-19 were involved in 10% of all injury accidents on C and unclassified roads, 11% on B roads, 8% on A roads and 6.5% on motorways (Table 7).

This contrasts with car drivers aged 20-24; 19% of injury accidents on motorways involved car drivers aged 20-24 and 17% of injury accidents on dual carriageways.

The smaller proportion of motorway accidents that involve 17-19 year old drivers may be related to less motorway driving in this age group. Research on newly qualified drivers found that in their first year of driving, 19% of men and 41% of women did not drive at all on motorways; by the third year after passing the test, 11% of men and 28% of women did no motorway driving (Forsyth, Maycock and Sexton 1995).

Table 7 Age distribution of the youngest car driver involved in accidents on different classes and types of road

Injury accidents

Road class and type	Youngest car driver involved						
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age	No car driver involved	Number of accidents (=100%)
Motorway	6.5%	19.1%	60.1%	4.0%	.2%	10.2%	62,280
A - dual carriageway	8.3%	17.3%	55.4%	3.7%	.4%	14.8%	152,069
A - other	8.8%	15.1%	52.7%	5.0%	.6%	17.8%	528,915
B	11.0%	15.8%	51.6%	5.2%	.8%	15.6%	187,503
C & unclassified	10.0%	14.4%	51.4%	5.2%	.9%	18.1%	563,063
All roads	9.4%	15.3%	52.6%	4.9%	.7%	17.0%	1,493,830

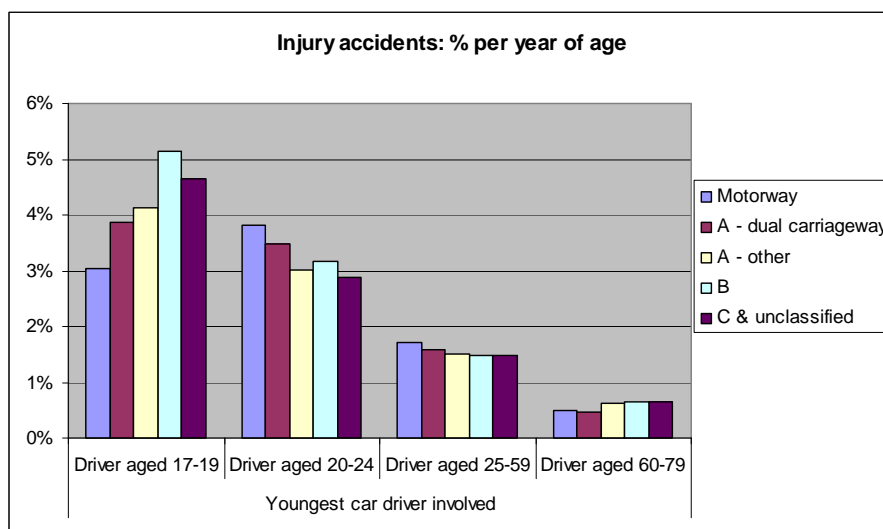
The figures in Table 7 have been adjusted, in Table 8, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 5 illustrates the differences, highlighting the disproportionately large involvement of young drivers, which is more marked in the case of accidents on B, C and unclassified roads and less marked on motorways and dual carriageways.

Table 8 Age distribution of the youngest car driver involved in accidents on different classes and types of road: % of accidents per year of driver age

Injury accidents: % per year of age

Road class and type	Youngest car driver involved			
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Motorway	3.0%	3.8%	1.7%	0.5%
A - dual carriageway	3.9%	3.5%	1.6%	0.5%
A - other	4.1%	3.0%	1.5%	0.6%
B	5.1%	3.2%	1.5%	0.7%
C & unclassified	4.7%	2.9%	1.5%	0.7%
All roads	4.4%	3.1%	1.5%	0.6%

Figure 5 Age distribution of the youngest car driver involved in accidents on different classes and types of road: % of accidents per year of driver age



In urban areas, the proportion of injury accidents involving 17-19 year old drivers did not vary much between different types of road (Table 9). However in rural areas, a higher proportion

of accidents on minor roads involved 17-19 year old car drivers compared with motorways and dual carriageways.

Car drivers aged 20-24 were involved in 20% of accidents on motorways in urban areas and 19% of accidents on motorways in rural areas, and in smaller proportions of accidents on other types of road. The relative involvement of 20-24 year olds varied less between different types of road and between urban and rural areas than did the involvement of 17-19 year olds.

Table 9 Urban and rural areas - age distribution of the youngest car driver involved in accidents on different classes and types of road

Injury accidents

Urban or rural area	Road class and type	Youngest car driver involved						Number of accidents (=100%)
		Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age	No car driver involved	
Urban	Motorway	7.3%	19.7%	60.8%	3.0%	.2%	9.0%	9,261
	A - dual carriageway	7.7%	16.9%	55.1%	3.5%	.4%	16.4%	98,838
	A - other	7.4%	14.2%	52.1%	4.6%	.6%	21.1%	331,850
	B	8.9%	15.2%	52.7%	5.1%	.8%	17.4%	109,366
	C & unclassified	8.5%	14.0%	52.2%	5.2%	.8%	19.2%	426,856
	All roads	8.1%	14.6%	52.6%	4.8%	.7%	19.3%	976,171
Rural	Motorway	6.3%	19.0%	59.9%	4.1%	.2%	10.4%	52,833
	A - dual carriageway	9.2%	18.1%	56.0%	4.2%	.5%	11.9%	52,980
	A - other	11.2%	16.5%	53.6%	5.6%	.8%	12.3%	195,814
	B	14.0%	16.7%	49.9%	5.3%	.9%	13.1%	77,702
	C & unclassified	14.5%	15.7%	48.9%	5.3%	1.1%	14.6%	134,608
	All roads	11.8%	16.7%	52.7%	5.2%	.8%	12.8%	513,937

The figures in Table 9 have been adjusted, in Table 10, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 6 and Figure 7 illustrate the differences, with the most disproportionate involvement of young drivers in injury accidents compared with older drivers, being 17-19 year olds on minor roads in rural areas.

Table 10 Urban and rural areas - age distribution of the youngest car driver involved in accidents on different classes and types of road: % of accidents per year of driver age

Injury accidents: % per year of age

Urban or rural area	Road class and type	Youngest car driver involved			
		Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Urban	Motorway	3.4%	3.9%	1.7%	0.4%
	A - dual carriageway	3.6%	3.4%	1.6%	0.4%
	A - other	3.5%	2.8%	1.5%	0.6%
	B	4.1%	3.0%	1.5%	0.6%
	C & unclassified	4.0%	2.8%	1.5%	0.7%
	All roads	3.8%	2.9%	1.5%	0.6%
Rural	Motorway	3.0%	3.8%	1.7%	0.5%
	A - dual carriageway	4.3%	3.6%	1.6%	0.5%
	A - other	5.2%	3.3%	1.5%	0.7%
	B	6.5%	3.3%	1.4%	0.7%
	C & unclassified	6.8%	3.1%	1.4%	0.7%
	All roads	5.5%	3.3%	1.5%	0.7%

Figure 6 Urban areas - age distribution of the youngest car driver involved in accidents on different classes and types of road: % of accidents per year of driver age

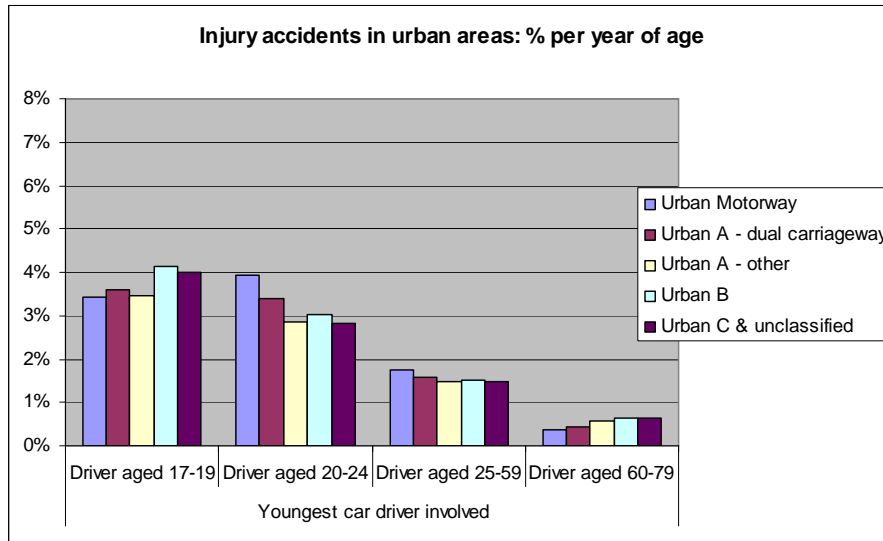
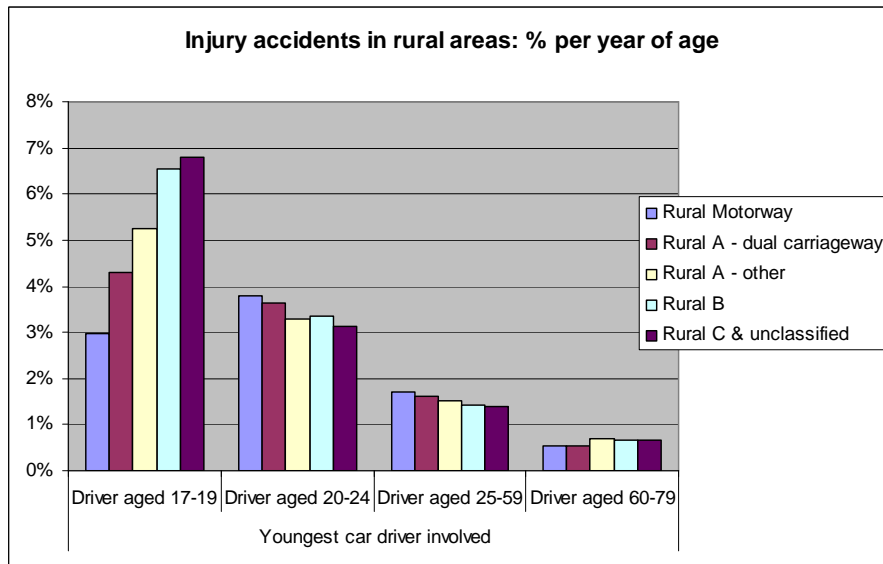


Figure 7 Rural areas - age distribution of the youngest car driver involved in accidents on different classes and types of road: % of accidents per year of driver age



Research which used drivers' own reports of time spent driving on motorways, built up roads and non-built up roads and compared this with accident involvement of young drivers, found that the risk of being involved in an injury accident per unit of driving time was 1.25 times higher for males aged 17-19 compared with males aged 30-39, and 1.06 times higher for females aged 17-19 compared with females aged 30-39 (Maycock, 2002a). For motorways the figures were 0.60 for males aged 17-19 and 1.04 for females aged 17-19, compared with 1.0 for males and females aged 30-39. The author acknowledged that there is a possibility that some of the difference is due to bias in drivers' estimates of time spent driving on different types of road, but suggested that even if there is an element of bias, there appears to be a greater risk of young drivers being involved in accidents on non built up roads, and a lesser risk of being involved in accidents on motorways, compared with older drivers.

2.7 Speed limit

In urban areas, 17-19 year old car drivers were involved in 12% of injury accidents on 60 mph roads and 8% of injury accidents on roads with a speed limit of 30 mph or less (Table 11).

In rural areas, 17-19 year old car drivers were involved in 14% of injury accidents on 60 mph roads and 7.5% of injury accidents on 70 mph roads.

In both urban and rural areas, 19% of injury accidents on 70 mph roads involved a driver aged 20-24, compared with 14% of injury accidents on 30 mph roads.

Table 11 Urban and rural areas - age distribution of the youngest car driver involved in accidents on roads with different speed limits

Injury accidents

Urban or rural area	Speed limit	Youngest car driver involved						Number of accidents (=100%)
		Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age	No car driver involved	
Urban	30 mph or less	7.8%	14.1%	52.1%	4.9%	0.7%	20.4%	845,037
	40- 50 mph	9.6%	17.6%	55.7%	4.3%	0.5%	12.2%	96,192
	60 mph	11.9%	17.8%	53.4%	4.1%	0.6%	12.1%	17,384
	70 mph	9.2%	19.3%	58.1%	3.2%	0.3%	9.9%	17,558
	All urban roads	8.1%	14.6%	52.6%	4.8%	0.7%	19.3%	976,171
Rural	30 mph or less	11.2%	13.9%	51.1%	6.7%	1.2%	15.9%	110,581
	40- 50 mph	12.0%	17.1%	53.4%	5.2%	0.8%	11.5%	61,520
	60 mph	13.7%	17.2%	51.1%	4.9%	0.8%	12.3%	246,893
	70 mph	7.5%	18.7%	58.1%	4.2%	0.3%	11.2%	94,943
	All rural roads	11.8%	16.7%	52.7%	5.2%	0.8%	12.8%	513,937

The figures in Table 11 have been adjusted, in Table 12, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 8 and Figure 9 illustrate the differences, with the most disproportionate involvement of young drivers being 17-19 year olds in injury accidents in rural areas on roads with a speed limit of 60 mph or less.

Table 12 Urban and rural areas - age distribution of the youngest car driver involved in accidents on roads with different speed limits: % of accidents per year of driver age

Injury accidents: % per year of age

Urban or rural area	Speed limit	Youngest car driver involved			
		Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Urban	30 mph or less	3.7%	2.8%	1.5%	0.6%
	40- 50 mph	4.5%	3.5%	1.6%	0.5%
	60 mph	5.6%	3.6%	1.5%	0.5%
	70 mph	4.3%	3.9%	1.7%	0.4%
	All urban roads	3.8%	2.9%	1.5%	0.6%
Rural	30 mph or less	5.2%	2.8%	1.5%	0.8%
	40- 50 mph	5.6%	3.4%	1.5%	0.7%
	60 mph	6.4%	3.4%	1.5%	0.6%
	70 mph	3.5%	3.7%	1.7%	0.5%
	All rural roads	5.5%	3.3%	1.5%	0.7%

Figure 8 Urban areas - age distribution of the youngest car driver involved in accidents on roads with different speed limits: % of accidents per year of driver age

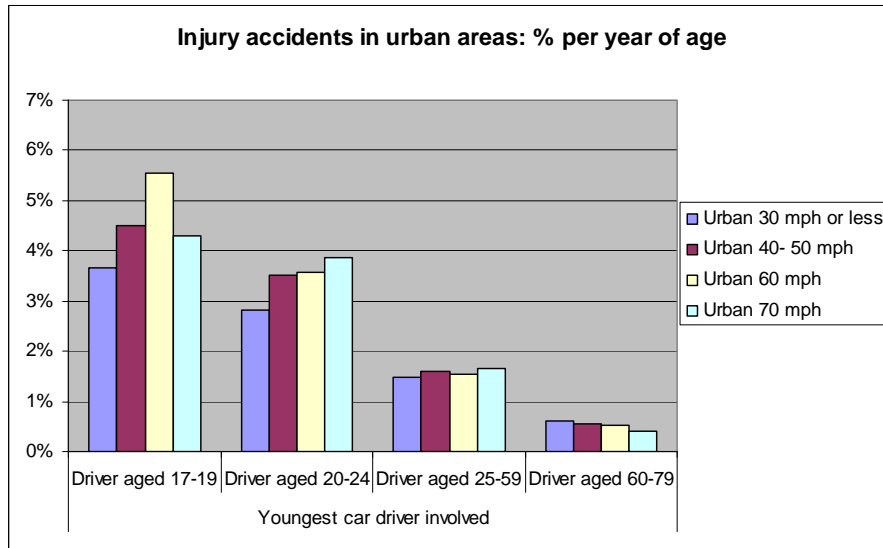
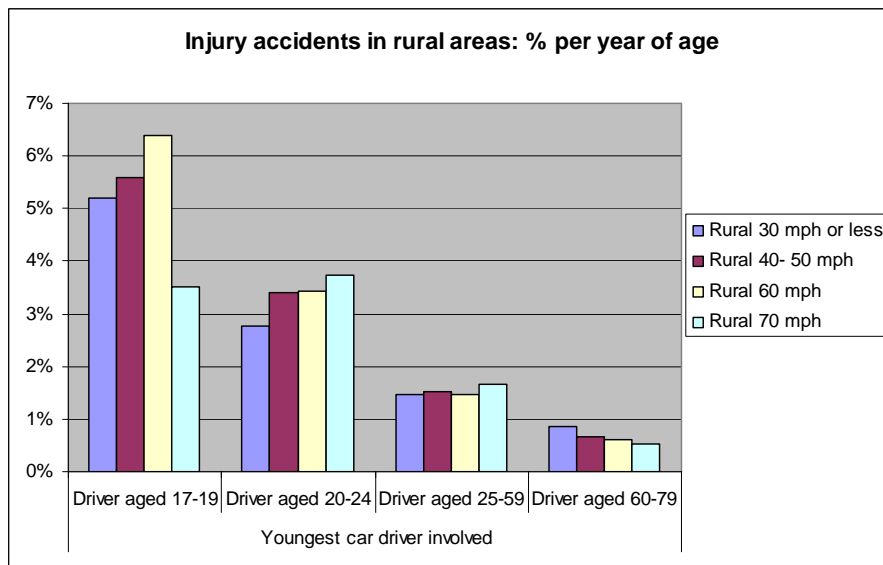


Figure 9 Rural areas - age distribution of the youngest car driver involved in accidents on roads with different speed limits: % of accidents per year of driver age



2.8 Lighting conditions

Car drivers aged 17-19 were involved in 8% of all injury accidents in daylight, 12% of all injury accidents in the dark where the street lights were lit and 17.5% of all injury accidents in the dark on unlit roads (Table 13).

Car drivers aged 20-24 were involved in 14% of all injury accidents in daylight, 18.5% of all injury accidents in the dark where the street lights were lit and 20.5% of all injury accidents in the dark on unlit roads.

Table 13 Age distribution of the youngest car driver involved in accidents in different lighting conditions

Lighting conditions	Youngest car driver involved						Number of accidents (=100%)
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79	Driver other age	No car driver involved	
Daylight	7.8%	14.0%	54.0%	5.5%	.8%	17.8%	1,081,365
Darkness - street lights lit	12.2%	18.5%	49.4%	3.3%	.5%	16.1%	304,280
Darkness - street lights unlit /no lights	17.5%	20.5%	47.6%	3.0%	.6%	10.8%	96,591
Darkness - lighting unknown	10.7%	15.9%	48.9%	3.5%	.5%	20.5%	11,589
All lighting conditions	9.4%	15.3%	52.6%	4.9%	.7%	17.0%	1,493,825

The figures in Table 13 have been adjusted, in Table 14, to show the percentage per year of driving in each age group (as described in Section 2.1 and Annex 1). Figure 10 illustrates the differences.

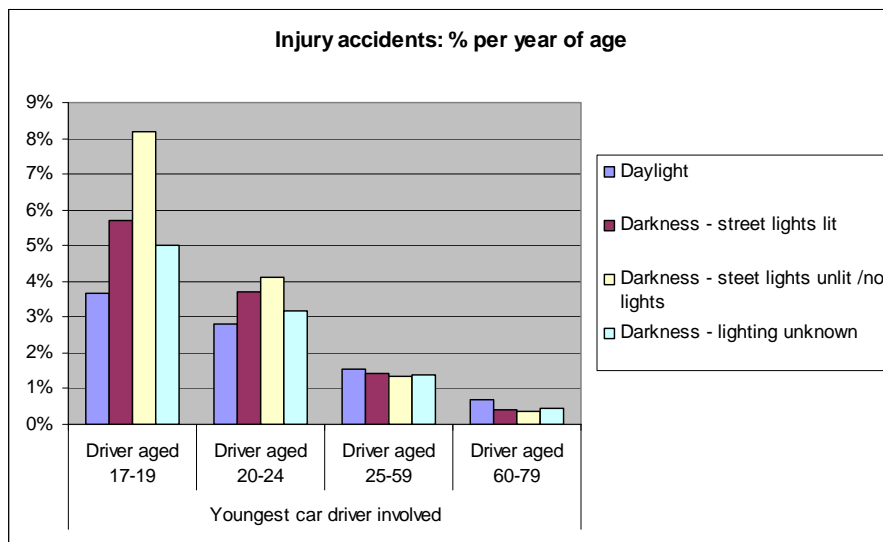
Young drivers, particularly 17-19 year olds, are involved in a disproportionately large number of accidents in the dark, particularly on unlit roads, compared with older drivers. Research suggests that this is likely to be partly associated with differences in patterns of travel between younger and older drivers, and partly due to the attitudes of young drivers driving at night.

Table 14 Age distribution of the youngest car driver involved in accidents in different lighting conditions: % of accidents per year of driver age

Injury accidents: % per year of age

Lighting conditions	Youngest car driver involved			
	Driver aged 17-19	Driver aged 20-24	Driver aged 25-59	Driver aged 60-79
Daylight	3.7%	2.8%	1.5%	0.7%
Darkness - street lights lit	5.7%	3.7%	1.4%	0.4%
Darkness - street lights unlit /no lights	8.2%	4.1%	1.4%	0.4%
Darkness - lighting unknown	5.0%	3.2%	1.4%	0.4%
All lighting conditions	4.4%	3.1%	1.5%	0.6%

Figure 10 Age distribution of the youngest car driver involved in accidents in different lighting conditions: % of accidents per year of driver age



Research on novice drivers showed that younger drivers spend a larger proportion of their time spent driving in the dark than older drivers (Maycock 2002a). Other research on young

drivers suggest that accidents involving young drivers in the dark are associated with the roads being used differently at night, with a large number of accidents associated with driving for social purposes and 'recreational' driving, which are more common activities for young drivers than for older drivers (Stradling and Matthews, 2002). A case study approach to investigating young driver accidents concluded that it is not darkness itself, but the young drivers' reasons and attitudes towards driving in the evening that result in greater risk of accident involvement through deliberate speeding, recklessness, and excessive alcohol consumption during the hours of darkness (Clarke et al, 2002).

3 Car drivers involved in accidents

3.1 Basis for analysis of car drivers

This section presents an analysis of the ages of car drivers involved in injury accidents in Great Britain: fatal, serious and 'slight' accidents. It shows how the age distribution of those involved varies with accident severity, between England, Scotland and Wales, with gender, between urban and rural roads and roads of different types, and the casualties involved in the accident.

Each topic starts with a table showing the proportion of drivers in each age group who were involved in different types of accident (with the percentages summing across the rows in the table). The following table in each topic then shows the effect of adjusting these percentages by calculating a percentage rate for each estimated year of driving represented in that age group (termed '% per year of age'). This takes account of the fact that 17-19 year olds do not start driving unaccompanied until they are on average nearly 18, while many people stop driving between the ages of 60 and 80. The method used to derive the adjustment factors for these estimates is described in Annex 1. The result is a table showing the row percentages per year of age.

Later, in the analysis of area type and road class and type (Sections 3.7 and 3.8), the tables show the proportion of drivers in each age and gender group combined, who were involved in different types of accidents (with the percentages summing to the total in the cell in the bottom right of each area of the table). This is then followed by a table showing the adjusted % per year of age.

Some of the topics also present the within-age group distribution of drivers between accidents of different levels of severity, on roads of each type and involving different numbers of casualties, comparing between younger and older drivers (with percentages summing down the columns in the tables).

Section 3.9 presents figures on the factors contributing to the causes of accidents, and how these vary between young drivers and older drivers.

3.2 Accident severity

Of the car drivers involved in injury accidents, 8% were aged 17–19 and 14% were aged 20–24 (Table 16), but figures from the National Travel Survey for 2000 - 2006 show that only 9% of people with a full driving licence were under 25 (Table 15).

In fatal accidents 10% of car drivers involved were aged 17-19 and 15% were aged 20-24 (Table 16).

Drivers over 60 were a relatively small proportion of accident-involved drivers: 9% of car drivers involved in injury accidents were aged 60-79 and 12% of those involved in fatal accidents were aged 60-79, yet in the National Travel Survey, 23% of those with a full driving licence were aged 60 and over (Table 15).

Table 15 Age distribution of driving licence holders and drivers involved in accidents

Age group	% of full driving licences (National Travel Survey)	% of car drivers involved in injury accidents
17-24	9	22
25-59	68	68
60+	23	10

Table 16 Age distribution of drivers involved in accidents at each level of severity

Car drivers involved in injury accidents

Accident severity	Driver age					All drivers (=100%)
	17-19	20-24	25-59	60-79	Other	
Fatal	9.9%	14.8%	59.8%	12.0%	3.5%	23,589
Serious	8.6%	14.0%	64.7%	10.8%	1.9%	208,944
Slight	7.7%	13.7%	68.4%	9.0%	1.3%	1,627,216
All injury accidents	7.8%	13.7%	67.9%	9.3%	1.4%	1,859,749

'Other' - drivers aged under 17 and 80 and over

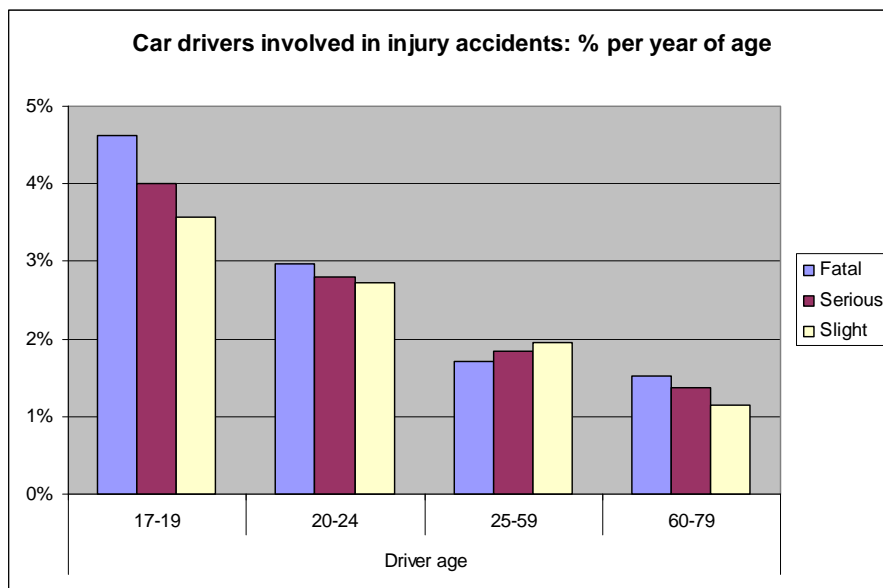
The figures in Table 16 have been adjusted, in Table 17, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 11 is based on this table and illustrates the disproportionately high involvement of younger drivers in injury accidents, which is most marked in the case of 17-19 year olds in fatal accidents. It also shows a rather lower level of involvement of older drivers in injury accidents.

Table 17 Age distribution of car drivers involved in accidents at each level of severity: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Accident severity	Driver age			
	17-19	20-24	25-59	60-79
Fatal	4.6%	3.0%	1.7%	1.5%
Serious	4.0%	2.8%	1.8%	1.4%
Slight	3.6%	2.7%	2.0%	1.1%
All injury accidents	3.6%	2.7%	1.9%	1.2%

Figure 11 Age distribution of car drivers involved in accidents at each level of severity: % of drivers per year of driver age



Among car drivers involved in injury accidents, the younger drivers were involved in a larger proportion of fatal and serious accidents than in the 25 – 59 age group, with the 17-19 year olds involved in a slightly larger proportion of fatal and serious accidents than the 20-24 year olds (Table 18). Among the drivers over 60 involved in injury accidents, the proportion involved in fatal and serious accidents was higher than in the 25-59 year age group, due to greater frailty increasing the severity of injuries.

Table 18 Distribution of accident involved drivers in each age group between fatal, serious and slight accidents

Car drivers involved in injury accidents

Accident severity	Driver age					
	17-19	20-24	25-59	60-79	Other	All drivers
Fatal	1.6%	1.4%	1.1%	1.6%	3.2%	1.3%
Serious	12.3%	11.5%	10.7%	13.1%	15.6%	11.2%
Slight	86.0%	87.2%	88.2%	85.3%	81.2%	87.5%
All injury accidents (=100%)	144,874	255,103	1,261,944	172,529	25,299	1,859,749

To illustrate the decline in accident involvement with increasing age from 18, the number of car drivers involved in accidents in each year of age from 17 to 79 is shown in Figure 12. This shows the average number of drivers in accidents per year over the seven year period for all injury accidents, whether fatal, serious or slight accidents. Figure 13 shows only the number involved in accidents which are either fatal or serious.

Note that driver age tends to be 'rounded' in some of the accident records, resulting in artificial 'peaks' in the age distribution shown in these graphs.

Figure 12 Driver age - average number of drivers per year in injury accidents

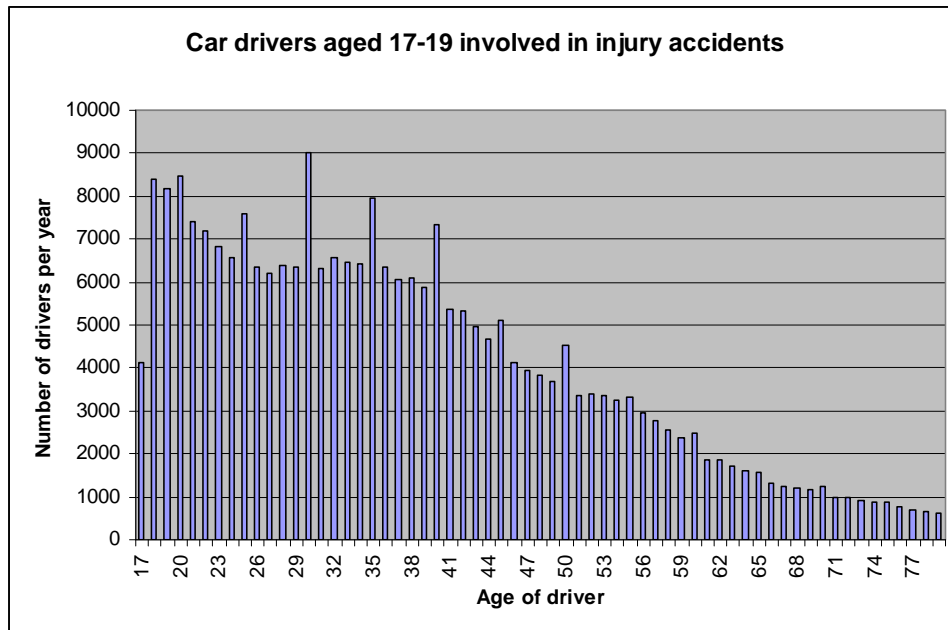
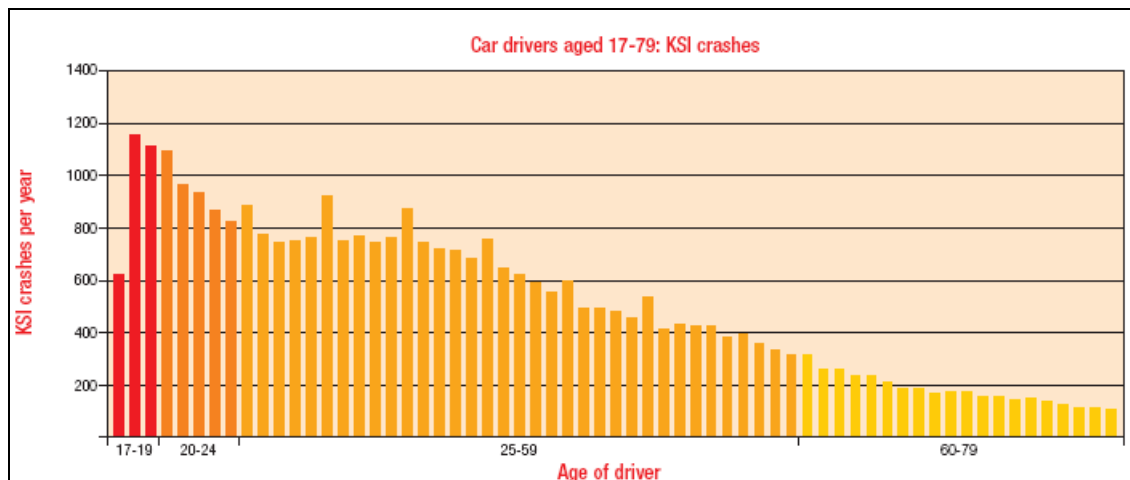


Figure 13 Driver age - average number of drivers per year in fatal and serious accidents



3.3 Country

In England and Scotland, 8% of car drivers involved in injury accidents were aged 17-19 (Table 19).

In Wales 10% of car drivers involved in injury accidents were aged 17-19.

The proportion of the car drivers involved in injury accidents who were 20-24 years old was between 13 and 14% in each country.

The proportion of the car drivers involved in injury accidents who were 60-79 years old was between 9 and 10% in each country.

Table 19 Age distribution of drivers involved in accidents in each country in Great Britain

Car drivers involved in injury accidents

Country	Driver age					All drivers (=100%)
	17-19	20-24	25-59	60-79	Other	
England	7.6%	13.7%	68.0%	9.2%	1.4%	1,644,841
Wales	9.9%	14.6%	63.9%	10.2%	1.5%	91,293
Scotland	8.1%	12.6%	68.2%	9.7%	1.3%	123,615
Great Britain	7.8%	13.7%	67.9%	9.3%	1.4%	1,859,749

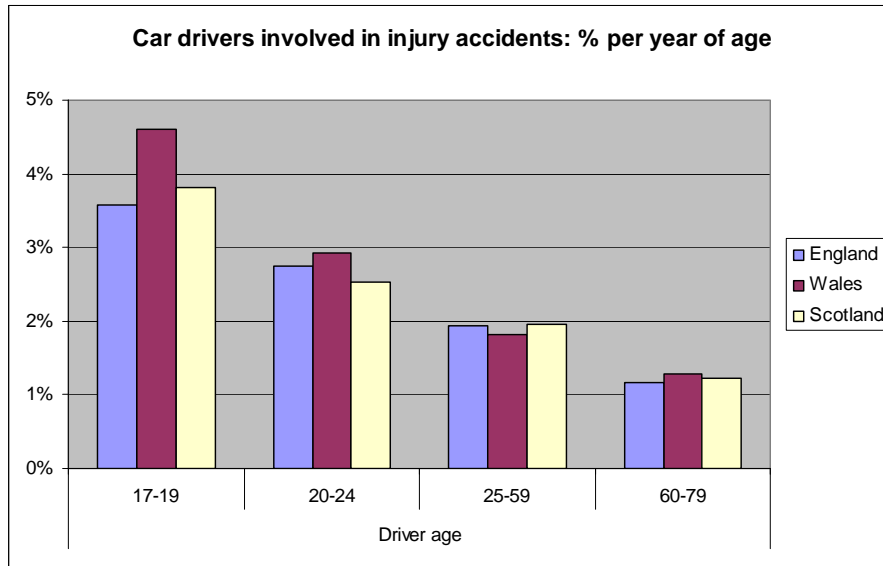
The figures in Table 19 have been adjusted, in Table 20, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 14 is based on this table and shows the slightly higher rate of accident involvement of young drivers in Wales.

Table 20 Age distribution of drivers involved in accidents in each country: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Country	Driver age			
	17-19	20-24	25-59	60-79
England	3.6%	2.7%	1.9%	1.2%
Wales	4.6%	2.9%	1.8%	1.3%
Scotland	3.8%	2.5%	1.9%	1.2%
Great Britain	3.6%	2.7%	1.9%	1.2%

**Figure 14 Age distribution of drivers involved in accidents in each country:
% of drivers per year of driver age**



3.4 Gender

Males aged 17-24 account for 14% of the car drivers involved in injury accidents (Table 21), but in the 2005 National Travel Survey they comprised only 5% of all those with a full driving licence (Table 22 and Figure 15).

Females aged 17-24 account for 7% of the car drivers involved in injury accidents (Table 21), but they comprised only 4% of all those with a full driving licence in the 2005 National Travel Survey (Table 22 and Figure 15).

Males aged 60-79 account for 7% of the car drivers involved in injury accidents and females in this age group account for 3%.

Table 21 Distribution of accident involved drivers between each age and gender group

Car drivers involved in injury accidents

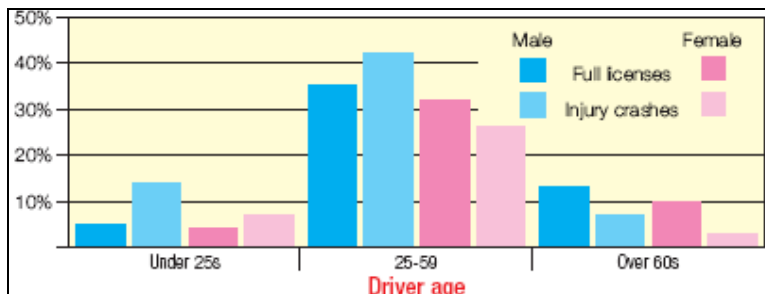
Driver gender	Driver age					All drivers
	17-19	20-24	25-59	60-79	Other	
Male	5.5%	8.8%	42.1%	6.7%	1.0%	64.0%
Female	2.3%	4.9%	25.5%	2.6%	.3%	35.5%
Total*	7.8%	13.7%	67.9%	9.3%	1.4%	100.0%

* includes not traced n= 1,859,745

Table 22 Driving licence holders in each age and gender group compared with drivers in injury accidents

Age group	Males		Females	
	% of full driving licences (National Travel Survey)	% of car drivers involved in injury accidents	% of full driving licences (National Travel Survey)	% of car drivers involved in injury accidents
17-24	5	14	4	7
25-59	36	42	32	26
60+	13	7	10	3
All ages	54	64	46	36

Figure 15 Age and gender of driving licence holders compared with drivers in injury accidents



The relative accident involvement of males and female drivers can also be estimated by comparing estimates of the population of drivers with the number of drivers involved in accidents. From the National Travel Survey data on the number of people aged 17-20 with a full driving licence in the survey and population statistics, an estimate of the population of 17-20 year old licence holders in Great Britain was compared with the number of car drivers aged 17-20 involved in injury accidents. Comparisons for 2002 show that there were twice as many male car drivers involved in accidents per licence holder as there were females; in 2005 there were 1.5 times more male car drivers in accidents per licensed driver than females, suggesting that 17-20 year old men are up to twice as likely to be involved in injury accidents as women of the same age.

Of the male car drivers involved in injury accidents, 8.5% were aged 17-19 and 14% were aged 20-24; 10% were aged 60-79 (Table 23). The proportion of female car drivers involved in injury accidents who were aged 17-19 was smaller, at 6.5%.

There was no difference between males and females in the proportion of car drivers involved in injury accidents who were aged 20-24.

As in the younger age group, the proportion of females involved in injury accidents who were aged 60-79 was lower (7%) than the proportion of males (10%). The lower proportion of women involved in accidents can partly be explained by driving less than men: the National Travel Survey shows that the average for all women is 40% fewer miles than men.

Table 23 Age distribution of male and female drivers involved in accidents

Car drivers involved in injury accidents

Driver gender	Driver age					All drivers (=100%)
	17-19	20-24	25-59	60-79	Other	
Male	8.5%	13.7%	65.7%	10.4%	1.6%	1,190,688
Female	6.5%	13.7%	71.6%	7.3%	.9%	661,079
Total*	7.8%	13.7%	67.9%	9.3%	1.4%	1,859,745

* includes not traced

The figures in Table 23 have been adjusted, in Table 24, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). The proportion of males who were involved in injury accidents for each year of the age group was much higher in the 17-19 year group than in the 20-24 group. Figure 16 illustrates these figures and shows the disproportionately high rate of involvement of young drivers, which is most marked among men aged 17-19.

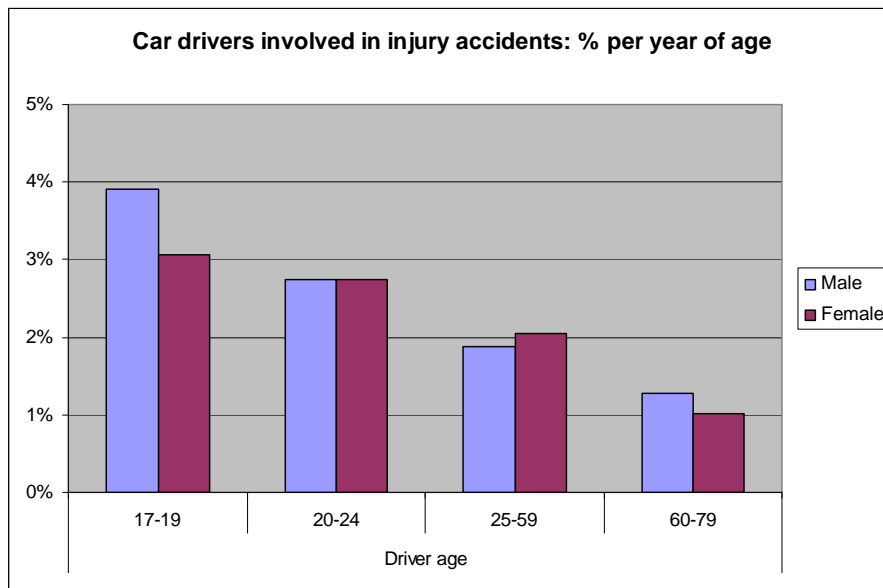
**Table 24 Age distribution of male and female car drivers involved in accidents:
% of drivers per year of driver age**

Car drivers involved in injury accidents: % per year of age

Driver gender	Driver age			
	17-19	20-24	25-59	60-79
Male	3.9%	2.7%	1.9%	1.3%
Female	3.1%	2.7%	2.0%	1.0%
Total*	3.6%	2.7%	1.9%	1.2%

* includes not traced

**Figure 16 Age distribution of male and female drivers involved in accidents:
% of drivers per year of driver age**



3.5 Gender and severity

In fatal accidents 11% of the male car drivers were aged 17-19, with rather fewer of the males involved in serious and slight accidents in this age group (Table 25).

In fatal accidents 15.5% of the male car drivers were aged 20-25 and slightly smaller proportions of men in this age group were in serious and slight accidents.

The proportion of female car drivers involved in fatal accidents who were 17-19 was smaller than for males: 7%, and this proportion was similar for serious and slight accidents.

The proportion of female drivers involved in fatal accidents who were 20-24 was also smaller than for males: 12%, but the proportion in slight accidents who were in this age group was similar to that for males: just under 14%.

In fatal accidents, 12% of male drivers involved were aged 60-79; the proportion was the same for female drivers.

In slight accidents, 10% of male drivers involved were aged 60-70 compared with 7% of female drivers.

Table 25 Male and female drivers - age distribution of drivers involved in accidents at each level of severity

Car drivers involved in injury accidents

Driver gender	Accident severity	Driver age					All drivers (=100%)
		17-19	20-24	25-59	60-79	Other	
Male	Fatal	10.9%	15.5%	58.0%	12.0%	3.6%	18,054
	Serious	9.5%	14.4%	62.7%	11.3%	2.1%	144,675
	Slight	8.4%	13.6%	66.2%	10.3%	1.5%	1,027,959
	All injury accidents	8.5%	13.7%	65.7%	10.4%	1.6%	1,190,688
Female	Fatal	6.7%	12.4%	65.5%	12.3%	3.1%	5,475
	Serious	6.5%	13.0%	69.2%	9.7%	1.5%	63,388
	Slight	6.5%	13.8%	72.0%	7.0%	.8%	592,216
	All injury accidents	6.5%	13.7%	71.6%	7.3%	.9%	661,079

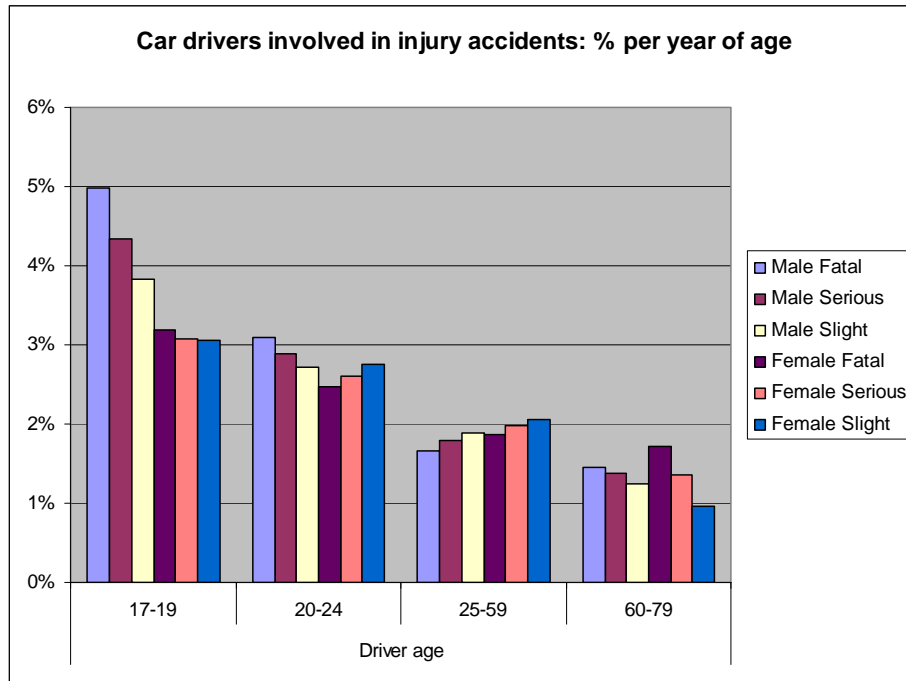
The figures in Table 25 have been adjusted, in Table 26, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). The proportion of males involved in fatal accidents for each year of the age group was much higher in the 17-19 year group than in the 20-24 group. The proportion was also higher for serious and slight accidents, but the difference is less marked, particularly for slight accidents. Figure 17 illustrates these figures.

Table 26 Male and female drivers - age distribution of drivers involved in accidents at each level of severity: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Driver gender	Accident severity	Driver age			
		17-19	20-24	25-59	60-79
Male	Fatal	5.0%	3.1%	1.7%	1.5%
	Serious	4.3%	2.9%	1.8%	1.4%
	Slight	3.8%	2.7%	1.9%	1.3%
	All injury accidents	3.9%	2.7%	1.9%	1.3%
Female	Fatal	3.2%	2.5%	1.9%	1.7%
	Serious	3.1%	2.6%	2.0%	1.4%
	Slight	3.1%	2.8%	2.1%	1.0%
	All injury accidents	3.1%	2.7%	2.0%	1.0%

Figure 17 Male and female drivers - age distribution of drivers involved in accidents at each level of severity: % of drivers per year of driver age



In each age group under the age of 60, a larger proportion of the male car drivers involved in injury accidents were involved in fatal accidents and serious accidents, compared with the female car drivers (Table 27 and Figure 18). Among older drivers there was little difference between males and females.

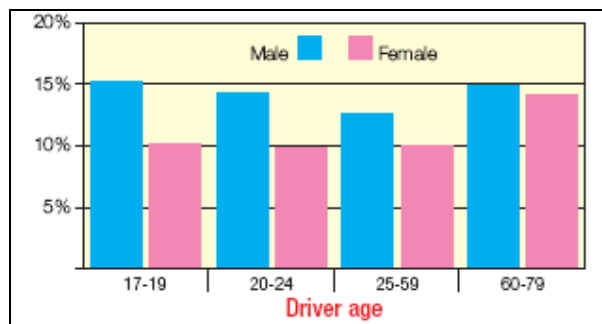
There was a bigger difference between the younger male drivers and those aged 25-59 in the proportion of accidents that were fatal and serious, than between the female drivers in these age groups. Compared with those aged 25-59, young males are over-represented in fatal and serious accidents due to factors such as speed, recklessness and driving older vehicles.

Table 27 Male and female drivers - distribution of accident involved drivers in each age group between fatal serious and slight accidents

Car drivers involved in injury accidents

Driver gender	Accident severity	Driver age					
		17-19	20-24	25-59	60-79	Other	All drivers
Male	Fatal	1.9%	1.7%	1.3%	1.7%	3.4%	1.5%
	Serious	13.5%	12.8%	11.6%	13.2%	15.6%	12.2%
	Slight	84.6%	85.5%	87.1%	85.1%	81.0%	86.3%
	All injury accidents (=100%)	101,685	163,470	782,226	124,214	19,093	1,190,688
Female	Fatal	.9%	.7%	.8%	1.4%	2.7%	.8%
	Serious	9.6%	9.1%	9.3%	12.9%	15.8%	9.6%
	Slight	89.5%	90.1%	90.0%	85.7%	81.5%	89.6%
	All injury accidents (=100%)	42,804	90,533	473,621	48,008	6,113	661,079

Figure 18 Drivers involved in fatal and serious accidents as percentage of drivers involved in all injury accidents in each age group



3.6 Urban and rural areas

In urban areas, 7% of the car drivers involved in injury accidents were aged 17-19, while in rural areas 9% were aged 17-19 (Table 28).

The proportion aged 20-24 was similar in urban and rural areas: 14%.

In urban areas, 8.6% of the car drivers involved in injury accidents were aged 60-79, while in rural areas 10.3% were aged 60-79.

Table 28 Urban and rural areas - age distribution of male and female drivers involved in accidents

Car drivers involved in injury accidents

Urban or rural area	Driver gender	Driver age					All drivers (=100%)
		17-19	20-24	25-59	60-79	Other	
Urban	Male	7.8%	13.9%	67.1%	9.7%	1.5%	734,038
	Female	5.9%	13.6%	73.0%	6.8%	.8%	412,322
	All drivers*	7.1%	13.8%	69.2%	8.6%	1.3%	1,152,021
Rural	Male	9.7%	13.5%	63.5%	11.6%	1.7%	453,676
	Female	7.5%	13.9%	69.4%	8.1%	1.1%	247,088
	All drivers*	8.9%	13.6%	65.6%	10.3%	1.5%	703,064

* includes drivers not traced

The figures in Table 28 have been adjusted, in Table 29, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). In rural areas, the percentage per year of age was much higher in the 17-19 year old group than in the 20-24 year group; the difference was most marked for males but was also apparent for females. In urban areas, however, the difference was apparent only for males. Figure 19 illustrates these differences.

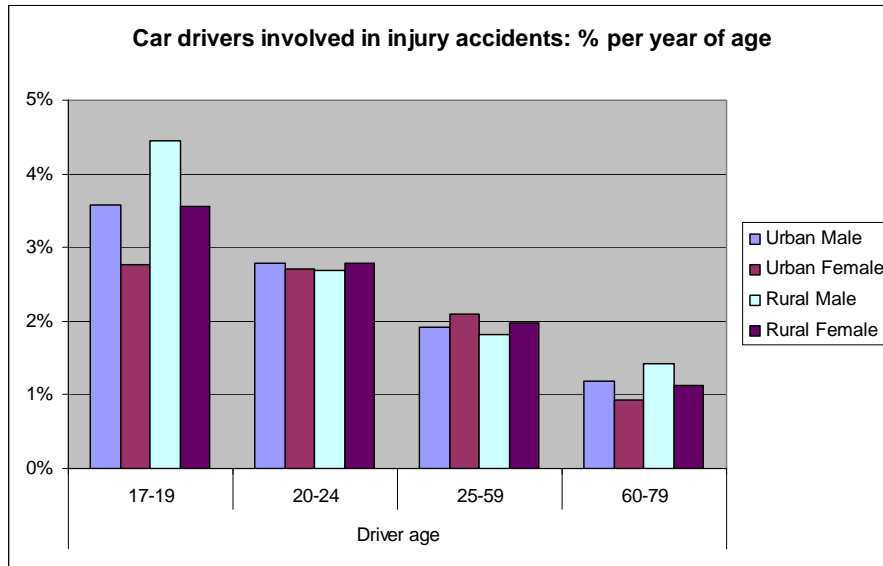
Table 29 Urban and rural areas - age distribution of male and female drivers involved in accidents: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Urban or rural area	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
Urban	Male	3.6%	2.8%	1.9%	1.2%
	Female	2.8%	2.7%	2.1%	0.9%
	All drivers*	3.3%	2.8%	2.0%	1.1%
Rural	Male	4.5%	2.7%	1.8%	1.4%
	Female	3.6%	2.8%	2.0%	1.1%
	All drivers*	4.2%	2.7%	1.9%	1.3%

* includes drivers not traced

Figure 19 Urban and rural areas - age distribution of male and female drivers involved in accidents: % of drivers per year of driver age



In both urban and rural areas, 70% of the 17-19 year olds involved in injury accidents were males and 30% were females (Table 30). The proportions were similar for drivers aged 60-79.

Table 30 Urban and rural areas - distribution of accident involved drivers in each age group between men and women

Car drivers involved in injury accidents

Urban or rural area	Driver gender	Driver age					Other	Total
		17-19	20-24	25-59	60-79			
Urban	Male	70.2%	64.3%	61.7%	71.8%	75.9%	63.7%	
	Female	29.5%	35.2%	37.7%	28.0%	23.6%	35.8%	
	All drivers*	81,775	158,665	797,625	99,326	14,630	1,152,021	
Rural	Male	70.2%	63.8%	62.4%	72.3%	74.9%	64.5%	
	Female	29.6%	35.9%	37.2%	27.5%	25.0%	35.1%	
	All drivers*	62,697	95,791	461,237	72,747	10,592	703,064	

* includes drivers not traced

In urban areas, 5% of car drivers involved in injury accidents were males aged 17-19 and 9% were males aged 20-24; 6% were males aged 60-79 (Table 31).

In rural areas, 6% of car drivers involved in injury accidents were males aged 17-19 and 9% were aged 20-24; 7.5% were males aged 60-79.

Table 31 Urban and rural areas - distribution of drivers involved in accidents between age and gender groups

Car drivers involved in injury accidents

Urban or rural area	Driver gender	Driver age					All drivers	Number of drivers
		17-19	20-24	25-59	60-79	Other		
Urban	Male	5.0%	8.9%	42.7%	6.2%	1.0%	63.7%	1,152,021
	Female	2.1%	4.9%	26.1%	2.4%	.3%	35.8%	
	All drivers*	7.1%	13.8%	69.2%	8.6%	1.3%	100.0%	
Rural	Male	6.3%	8.7%	41.0%	7.5%	1.1%	64.5%	703,064
	Female	2.6%	4.9%	24.4%	2.8%	.4%	35.1%	
	All drivers*	8.9%	13.6%	65.6%	10.3%	1.5%	100.0%	

* includes drivers not traced

The figures in Table 31 have been adjusted, in Table 32, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Table 32, and Figure 20 and Figure 21 which illustrate the data, show that the disproportionate involvement of young drivers in injury accidents is particularly marked in the case of 17-19 year old men involved in accidents on rural roads.

Table 32 Urban and rural areas - distribution of drivers involved in accidents between age and gender groups: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Urban or rural area	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
Urban	Male	2.3%	1.8%	1.2%	0.8%
	Female	1.0%	1.0%	0.7%	0.3%
	All drivers*	3.3%	2.8%	2.0%	1.1%
Rural	Male	2.9%	1.7%	1.2%	0.9%
	Female	1.3%	1.0%	0.7%	0.4%
	All drivers*	4.2%	2.7%	1.9%	1.3%

* includes drivers not traced

Figure 20 Urban areas - distribution of drivers involved in accidents between age and gender groups: % of drivers per year of age

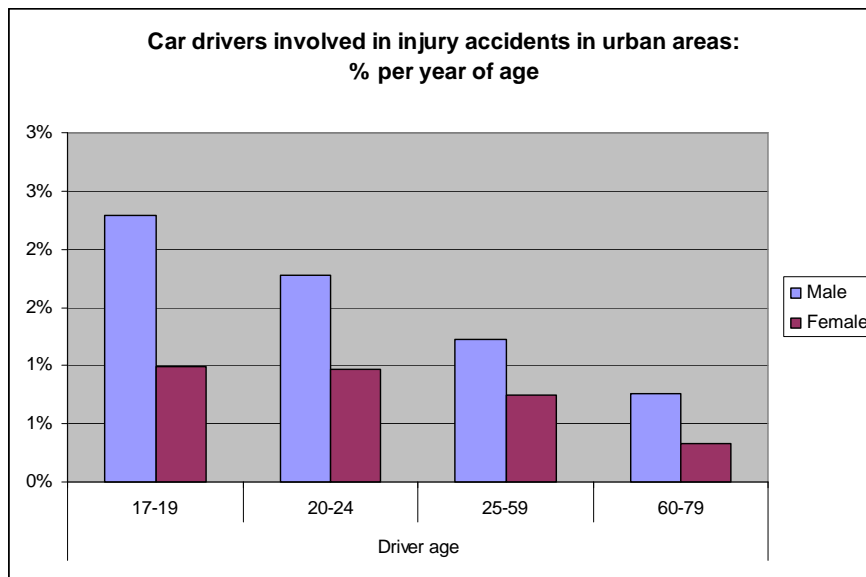
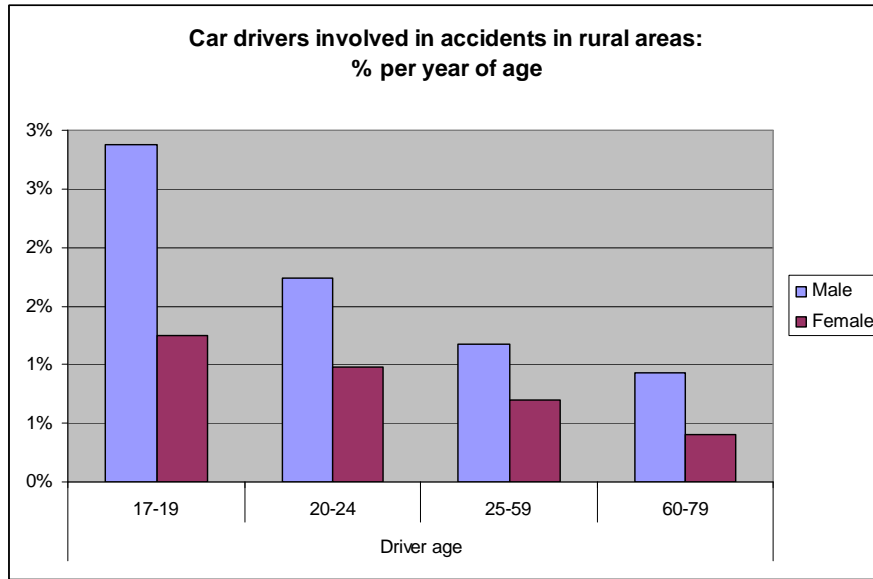


Figure 21 Rural areas - distribution of drivers involved in accidents between age and gender groups: % of drivers per year of age



Among 17-19 year old car drivers involved in injury accidents, a larger proportion were in rural areas: 43% of the 17-19 year olds were involved in accidents on rural roads, compared with 38% of 20-24 year olds and 37% of 25-59 year olds (Table 33). The proportion of older car drivers involved in injury accidents who were in accidents in rural areas was also higher: 42%.

Table 33 Distribution of accident involved drivers in each age group between urban and rural areas

Car drivers involved in injury accidents

Urban or rural area	Driver age					All drivers
	17-19	20-24	25-59	60-79	Other	
Urban	56.4%	62.2%	63.2%	57.6%	57.8%	61.9%
Rural	43.3%	37.6%	36.5%	42.2%	41.9%	37.8%
All areas* (=100%)	144,874	255,103	1,261,944	172,529	25,299	1,859,749

* includes areas not allocated to urban or rural

3.7 Road class and type

Of the drivers involved in accidents on motorways, 4% were aged 17-19 (Table 34). The proportion of drivers involved in accidents on A roads who were aged 17-19 was 7% and for minor roads it was 9%.

The proportion of drivers involved in accidents who were aged 20-24 varied only slightly between different types of road.

On single carriageway A roads and B roads the proportion of drivers involved in accidents who were aged 60-79 was higher than on motorways.

Table 34 Age distribution of drivers involved in accidents on different classes and types of road

Car drivers involved in injury accidents

Road class and type	Driver age					All drivers (=100%)
	17-19	20-24	25-59	60-79	Other	
Motorway	4.1%	13.6%	74.3%	7.5%	.5%	100,032
A - dual carriageway	6.2%	14.2%	70.5%	8.2%	1.0%	210,123
A - other	7.3%	13.3%	68.1%	10.0%	1.4%	666,870
B	9.1%	14.0%	65.4%	10.0%	1.5%	234,917
C & unclassified	9.0%	13.9%	66.7%	9.0%	1.6%	647,807
All roads	7.8%	13.7%	67.9%	9.3%	1.4%	1,859,749

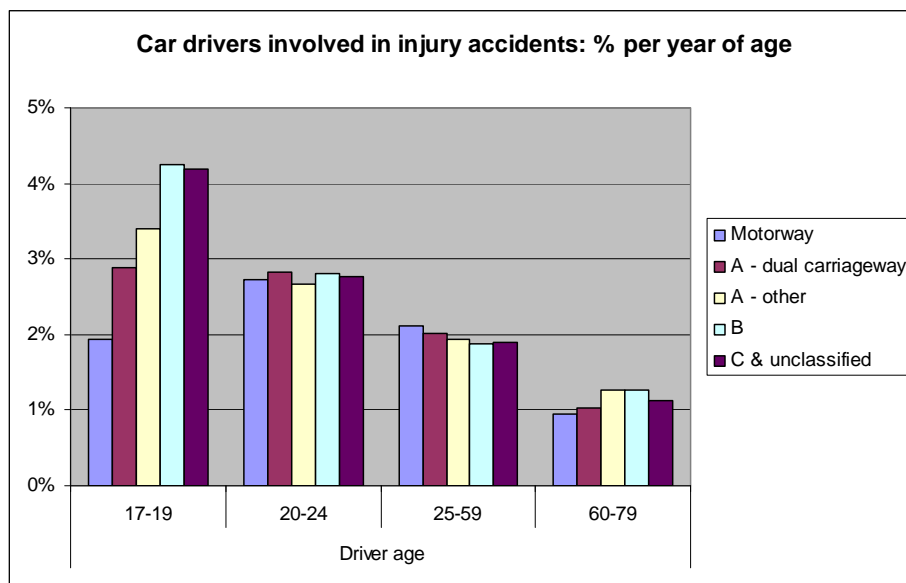
The figures in Table 34 have been adjusted, in Table 35, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 22 illustrates these figures, highlighting the marked difference between 17-19 year olds and older drivers, on minor roads and their slightly lower level of involvement in motorway accidents.

Table 35 Age distribution of drivers involved in accidents on different classes and types of road: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Road class and type	Driver age			
	17-19	20-24	25-59	60-79
Motorway	1.9%	2.7%	2.1%	0.9%
A - dual carriageway	2.9%	2.8%	2.0%	1.0%
A - other	3.4%	2.7%	1.9%	1.3%
B	4.2%	2.8%	1.9%	1.3%
C & unclassified	4.2%	2.8%	1.9%	1.1%
All roads	3.6%	2.7%	1.9%	1.2%

Figure 22 Age distribution of drivers involved in accidents on different classes and types of road: % of drivers per year of driver age



As mentioned in Section 2.6, the lower proportion of drivers involved in motorway accidents who were aged 17-19 is likely to be due to less motorway driving. The 1998-9 study of

learner drivers found that in the first year of driving after gaining a full licence, only a small proportion of driving is on motorways (Forsyth, Maycock and Sexton, 1995).

Of the accident involved 17-19 year olds, 40% were in accidents on minor roads (Table 36). This compares with 35% for drivers aged 20-24 and 34% for drivers aged 25-59 and 60-79.

Among the accident-involved drivers aged 17-19, 3% were in motorway accidents, compared with 5% of 20-24 year olds, 6% of 25-59 year olds and 4% of 60-79 year olds.

Table 36 Distribution of accident involved drivers in each age group between different classes and types of road

Car drivers involved in injury accidents

Road class and type	Driver age					All drivers
	17-19	20-24	25-59	60-79	Other	
Motorway	2.9%	5.3%	5.9%	4.3%	1.8%	5.4%
A - dual carriageway	9.0%	11.7%	11.7%	9.9%	7.9%	11.3%
A - other	33.4%	34.8%	36.0%	38.5%	36.0%	35.9%
B	14.7%	12.9%	12.2%	13.6%	14.4%	12.6%
C & unclassified	40.0%	35.2%	34.2%	33.6%	39.9%	34.8%
All roads (=100%)	144,874	255,103	1,261,944	172,529	25,299	1,859,749

On major roads and motorways there was little difference between male and female drivers in the proportion involved in accidents who were aged 17-19: 4% of male drivers in motorway accidents and 5% of female drivers in motorway accidents were 17-19 years old (Table 37). The female car drivers involved in motorway accidents were more likely to be aged 20-24 (17% compared with 12% of male drivers) and less likely to be over 60, than the male drivers.

On minor roads, the male car drivers involved in injury accidents were more likely to be aged 17-19 (10%) and less likely to be aged 25-59 (63%) than were the female drivers, of whom 7% were 17-19 and 8% were over 60.

Table 37 Age distribution of male and female drivers involved in accidents on different classes and types of road

Car drivers involved in injury accidents

Road class and type	Driver gender	Driver age					All drivers (=100%)
		17-19	20-24	25-59	60-79	Other	
Motorway	Male	3.9%	11.9%	74.8%	8.8%	.6%	68,133
	Female	4.6%	17.3%	73.2%	4.7%	.2%	31,634
	All drivers*	4.1%	13.6%	74.3%	7.5%	.5%	100,032
A - dual carriageway	Male	6.3%	13.5%	69.6%	9.4%	1.1%	137,858
	Female	6.0%	15.4%	72.3%	5.8%	.6%	71,624
	All drivers*	6.2%	14.2%	70.5%	8.2%	1.0%	210,122
A - other	Male	7.8%	13.2%	66.3%	11.2%	1.6%	429,564
	Female	6.4%	13.6%	71.3%	7.8%	.9%	234,905
	All drivers*	7.3%	13.3%	68.1%	10.0%	1.4%	666,868
B	Male	10.1%	14.4%	62.5%	11.2%	1.8%	147,753
	Female	7.3%	13.4%	70.3%	7.9%	1.1%	86,197
	All drivers*	9.1%	14.0%	65.4%	10.0%	1.5%	234,917
C & unclassified	Male	10.3%	14.4%	63.4%	10.0%	1.9%	407,380
	Female	6.7%	12.9%	72.1%	7.2%	1.0%	236,719
	All drivers*	9.0%	13.9%	66.7%	9.0%	1.6%	647,806

* includes drivers not traced

The figures in Table 37 have been adjusted, in Table 38, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 23 and Figure

24 illustrate these figures and shows that the disproportionate involvement of younger drivers in accidents on minor roads is more marked among males than females, while young women have a rather higher rate of involvement in motorway accidents per year of age than men of the same age.

Table 38 Age distribution of male and female drivers involved in accidents on different classes and types of road: % of drivers per year of driver age

Car drivers involved in injury accidents: % per year of age

Road class and type	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
Motorway	Male	1.8%	2.4%	2.1%	1.1%
	Female	2.2%	3.5%	2.1%	0.6%
	All drivers*	1.9%	2.7%	2.1%	0.9%
A - dual carriageway	Male	2.9%	2.7%	2.0%	1.1%
	Female	2.8%	3.1%	2.1%	0.8%
	All drivers*	2.9%	2.8%	2.0%	1.0%
A - other	Male	3.6%	2.6%	1.9%	1.4%
	Female	3.0%	2.7%	2.0%	1.1%
	All drivers*	3.4%	2.7%	1.9%	1.3%
B	Male	4.6%	2.9%	1.8%	1.4%
	Female	3.5%	2.7%	2.0%	1.1%
	All drivers*	4.2%	2.8%	1.9%	1.3%
C & unclassified	Male	4.7%	2.9%	1.8%	1.2%
	Female	3.2%	2.6%	2.1%	1.0%
	All drivers*	4.2%	2.8%	1.9%	1.1%

* includes drivers not traced

Figure 23 Age distribution of male drivers involved in accidents on different classes and types of road: % of drivers per year of driver age

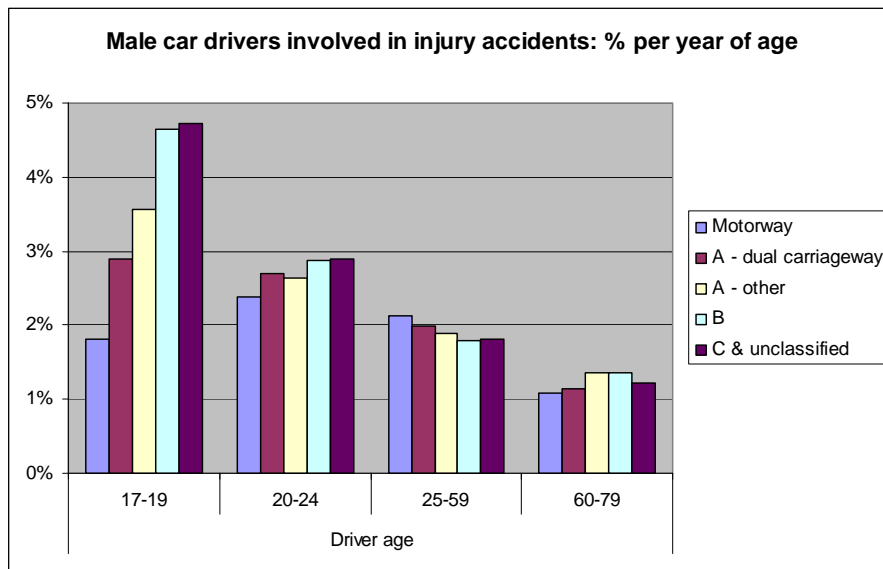
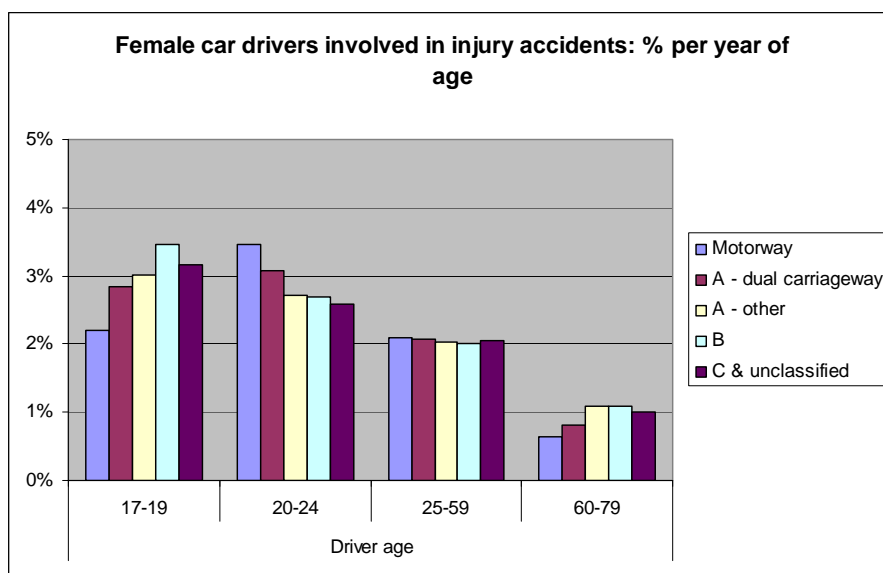


Figure 24 Age distribution of female drivers involved in accidents on different classes and types of road: % of drivers per year of driver age



On minor roads, over 70% of 17-19 year old drivers involved in injury accidents were males, compared with 65% of 20-24 year olds, 60% of 25-59 year olds and 70% of 60-79 year olds (Table 39).

On motorways and dual carriageways 65% and 66% of 17-19 year old drivers involved in injury accidents were males compared with 60% and 62% of 20-24 year olds. On motorways 80% of the drivers involved in injury accidents aged 60-79 were males.

Table 39 Road class and type - distribution of accident involved drivers in each age group between men and women

Car drivers involved in injury accidents

Road class and type	Driver gender	Driver age					Other	All drivers
		17-19	20-24	25-59	60-79			
Motorway	Male	64.5%	59.6%	68.6%	80.2%	82.5%	68.1%	
	Female	35.3%	40.1%	31.2%	19.7%	17.3%	31.6%	
	All drivers*	4,151	13,638	74,286	7,501	456	100,032	
A - dual carriageway	Male	66.9%	62.6%	64.7%	75.7%	78.7%	65.6%	
	Female	32.9%	37.1%	34.9%	24.2%	20.9%	34.1%	
	All drivers*	13,013	29,740	148,222	17,141	2,006	210,122	
A - other	Male	68.9%	63.8%	62.7%	72.1%	75.3%	64.4%	
	Female	30.8%	35.8%	36.9%	27.7%	24.4%	35.2%	
	All drivers*	48,382	88,880	454,056	66,452	9,098	666,868	
B	Male	70.2%	64.5%	60.1%	70.8%	74.3%	62.9%	
	Female	29.6%	35.1%	39.4%	29.1%	25.4%	36.7%	
	All drivers*	21,341	32,930	153,605	23,406	3,635	234,917	
C & unclassified	Male	72.4%	65.4%	59.8%	70.2%	75.1%	62.9%	
	Female	27.3%	34.0%	39.5%	29.6%	24.4%	36.5%	
	All drivers*	57,987	89,914	431,773	58,028	10,104	647,806	

* includes drivers not traced

3.8 Casualties

The accident records identify vehicles which hit pedestrians and casualties within each vehicle involved, so it is possible to establish the extent to which different groups of drivers are directly involved with casualties among pedestrians and vehicle occupants.

Around 9% of car drivers were involved in injury accidents in which their vehicle was in collision with a pedestrian. This proportion was slightly lower among young drivers than among 25-29 year old and 60-79 year olds, and in each age group it was slightly lower for female drivers than for male drivers (Table 40). It is likely that the slightly lower proportion among young drivers reflects the fact that a higher proportion of the accidents involving young drivers are at night and in rural areas, where pedestrians are less likely to be present. In each age group between 0.2% and 0.3% of male car drivers involved in accidents fatally injured a pedestrian, compared with between 0.1% and 0.2% of female car drivers involved in accidents.

Table 40 Male and female drivers involved in accidents: % in each age group who were in collision with a pedestrian and severity of pedestrian injuries

Percentage of car drivers in injury accidents who were in collision with a pedestrian

Driver gender	Severity of most severely injured pedestrian hit	Driver age					Total
		17-19	20-24	25-59	60-79	Other	
Male	Fatal	0.2%	0.3%	0.2%	0.2%	0.3%	0.2%
	Serious	1.8%	2.1%	2.1%	2.2%	1.8%	2.1%
	Slight	4.9%	5.8%	7.5%	8.5%	6.8%	7.2%
	All male drivers	7.0%	8.1%	9.8%	10.8%	8.8%	9.4%
Female	Fatal	0.1%	0.1%	0.1%	0.2%	0.2%	0.1%
	Serious	1.4%	1.6%	1.7%	1.9%	1.9%	1.7%
	Slight	4.8%	5.4%	7.1%	7.4%	6.2%	6.7%
	All female drivers	6.2%	7.2%	8.9%	9.5%	8.3%	8.5%

This finding contrasts with an analysis from a different perspective: pedestrians killed in road accidents. This shows that 10% of pedestrians killed in road accidents are involved in accidents with male drivers aged 17-19, a further 20% are in accidents involving a male driver aged 20-29 and another 7% are in accidents involving women drivers under the age of 30 (IAM Trust, 2008).

In the case of car occupant casualties, a larger proportion of the young drivers involved in injury accidents were in accidents in which occupants of the car they were driving were injured, compared with older drivers (Table 41). In each age group a larger proportion of female drivers in injury accidents were involved in accidents in which occupants of the car they were driving were injured, compared with male drivers.

The number of casualties in the car was on average higher for young drivers involved in injury accidents than for older drivers, and was higher for 17-19 year olds than for 20-24 year olds (Table 41).

These differences may indicate that young drivers were carrying more passengers, particularly the young female drivers (passengers are only recorded if they are injured), but may also be a reflection of the nature of the accidents in which they were involved. Research has shown that male drivers under the age of 25 take more risks when they have passengers and that this effect is most marked in the case of drivers under 20 with two or more passengers (Preusser et al 1998).

**Table 41 Male and female drivers involved in accidents:
number of casualties in car in each age group**

Car drivers involved in injury accidents

Driver gender	Number of casualties in car	Driver age					Total
		17-19	20-24	25-59	60-79	Other	
Male	0	31.6%	36.9%	42.2%	40.2%	32.2%	40.2%
	1	47.7%	48.9%	47.6%	47.8%	51.7%	47.9%
	2	13.7%	10.5%	7.8%	10.3%	13.7%	9.0%
	3	4.4%	2.5%	1.6%	1.3%	1.7%	1.9%
	4+	2.6%	1.3%	0.8%	0.5%	0.8%	1.0%
	Number of drivers (=100%)		101,685	163,470	782,226	124,214	19,093
Average		0.99	0.83	0.71	0.74	0.88	0.76
Female	0	22.5%	25.2%	30.2%	31.1%	27.3%	29.0%
	1	59.6%	62.7%	58.8%	59.2%	62.2%	59.5%
	2	13.5%	9.6%	8.5%	8.1%	9.0%	9.0%
	3	2.9%	1.7%	1.8%	1.2%	1.2%	1.8%
	4+	1.5%	0.8%	0.7%	0.3%	0.3%	0.7%
	Number of drivers (=100%)		42,804	90,533	473,621	48,008	6,113
Average		1.02	0.90	0.84	0.80	0.85	0.86

Table 42 shows that the proportion of male drivers involved in accidents who had a fatality amongst the occupants of their car was:

- 17-19 year olds: 1.3%
- 20-24 year olds: 0.9%
- 25-59 year olds: 0.5%
- 60-79 year olds: 0.9%

The higher proportion among older drivers compared with 25-59 year olds is likely to be associated with an increased likelihood of more severe accident consequences among older, frailer people.

Although the women drivers were more likely to have casualties in their car than men, the occupants of cars driven by women were more likely to receive slight injuries and less likely to receive fatal or serious injuries compared with cars driven by men. The proportion of female drivers involved in accidents who had a fatality amongst the occupants of their car was:

- 17-19 year old: 0.5%
- 20-24 year olds: 0.3%
- 25-59 year olds: 0.2%
- 60-79 year olds: 0.8%

Table 42 Male and female drivers involved in accidents: severity of car occupant injuries in each age group

Percentage of car drivers in injury accidents involving casualties in their car

Driver gender	Severity of most severely injured car occupant in vehicle	Driver age					
		17-19	20-24	25-59	60-79	Other	All drivers
Male	Fatal	1.3%	0.9%	0.5%	0.9%	2.7%	0.7%
	Serious	8.0%	6.4%	4.2%	5.5%	9.9%	5.0%
	Slight	52.5%	48.0%	43.5%	42.9%	46.9%	44.9%
	All male drivers	61.8%	55.4%	48.2%	49.3%	59.5%	50.6%
Female	Fatal	0.5%	0.3%	0.2%	0.8%	2.3%	0.3%
	Serious	5.4%	4.3%	3.6%	6.5%	10.3%	4.1%
	Slight	65.7%	63.3%	57.4%	52.5%	52.3%	58.4%
	All female drivers	71.6%	67.9%	61.3%	59.8%	64.9%	62.8%
Male	Number of drivers	101,685	163,470	782,226	124,214	19,093	1,190,688
Female	Number of drivers	42,804	90,533	473,621	48,008	6,113	661,079

3.9 Contributory factors

Since 2005, the national accident data has included a record of the factors which the police officer attending the accident scene judged to have contributed to the cause of the accident. The Department for Transport has provided an analysis of the percentage of drivers with these factors assigned to them, and the way in which this varies between younger and older drivers.

Table 43 lists the factors which were attributed to at least 5% of the young drivers involved in injury accidents in 2005.

Table 43 Accident involved drivers in 2005: contributory factors attributed to young drivers and drivers over 25*

Contributory factor	Age of driver		
	17-19	17-25	26+
Learner or inexperienced	20	9	0
Loss of control	19	14	6
Failed to look properly	16	17	17
Careless reckless or in a hurry	14	12	7
Travelling too fast for the conditions	14	11	5
Slippery road (due to weather)	12	10	5
Failed to judge other person's path or speed	11	11	10
Poor turn or manoeuvre	9	9	8
Exceeding speed limit	8	6	2
Sudden braking	6	5	4
Following too close	5	5	4
Impaired by alcohol	4	5	2

* Source: Department for Transport

Apart from 'learner or inexperienced', the factors which were attributed to young drivers in a much larger proportion of cases than older drivers were loss of control, careless reckless or in a hurry, travelling too fast for the conditions, exceeding speed limit and slippery road (due to weather). Losing control of the vehicle, speeding and failure to drive appropriately for the conditions appear to be associated with younger drivers.

Research which analysed fatal accidents in ten police force areas of the UK between 1994 and 2005 in which speed was a contributory factor found that over two thirds of fatal accidents involving a driver under the age of 25 included speed as a contributory factor, compared with just under half of 30-39 year olds and a third of 40-49 year olds (Clarke et al 2007). The speed-related fatal accidents involving drivers under 25 were more likely to involve what was considered to be deliberate risk taking than were those involving older drivers. For drivers under 30 who were to blame in fatal accidents, over half were caused by loss of control on a bend or curve.

4 Young drivers in fatal and serious accidents: where do they happen?

4.1 Basis of analysis of drivers in fatal and serious accidents

Most of the remainder of this report focuses on the accident circumstances where young car drivers are involved in fatal and serious accidents.

In each sub-section, the analysis presents the 'within age group' distribution of drivers between accidents in different circumstances, comparing the circumstances between younger and older drivers (with percentages summing down the columns in the tables).

Some of the sub sections also present a table showing the proportion of drivers in each age and gender group combined, who were involved in different types of accidents (with the percentages summing to the total in the cell in the bottom right of each area of the table), followed by a table and graph showing the adjusted % per year of age (as described in Section 3.1 and in Annex 1).

4.2 Country

Over the seven year period, 232,500 car drivers were involved in fatal and serious accidents in Great Britain: an average of 33,200 per year.

On average there were 28,700 car drivers involved in fatal and serious accidents each year in England, 1,450 in Wales and 3,100 in Scotland.

In England, 7% of the car drivers in fatal and serious accidents were males aged 17-19, and 2% were females aged 17-19 (Table 44 and Figure 25). A further 10% were males aged 20-24 and 4% were females aged 20-24. The proportions were similar in Scotland and slightly higher in Wales.

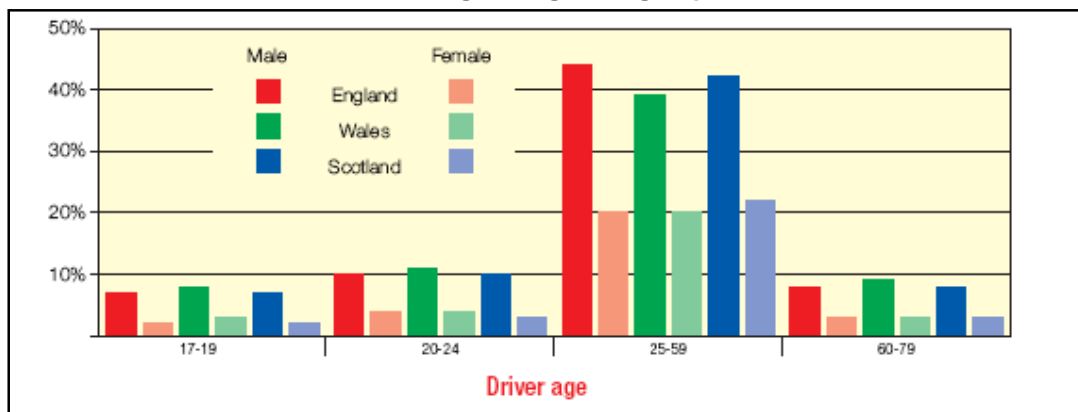
Table 44 Countries in Great Britain – distribution of drivers in fatal and serious accidents between age and gender groups

Car drivers involved in fatal and serious accidents

Country	Driver gender	Driver age					All drivers	Number of drivers
		17-19	20-24	25-59	60-79	Other		
England	Male	6.6%	10.2%	43.9%	7.9%	1.6%	70.2%	200,718
	Female	1.9%	3.9%	20.3%	2.9%	0.5%	29.5%	
	All drivers*	8.6%	14.2%	64.4%	10.8%	2.1%	100.0%	
Wales	Male	8.3%	11.2%	39.4%	8.8%	1.7%	69.4%	10,149
	Female	2.7%	4.1%	19.9%	3.3%	0.6%	30.6%	
	All drivers*	11.0%	15.2%	59.3%	12.2%	2.3%	100.0%	
Scotland	Male	6.9%	9.6%	42.4%	8.1%	1.4%	68.4%	21,666
	Female	2.0%	3.3%	21.5%	3.2%	0.5%	30.4%	
	All drivers*	8.9%	13.0%	64.9%	11.3%	1.9%	100.0%	
Great Britain	Male	6.7%	10.2%	43.5%	8.0%	1.6%	70.0%	232,533
	Female	1.9%	3.8%	20.4%	2.9%	0.5%	29.6%	
	All drivers*	8.7%	14.1%	64.2%	10.9%	2.1%	100.0%	

* includes drivers not traced

Figure 25 Countries in Great Britain – distribution of drivers in fatal and serious accidents between age and gender groups



The figures in Table 44 have been adjusted, in Table 45, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 26 illustrates these figures for England, Scotland and Wales, while Figure 27 illustrates them for Great Britain as a whole. These highlight the relatively high level of involvement of young male drivers in each country in fatal and serious accidents, which is more marked among 17-19 year olds than 20-24 year olds, and more marked in Wales than in England and Scotland: compared with men over 25, three times more men under 20 and twice as many men aged 20-24, were involved in fatal and serious accidents.

Table 45 Drivers in fatal and serious accidents in each country in Great Britain - distribution between age and gender groups: % of drivers per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Country	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
England	Male	3.0%	2.0%	1.3%	1.0%
	Female	0.9%	0.8%	0.6%	0.4%
	All drivers*	4.0%	2.8%	1.8%	1.4%
Wales	Male	3.8%	2.2%	1.1%	1.1%
	Female	1.3%	0.8%	0.6%	0.5%
	All drivers*	5.1%	3.0%	1.7%	1.5%
Scotland	Male	3.2%	1.9%	1.2%	1.0%
	Female	0.9%	0.7%	0.6%	0.4%
	All drivers*	4.2%	2.6%	1.9%	1.4%
Great Britain	Male	3.1%	2.0%	1.2%	1.0%
	Female	0.9%	0.8%	0.6%	0.4%
	All drivers*	4.1%	2.8%	1.8%	1.4%

* includes drivers not traced

Figure 26 Drivers in fatal and serious accidents in England Wales and Scotland - distribution between age and gender groups: % of drivers per year of driver age

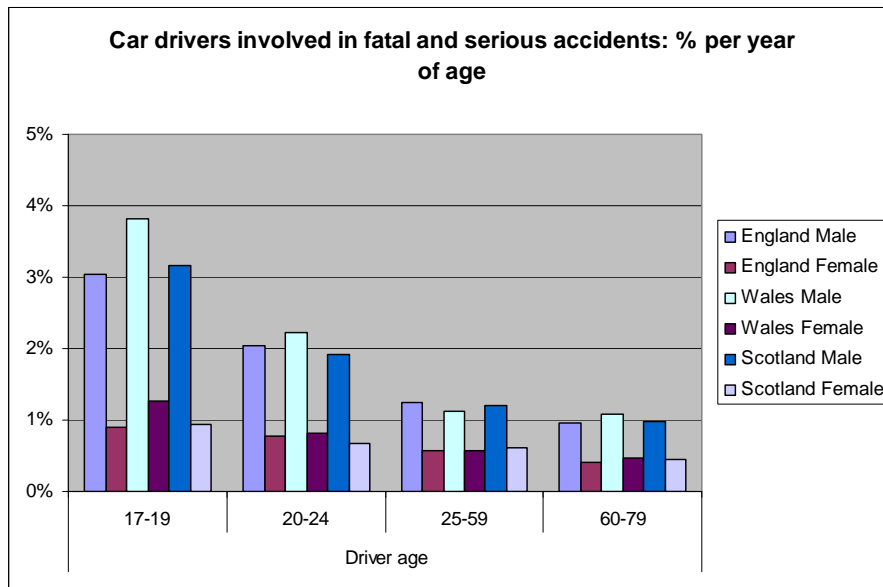
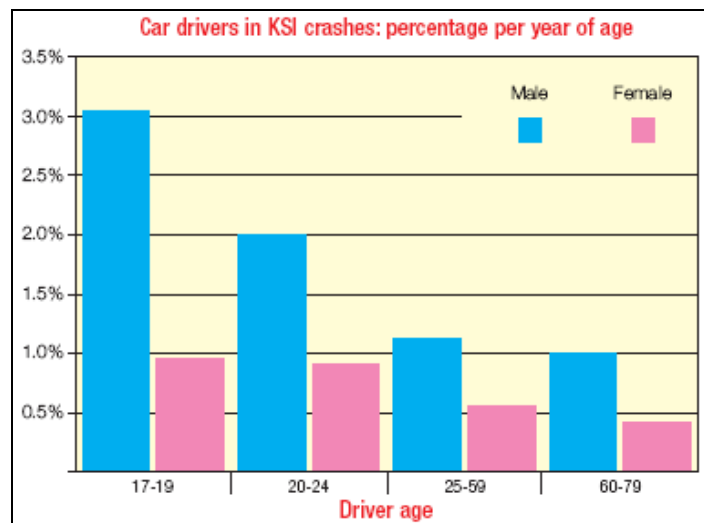


Figure 27 Drivers in fatal and serious accidents in Great Britain - distribution between age and gender groups: % of drivers per year of driver age



4.3 Urban and rural areas

Just over half (55%) of car drivers in fatal and serious accidents aged 17–19 were involved in accidents on rural roads (Table 46). The proportion that were in rural areas was higher among 17-19 year olds than among drivers aged 20-24 and 25-59 but was similar to the proportion of 60-79 year olds; the proportions were the same for male and female drivers.

There was no difference between 20–24 year olds and 25–59 year olds in the proportion of drivers involved in fatal and serious accidents where the accident took place on a rural road, and no difference between male and female drivers.

Table 46 Men and women drivers in fatal and serious accidents - distribution in each age group between urban and rural areas

Car drivers involved in fatal and serious accidents

Driver gender	Type of area	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Urban	45.2%	51.6%	50.9%	44.9%	48.0%	49.7%
	Rural	54.5%	48.1%	48.8%	54.9%	51.7%	50.0%
	Number of drivers* (=100%)	15,672	23,684	101,232	18,517	3,624	162,729
Female	Urban	44.5%	52.6%	52.4%	45.9%	45.0%	51.1%
	Rural	55.2%	47.2%	47.4%	53.8%	54.6%	48.6%
	Number of drivers* (=100%)	4,493	8,944	47,447	6,848	1,131	68,863

* includes areas not allocated to urban or rural

Of the car drivers involved in fatal and serious accidents in urban areas, 6% were males aged 17-19 and 2% were females aged 17-19 (Table 47). A further 11% were males aged 20-24 and 4% were females aged 20-24.

Of the car drivers involved in fatal and serious accidents in rural areas, 7% were males aged 17-19 and 2% were females aged 17-19. A further 10% were males aged 20-24 and 4% were females aged 20-24.

Table 47 Urban and rural areas – distribution of drivers in fatal and serious accidents between age and gender groups

Car drivers involved in fatal and serious accidents

Type of area	Driver gender	Driver age					Total	Number of drivers
		17-19	20-24	25-59	60-79	Other		
Urban	Male	6.1%	10.5%	44.2%	7.1%	1.5%	69.3%	116,784
	Female	1.7%	4.0%	21.3%	2.7%	.4%	30.1%	
	All drivers*	7.8%	14.6%	65.8%	9.8%	1.9%	100.0%	
Rural	Male	7.4%	9.9%	42.9%	8.8%	1.6%	70.7%	115,155
	Female	2.2%	3.7%	19.5%	3.2%	.5%	29.1%	
	All drivers*	9.6%	13.6%	62.6%	12.0%	2.2%	100.0%	

* includes drivers not traced

The figures in Table 47 have been adjusted, in Table 48, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 28 illustrates these figures.

Involvement of male drivers aged 17–19 in fatal and serious accidents was disproportionately higher compared with those aged 25–59; the difference was greatest in rural areas. Involvement of male drivers aged 20-24 in fatal and serious accidents was also higher compared with those aged 25–59, but the difference was less marked and there was no difference between urban and rural areas.

Thus rural roads appear to present a particular challenge to 17–19 year old male drivers.

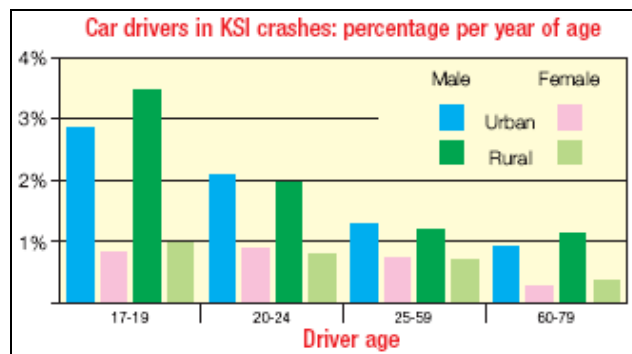
Table 48 Urban and rural areas – distribution of drivers in fatal and serious accidents between age and gender groups: % of drivers per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Type of area	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
Urban	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	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%

* includes drivers not traced

Figure 28 Urban and rural areas – distribution of drivers in fatal and serious accidents between age and gender groups: % of drivers per year of driver age



5 Young drivers in fatal and serious accidents: when do they happen?

5.1 Lighting

Around half of young car drivers involved in fatal and serious accidents were involved in accidents during the hours of darkness (Table 49).

Of the car drivers who were involved in fatal and serious accidents, the younger drivers had a higher proportion of their accidents after dark on unlit roads and a higher proportion after dark on lit roads, than older drivers.

Of the car drivers involved in fatal and serious accidents, the proportion that were involved in accidents in the dark was higher among 17-19 and 20-24 year olds than among 25-59 year olds. This was the case for both males and females.

Older drivers involved in fatal and serious accidents were involved in a smaller proportion of accidents in the dark than were other drivers.

In each age group, the proportion of female drivers whose accidents were in the dark was smaller than among male drivers.

Table 49 Men and women in fatal and serious accidents – distribution in each age group between accidents in different lighting conditions

Car drivers involved in fatal and serious accidents

Driver gender	Lighting conditions	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Daylight	47.3%	50.7%	62.6%	77.4%	76.8%	61.4%
	Darkness - street lights lit	31.1%	31.7%	23.9%	13.6%	15.8%	24.4%
	Darkness - street lights unlit /no lights	20.6%	16.6%	12.9%	8.6%	7.1%	13.5%
	All male drivers* (=100%)	15,672	23,684	101,232	18,517	3,624	162,729
Female	Daylight	59.1%	66.0%	74.5%	81.5%	87.1%	73.3%
	Darkness - street lights lit	23.7%	21.8%	16.4%	11.3%	7.1%	16.9%
	Darkness - street lights unlit /no lights	16.5%	11.8%	8.7%	6.7%	5.6%	9.3%
	All female drivers* (=100%)	4,493	8,944	47,447	6,848	1,131	68,863

* includes accidents in darkness with lighting unknown

Of the car drivers involved in fatal and serious accidents in the dark on unlit roads, 11% were males aged 17-19 and 3% were females aged 17-19 (Table 50). A further 14% were males aged 20-24 and 4% were females aged 20-24.

Compared with unlit roads in the dark, a slightly smaller proportion of the drivers involved in fatal and serious accidents in the dark on lit roads were aged 17-19.

A smaller proportion of the drivers in fatal and serious accidents in daylight were young drivers: 5% of the car drivers involved in fatal and serious accidents in daylight were males aged 17-19 and a further 8% were males aged 20-24.

There was much less difference between drivers involved in accidents in daylight and darkness in the proportion who were females aged 17–19, and the proportion who were females aged 20-24 was the same in daylight and darkness.

Table 50 Drivers in fatal and serious accidents in different lighting conditions – distribution between age and gender groups

Car drivers involved in fatal and serious accidents

Lighting conditions	Driver gender	Driver age						Number of drivers
		17-19	20-24	25-59	60-79	Other	All drivers	
Daylight	Male	4.9%	8.0%	42.0%	9.5%	1.8%	66.2%	150,900
	Female	1.8%	3.9%	23.4%	3.7%	.7%	33.4%	
	All drivers*	6.7%	11.9%	65.7%	13.2%	2.5%	100.0%	
Darkness - street lights lit	Male	9.4%	14.6%	46.8%	4.9%	1.1%	76.8%	51,676
	Female	2.1%	3.8%	15.1%	1.5%	.2%	22.6%	
	All drivers*	11.5%	18.4%	62.4%	6.4%	1.3%	100.0%	
Darkness - street lights unlit/ no lights	Male	11.3%	13.8%	45.6%	5.6%	.9%	77.2%	28,532
	Female	2.6%	3.7%	14.4%	1.6%	.2%	22.5%	
	All drivers*	13.9%	17.6%	60.2%	7.2%	1.1%	100.0%	

* includes drivers not traced

The figures in Table 50 have been adjusted, in Table 51, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1). Figure 29 illustrates these figures.

Table 51 and Figure 29 show that involvement of male drivers aged 17-19 in fatal and serious accidents in the dark, particularly on unlit roads, is disproportionately high compared with those aged 25-59. Involvement of male drivers aged 20-24 in fatal and serious accidents in the dark is also higher compared with those aged 25-59, but the difference is less marked.

As discussed in Section 2.8, these differences are likely to be a combination of differences in travel patterns affecting the amount of driving at night and various factors increasing the risk for young people driving at night, such as speeding, alcohol and peer pressure.

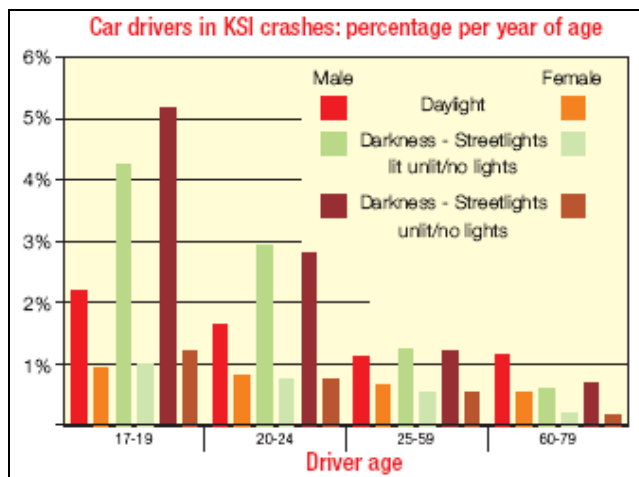
Table 51 Drivers in fatal and serious accidents in different lighting conditions – distribution between age and gender groups: % per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Lighting conditions	Driver gender	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 - street lights 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 - street lights unlit/ no lights	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%

* includes drivers not traced

Figure 29 Drivers in fatal and serious accidents in different lighting conditions – distribution between age and gender groups: % per year of driver age



5.2 Time of day

Around half of young car drivers involved in fatal and serious accidents were involved in accidents between 7pm and 7am (Table 52).

Of the younger car drivers involved in fatal and serious accidents, a larger proportion were involved in accidents during the evening or at night than were 25-59 year old drivers. This was the case for both males and females.

The drivers aged 60-79 were involved in a much smaller proportion of accidents during the evening and night than other drivers.

In each age group, the proportion of female drivers whose accidents were between 7pm and 7am was smaller than for male drivers.

Table 52 Men and women in fatal and serious accidents – distribution in each age group between accidents at different times of day

Car drivers involved in fatal and serious accidents

Driver gender	Time of day	Driver age					Other	All drivers
		17-19	20-24	25-59	60-79			
Male	0000 - 0659	17.6%	18.5%	11.9%	4.0%	6.4%	12.4%	
	0700 - 0959	7.2%	9.4%	13.2%	11.2%	8.6%	11.7%	
	1000 - 1559	20.2%	20.9%	28.4%	46.5%	52.8%	29.2%	
	1600 - 1859	18.3%	20.2%	24.0%	23.9%	18.2%	22.7%	
	1900 - 2359	36.7%	31.0%	22.5%	14.3%	13.9%	24.0%	
	All male drivers (=100%)		15,672	23,684	101,230	18,517	3,624	162,727
Female	0000 - 0659	10.3%	8.7%	4.4%	1.5%	1.3%	5.0%	
	0700 - 0959	10.5%	15.7%	17.6%	10.9%	10.0%	16.1%	
	1000 - 1559	26.6%	27.9%	35.1%	50.4%	61.5%	35.6%	
	1600 - 1859	23.3%	24.9%	26.5%	24.6%	19.7%	25.8%	
	1900 - 2359	29.2%	22.8%	16.3%	12.6%	7.4%	17.5%	
	All female drivers (=100%)		4,493	8,944	47,444	6,848	1,131	68,860

Of the car drivers involved in fatal and serious accidents between midnight and 7am, 12% were males aged 17-19 and 18% were males aged 20-24 (Table 53).

Between 7pm and midnight, 11% of the car drivers involved in fatal and serious accidents were males aged 17-19 and 14% were males aged 20-24.

Table 53 Drivers in fatal and serious accidents at different times of day – distribution between age and gender groups

Car drivers involved in fatal and serious accidents

Time of day	Driver gender	Driver age					Total	Number of drivers
		17-19	20-24	25-59	60-79	Other		
0000 - 0659	Male	11.6%	18.4%	50.8%	3.1%	1.0%	84.9%	23,777
	Female	2.0%	3.3%	8.7%	.4%	.1%	14.4%	
	All drivers*	13.6%	21.8%	60.0%	3.6%	1.0%	100.0%	
0700 - 0959	Male	3.7%	7.4%	44.0%	6.9%	1.0%	63.0%	30,278
	Female	1.6%	4.6%	27.6%	2.5%	.4%	36.7%	
	All drivers*	5.3%	12.0%	71.9%	9.4%	1.4%	100.0%	
1000 - 1559	Male	4.4%	6.9%	39.9%	11.9%	2.7%	65.7%	72,176
	Female	1.7%	3.5%	23.1%	4.8%	1.0%	34.0%	
	All drivers*	6.1%	10.4%	63.2%	16.7%	3.6%	100.0%	
1600 - 1859	Male	5.2%	8.7%	44.1%	8.1%	1.2%	67.3%	54,946
	Female	1.9%	4.1%	22.9%	3.1%	.4%	32.3%	
	All drivers*	7.1%	12.8%	67.3%	11.1%	1.6%	100.0%	
1900 - 2359	Male	11.2%	14.3%	44.4%	5.2%	1.0%	76.0%	51,351
	Female	2.6%	4.0%	15.1%	1.7%	.2%	23.5%	
	All drivers*	13.8%	18.4%	59.9%	6.8%	1.2%	100.0%	

* includes drivers not traced

The figures in Table 53 have been adjusted, in Table 54, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1).

Table 54 and Figure 30 show that involvement of both male and female drivers aged 17-19 in fatal and serious accidents between 7pm and 7am is disproportionately high compared with those aged 25-59. Involvement of both male and female drivers aged 20-24 in fatal and serious accidents between 7pm and 7am is also higher compared with those aged 25-59, but the difference is less marked.

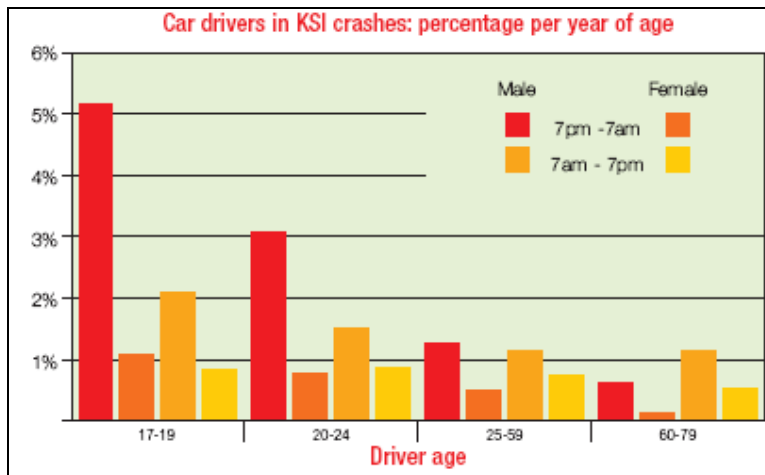
In contrast, during the morning rush hour (7am to 10am) there was little difference between younger and older drivers in relative accident involvement.

Table 54 Drivers in fatal and serious accidents at different times of day – distribution between age and gender groups: % per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Time of day	Driver gender	Driver age			
		17-19	20-24	25-59	60-79
0000 - 0659	Male	5.3%	3.7%	1.5%	0.4%
	Female	0.9%	0.7%	0.2%	0.1%
	All drivers*	6.4%	4.4%	1.7%	0.5%
0700 - 0959	Male	1.7%	1.5%	1.3%	0.8%
	Female	0.7%	0.9%	0.8%	0.3%
	All drivers*	2.5%	2.4%	2.1%	1.2%
1000 - 1559	Male	2.0%	1.4%	1.1%	1.5%
	Female	0.8%	0.7%	0.7%	0.7%
	All drivers*	2.8%	2.1%	1.8%	2.1%
1600 - 1859	Male	2.4%	1.7%	1.3%	1.0%
	Female	0.9%	0.8%	0.7%	0.4%
	All drivers*	3.3%	2.6%	1.9%	1.4%
1900 - 2359	Male	5.1%	2.9%	1.3%	0.6%
	Female	1.2%	0.8%	0.4%	0.2%
	All drivers*	6.4%	3.7%	1.7%	0.9%

Figure 30 Drivers in fatal and serious accidents at night and during the day – distribution between age and gender groups: % per year of driver age



The differences between younger drivers and those aged 25-59 in relative involvement in accidents at night are likely to be a combination of ‘exposure’ and various factors increasing the risk for young people driving during the evening and early morning hours. Research on novice drivers found that accident involvement of young drivers is greater at night than in the day, and that this was considered almost certainly to reflect differences in travel patterns of these drivers, with factors such as speed, fatigue, alcohol and peer pressure contributing to young driver accidents at night (Maycock, 2002a). Other research quoted by Clarke, Ward and Truman (2002) has been identified which shows that fatigue is common among young male drivers at night, resulting in reaction times which are three times worse than for drivers who are ‘rested’. Section 2.8 presented results of research on young drivers which investigated accident involvement during the hours of darkness and suggested that it is the young drivers’ reasons and attitudes towards driving in the evening that result in greater risk of accident involvement through deliberate speeding, recklessness, and excessive alcohol consumption; this finding is clearly relevant to analysis of accidents occurring at different times of day as well as accidents occurring in the dark.

5.3 Season

About a quarter of the younger car drivers involved in fatal and serious accidents were involved in accidents in each of the four seasons, although slightly more happen in the autumn than at other times of year (Table 55 and Figure 31).

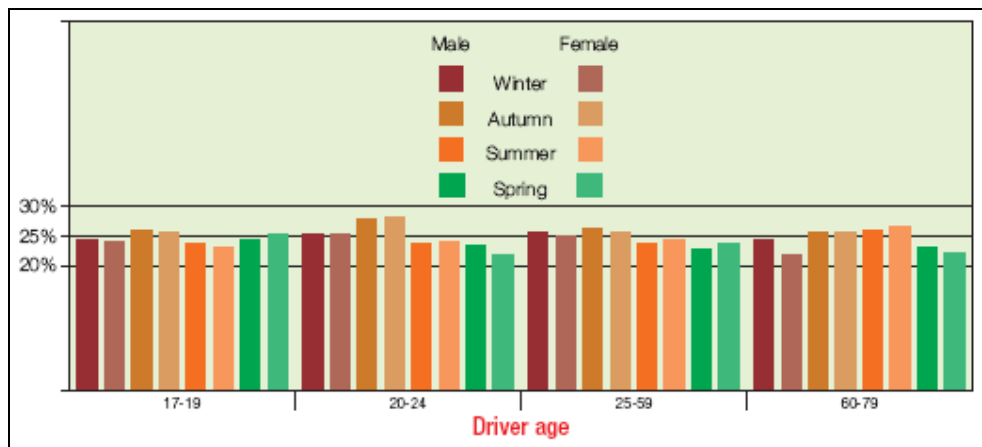
There was little difference between younger and older drivers or between males and females.

Table 55 Male and female drivers in fatal and serious accidents – distribution in each age group between accidents at different times of year

Car drivers involved in fatal and serious accidents

Driver gender	Season	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Spring	24.5%	23.5%	23.4%	23.2%	24.0%	23.5%
	Summer	24.4%	24.2%	24.0%	26.2%	24.2%	24.3%
	Autumn	26.6%	27.0%	26.6%	26.1%	26.6%	26.6%
	Winter	24.6%	25.3%	26.0%	24.6%	25.2%	25.6%
	All male drivers (=100%)	15,672	23,684	101,232	18,517	3,624	162,729
Female	Spring	25.8%	22.6%	24.1%	22.9%	21.3%	23.8%
	Summer	24.1%	24.6%	24.4%	27.6%	25.7%	24.8%
	Autumn	26.0%	27.2%	26.4%	26.2%	27.3%	26.4%
	Winter	24.2%	25.5%	25.1%	23.2%	25.6%	24.9%
	All female drivers (=100%)	4,493	8,944	47,447	6,848	1,131	68,863

Figure 31 Male and female drivers in fatal and serious accidents – distribution in each age group between accidents at different times of year



5.4 Day of week

A third of the young car drivers involved in fatal and serious accidents were involved in accidents at the weekend (Table 56). This was slightly higher than for older drivers. The proportion in fatal and serious accidents on Saturdays and Sundays was:

- 17–19 year olds: 34%
- 20-24 year olds: 33%
- 25-59 year olds: 29%.

Within each age group there was little difference between male and female drivers in the proportion involved in accidents on different days of the week although the proportion of young women whose accidents were at weekends was slightly smaller than among young men.

Table 56 Male and female drivers in fatal and serious accidents – distribution in each age group between accidents on each day of the week

Car drivers involved in fatal and serious accidents

Driver gender	Day of week	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Sun	16.7%	16.5%	14.4%	13.3%	12.7%	14.8%
	Mon	12.0%	12.3%	13.0%	13.7%	11.7%	12.8%
	Tues	11.7%	11.7%	12.9%	13.8%	14.7%	12.7%
	Weds	11.9%	12.0%	13.1%	14.3%	13.9%	13.0%
	Thurs	13.1%	12.8%	13.6%	14.1%	15.3%	13.5%
	Fri	16.0%	16.4%	16.9%	16.0%	16.4%	16.6%
	Sat	18.6%	18.3%	16.2%	14.9%	15.3%	16.6%
	All male drivers (=100%)	15,672	23,684	101,232	18,517	3,624	162,729
Female	Sun	14.3%	13.2%	10.9%	11.0%	10.4%	11.5%
	Mon	13.0%	13.8%	14.1%	13.3%	12.6%	13.9%
	Tues	12.7%	13.4%	14.4%	14.3%	15.2%	14.2%
	Weds	13.6%	13.6%	15.1%	15.6%	13.6%	14.8%
	Thurs	13.4%	13.9%	15.3%	15.7%	16.5%	15.1%
	Fri	16.2%	16.5%	16.8%	16.6%	19.2%	16.7%
	Sat	17.0%	15.6%	13.3%	13.6%	12.4%	13.9%
	All female drivers (=100%)	4,493	8,944	47,447	6,848	1,131	68,863

At weekends, 8% of the drivers involved in fatal and serious accidents were males aged 17-19 and a further 12% were males aged 20-24 (Table 57). On weekdays, 6% of the drivers involved in fatal and serious accidents were males aged 17-19 and 9% were males aged 20-24.

The proportion of drivers involved in fatal and serious accidents who were young females did not vary between weekdays and weekends.

Table 57 Drivers in fatal and serious accidents on weekdays and weekends – distribution between age and gender groups

Car drivers involved in fatal and serious accidents

Day of week	Driver gender	Driver age					All drivers	Number of drivers
		17-19	20-24	25-59	60-79	Other		
Saturday or Sunday	Male	8.0%	12.0%	45.1%	7.6%	1.5%	74.2%	68,820
	Female	2.0%	3.8%	16.7%	2.4%	0.4%	25.3%	
	All drivers*	10.1%	15.8%	62.2%	10.0%	1.9%	100.0%	
Monday to Friday	Male	6.2%	9.4%	42.9%	8.1%	1.6%	68.2%	163,713
	Female	1.9%	3.9%	21.9%	3.2%	0.5%	31.4%	
	All drivers*	8.1%	13.4%	65.1%	11.3%	2.1%	100.0%	

* includes drivers not traced

The figures in Table 57 have been adjusted, in Table 58, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1).

Table 58 and Figure 32 show that involvement of 17-19 year old male drivers in fatal and serious accidents is disproportionately higher compared with those aged 25-59 both at weekends and on weekdays, but that the difference is most marked at the weekends. Involvement of male drivers aged 20-24 in fatal and serious accidents is also higher compared with those aged 25-59, particularly at weekends, but the difference is less marked.

These differences are likely to be due to a combination of travel patterns, with young drivers driving more at weekend, and various factors increasing the risk for young people driving at weekends such as alcohol and peer pressure.

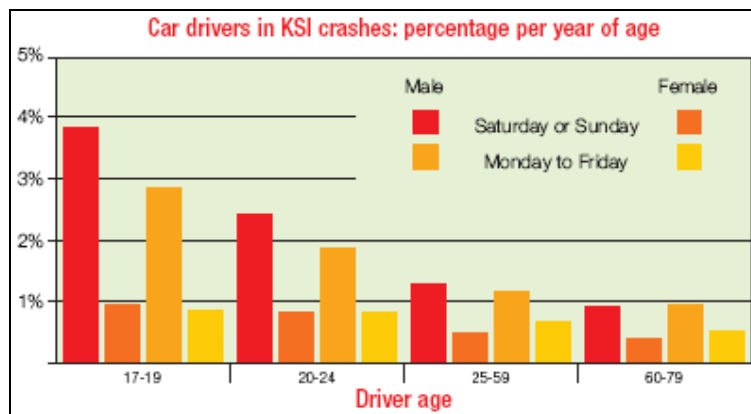
Table 58 Drivers in fatal and serious accidents on weekdays and weekends – distribution between age and gender groups: % per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Day of week	Driver gender	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

Figure 32 Drivers in fatal and serious accidents on weekdays and weekends – distribution between age and gender groups: % per year of driver age



5.5 Road surface and weather conditions

Around 60% of young drivers involved in fatal and serious accidents were involved in accidents in fine weather when the road was dry (Table 59). Just over 20% of young car drivers involved in fatal or serious accidents were involved in accidents in dry weather when the road was wet or damp, and 15% were involved in accidents in the rain.

Compared with drivers aged 25-59, a slightly smaller proportion of younger drivers involved in fatal and serious accidents were involved in accidents in fine weather on dry roads, and slightly higher proportions were involved in accidents in fine weather on wet roads, in fog, and in wet weather.

Two thirds of drivers aged 60-79 involved in fatal and serious accidents were involved in accidents in fine weather when the road was dry.

There was little difference between the 17-19 year olds and the 20-24 year olds, and little difference between male and female drivers, in the proportion involved in accidents in different weather and road surface conditions.

Table 59 Male and female drivers in fatal and serious accidents – distribution in each age group between accidents in different weather and road surface conditions

Car drivers involved in fatal and serious accidents

Driver gender	Weather conditions	Road surface conditions	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Fine	Dry	57.4%	59.6%	61.9%	66.8%	68.9%	61.8%
		Wet or damp	22.5%	20.6%	18.8%	16.6%	16.8%	19.1%
		Snow	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%
		Frost or ice	1.1%	1.1%	1.2%	0.8%	0.6%	1.1%
		Flood over 3 cm deep	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Raining	15.3%	15.1%	14.7%	13.1%	11.8%	14.6%	
	Snowing	0.3%	0.5%	0.5%	0.5%	0.4%	0.5%	
	Fog or mist	1.2%	1.0%	1.0%	0.7%	0.5%	1.0%	
	Other/ unknown	2.1%	2.0%	1.7%	1.5%	1.1%	1.8%	
	Number of drivers (=100%)			15,474	23,415	100,067	18,342	3,588
Female	Fine	Dry	59.4%	60.8%	63.3%	68.5%	68.7%	63.3%
		Wet or damp	19.5%	19.0%	17.8%	15.7%	17.9%	17.8%
		Snow	0.0%	0.1%	0.1%	0.0%	0.1%	0.1%
		Frost or ice	1.0%	1.3%	1.2%	0.8%	0.4%	1.2%
		Flood over 3 cm deep	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	Raining	16.1%	15.5%	14.6%	12.7%	11.0%	14.6%	
	Snowing	0.5%	0.6%	0.5%	0.4%	0.3%	0.5%	
	Fog or mist	1.0%	0.9%	0.8%	0.6%	0.4%	0.8%	
	Other/ unknown	2.4%	1.7%	1.6%	1.3%	1.3%	1.6%	
	Number of drivers (=100%)			4,446	8,839	46,919	6,773	1,117

Of the car drivers involved in fatal and serious accidents in fog or mist, 8.5% were males aged 17-19 and 11% were males aged 20-24; 2% were females aged 17-19 and 4% were females aged 20-24 (Table 60).

Of the car drivers involved in fatal and serious accidents on wet roads in fine weather, 8% were males aged 17-19 and 11% were males aged 20-24; 2% were females aged 17-19 and 4% were females aged 20-24.

Of the car drivers involved in fatal and serious accidents in the rain, 7% were males aged 17-19 and 11% were males aged 20-24; 2% were females aged 17-19 and 4% were females aged 20-24.

Table 60 Male and female drivers in fatal and serious accidents in different weather and road surface conditions – distribution between age and gender groups

Car drivers involved in fatal and serious accidents

Weather conditions	Road surface conditions	Driver gender	Driver age					All drivers	Number of drivers
			17-19	20-24	25-59	60-79	Other		
Fine	Dry	Male	6.2%	9.7%	43.2%	8.6%	1.7%	69.4%	143,227
		Female	1.8%	3.8%	20.7%	3.2%	0.5%	30.1%	
		All drivers*	8.1%	13.6%	64.3%	11.8%	2.3%	100.0%	
	Wet or damp	Male	8.1%	11.2%	43.8%	7.1%	1.4%	71.5%	
		Female	2.0%	3.9%	19.4%	2.5%	0.5%	28.2%	
		All drivers*	10.1%	15.1%	63.4%	9.5%	1.9%	100.0%	
	Snow, frost or ice	Male	6.6%	9.9%	46.7%	5.5%	0.8%	69.4%	
		Female	1.7%	4.6%	22.0%	1.9%	0.2%	30.3%	
		All drivers*	8.3%	14.5%	68.8%	7.4%	1.0%	100.0%	
Raining	Male	7.0%	10.6%	43.9%	7.2%	1.3%	69.9%		
	Female	2.1%	4.1%	20.6%	2.6%	0.4%	29.8%		
	All drivers*	9.2%	14.7%	64.7%	9.8%	1.6%	100.0%		
Snowing	Male	4.5%	9.5%	46.4%	7.7%	1.2%	69.4%		
	Female	1.9%	4.5%	21.1%	2.4%	0.3%	30.3%		
	All drivers*	6.5%	14.3%	67.6%	10.2%	1.4%	100.0%		
Fog or mist	Male	8.5%	10.7%	47.0%	6.0%	0.8%	73.0%		
	Female	2.1%	3.7%	18.7%	2.1%	0.2%	26.7%		
	All drivers*	10.5%	14.4%	65.8%	8.2%	1.0%	100.0%		

* includes drivers not traced

The figures Table 60 have been adjusted, in Table 61, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1); the figures are illustrated in Figure 33.

Table 61 and Figure 33 show that involvement of 17-19 year old male drivers in fatal and serious accidents is disproportionately higher compared with those aged 25-59 in all weather and road surface conditions, but the difference is greatest in the case of drivers involved in accidents in fog or mist, rain, and on wet or damp roads in fine weather.

Involvement of 20-24 year old male drivers is also higher compared with those aged 25-59, particularly in the case of drivers involved in accidents in fog or mist, rain, and on wet or damp roads in fine weather, but the difference is not as great as for 17-19 year olds.

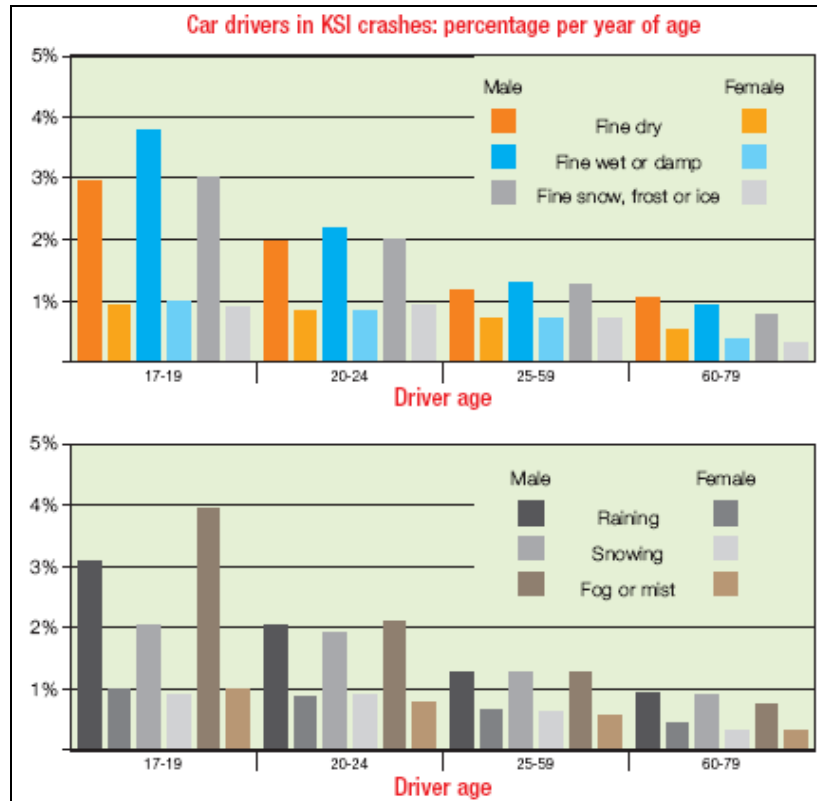
Table 61 Male and female drivers in fatal and serious accidents in different weather and road surface conditions – distribution between age and gender groups: % per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Weather conditions	Road surface conditions	Driver gender	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%	

* includes drivers not traced

Figure 33 Male and female drivers in fatal and serious accidents in different weather and road surface conditions – distribution between age and gender groups: % per year of driver age



5.6 Hazards in the road

The proportion of young car drivers who were involved in fatal or serious accidents where there was a hazard in the road was similar to the proportion of older car drivers (Table 62).

- 17–19 year olds 3% in accidents involving a hazard in the road
- 20–24 year olds 3% in accidents involving a hazard in the road

These proportions did not vary between male and female drivers.

Table 62 Male and female drivers in fatal and serious accidents - distribution in each age group between accidents involving hazards in the carriageway

Driver gender		Carriageway hazards	Driver age					
			17-19	20-24	25-59	60-79	Other	All drivers
Male	None		97.3%	97.5%	97.1%	97.6%	97.6%	97.2%
	Vehicle load on road		.0%	.1%	.1%	.1%	.2%	.1%
	Other object on road		1.0%	.8%	1.0%	.9%	1.0%	1.0%
	Previous accident		.4%	.5%	.8%	.6%	.4%	.7%
	Uninjured pedestrian or animal in carriageway (except ridden horse)		1.2%	1.1%	1.0%	.8%	.7%	1.0%
	All drivers (=100%)		15,672	23,684	101,232	18,517	3,624	162,729
Female	None		97.0%	97.2%	97.4%	98.1%	97.7%	97.4%
	Vehicle load on road		.1%	.1%	.1%	.1%	.3%	.1%
	Other object on road		.9%	1.0%	1.0%	.7%	1.5%	1.0%
	Previous accident		.7%	.8%	.6%	.2%	.1%	.6%
	Uninjured pedestrian or animal in carriageway (except ridden horse)		1.3%	.9%	.9%	.9%	.4%	.9%
	All drivers (=100%)		4,493	8,944	47,446	6,848	1,131	68,862

6 Young drivers in fatal and serious accidents: what type of road do they happen on?

6.1 Type of road and area

A third of young drivers involved in fatal and serious accidents were in accidents on minor roads (C or unclassified), and just over a third were on single carriageway A roads (Table 63).

Among male drivers involved in fatal and serious accidents, a larger proportion of 17-19 year old drivers were involved in accidents on C or unclassified roads than older drivers, and a smaller proportion were on motorways; the proportion of 20-24 year old male drivers in accidents on minor roads was also higher than for older drivers and the proportion on motorways lower, but the differences were less marked.

Among female drivers involved in fatal and serious accidents, a smaller proportion of 17-19 year old drivers were involved in accidents on motorways than were 20-24 year olds or 25-59 year olds. The proportion of female drivers in fatal and serious accidents who were involved in accidents on other types of road did not vary with age.

As mentioned in Section 3.7, the lower percentage of 17-19 year old drivers involved in motorway accidents is likely to be due to less motorway driving in the initial period after gaining a full driving licence.

Of the drivers aged 60-79 involved in fatal and serious accidents, a slightly smaller proportion were involved in accidents on motorways than were drivers aged 25-59, and may be associated with a reduction in motorway driving among older drivers.

Table 63 Male and female drivers in fatal and serious accidents - distribution in each age group between accidents on different classes and types of road

Car drivers involved in fatal and serious accidents

Driver gender	Road class and type	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Motorway	2.2%	4.1%	5.7%	4.1%	1.8%	4.9%
	A - dual carriageway	8.0%	10.9%	11.7%	10.2%	9.1%	11.0%
	A - other	35.3%	36.9%	39.2%	43.0%	38.1%	38.9%
	B	16.1%	14.9%	13.3%	14.6%	14.6%	14.0%
	C & unclassified	38.4%	33.1%	30.1%	28.1%	36.4%	31.2%
	Number of drivers (=100%)	15,672	23,684	101,232	18,517	3,624	162,729
Female	Motorway	2.6%	5.0%	4.3%	2.5%	1.1%	4.1%
	A - dual carriageway	10.0%	11.5%	9.7%	8.0%	7.2%	9.7%
	A - other	38.1%	37.0%	38.1%	41.9%	39.5%	38.3%
	B	15.2%	13.6%	14.0%	15.6%	16.1%	14.2%
	C & unclassified	34.1%	32.9%	33.9%	32.1%	36.2%	33.7%
	Number of drivers (=100%)	4,493	8,944	47,447	6,848	1,131	68,863

The proportion of drivers involved in fatal and serious accidents who were males aged 17-19 was 3% on motorways, rising to 8% on B roads and on C and unclassified roads (Table 64). The proportion who were females aged 17-19 was 1% on motorways and 2% on other roads.

Table 64 Male and female drivers in fatal and serious accidents on different classes and types of road – distribution between age and gender groups

Car drivers involved in fatal and serious accidents

Road Class and Type	Driver gender	Driver age					All drivers	Number of drivers
		17-19	20-24	25-59	60-79	Other		
Motorway	Male	3.2%	9.1%	53.9%	7.1%	.6%	73.8%	10,763
	Female	1.1%	4.2%	19.0%	1.6%	.1%	25.9%	
	All drivers*	4.3%	13.3%	73.1%	8.6%	.7%	100.0%	
A - dual carriageway	Male	5.1%	10.5%	48.1%	7.7%	1.3%	72.7%	24,676
	Female	1.8%	4.2%	18.6%	2.2%	.3%	27.1%	
	All drivers*	6.9%	14.7%	66.8%	9.9%	1.7%	100.0%	
A - other	Male	6.1%	9.7%	44.1%	8.8%	1.5%	70.4%	90,006
	Female	1.9%	3.7%	20.1%	3.2%	.5%	29.3%	
	All drivers*	8.1%	13.4%	64.4%	12.0%	2.0%	100.0%	
B	Male	7.7%	10.8%	41.2%	8.3%	1.6%	69.6%	32,628
	Female	2.1%	3.7%	20.4%	3.3%	.6%	30.0%	
	All drivers*	9.9%	14.5%	61.9%	11.6%	2.2%	100.0%	
C & unclassified	Male	8.1%	10.5%	40.9%	7.0%	1.8%	68.3%	74,460
	Female	2.1%	4.0%	21.6%	3.0%	.5%	31.1%	
	All drivers*	10.2%	14.6%	62.9%	10.0%	2.3%	100.0%	

* includes drivers not traced

The figures in Table 64 have been adjusted, in Table 65, to show the percentage per year of driving in each age group (as described in Section 3.1 and Annex 1).

Except on motorways, involvement of male drivers aged 17-19 in fatal and serious accidents was disproportionately higher compared with those aged 25-59, and particularly on minor roads.

Involvement of female drivers aged 17-19 in fatal and serious accidents was somewhat higher on minor roads compared with 25-59 year olds, but the difference was much smaller than for male drivers.

Figure 34 illustrates the relative differences in involvement of younger and older drivers, on motorways, single carriageway A roads and minor (C and unclassified) roads.

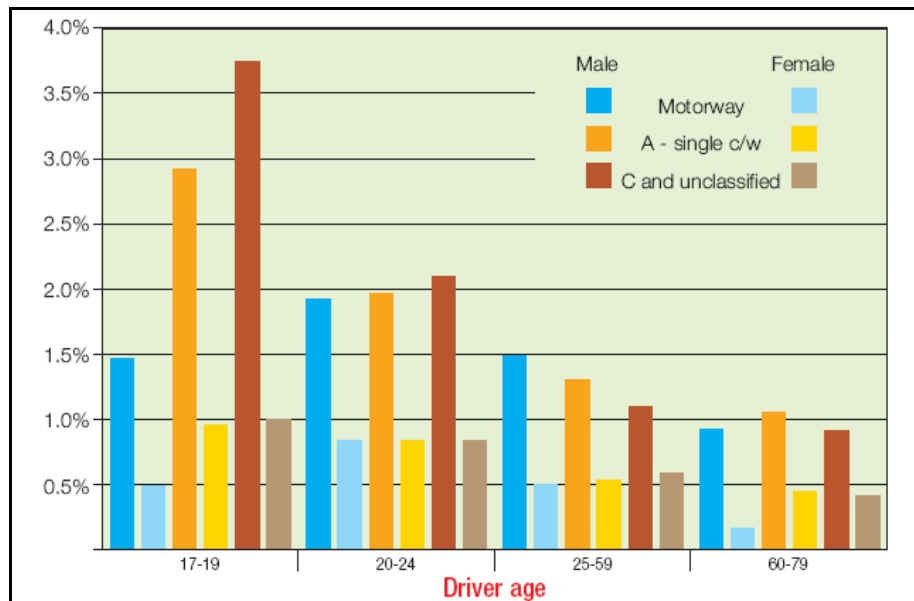
Table 65 Male and female drivers in fatal and serious accidents on different classes and types of road – distribution between age and gender groups: % per year of driver age

Car drivers involved in fatal and serious accidents: % per year of age

Road Class and Type	Driver gender	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 - other	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%

* includes drivers not traced

Figure 34 Male and female drivers in fatal and serious accidents on different classes and types of road – distribution between age and gender groups: % per year of driver age



In urban areas, 47% of the 17-19 year old males and 44% of the 17-19 year old females involved in fatal and serious accidents were in accidents on C roads or unclassified roads (Table 66). In the case of males, this was a slightly higher proportion than for 25-59 year old drivers. Compared with the older drivers, a smaller proportion of the 17-19 year olds were involved in accidents on A roads and motorways in urban areas. There was little difference between 20-24 year olds and older drivers in the proportions involved in accidents on different types of road in urban areas.

In rural areas, 32% of the 17-19 year old males and 26% of the 17-19 year old females involved in fatal and serious accidents were in accidents on C roads or unclassified roads (see Table 66 and Figure 35). By comparison, 19% of 25-59 year old males and 22% of 25-59 year old females involved in fatal and serious accidents were involved in accidents on C roads or unclassified roads. The 20-24 year old males who were in fatal and serious accidents in rural areas were in a higher proportion of accidents on minor roads than were older males, but there was no difference between 20-24 year old and older females.

In rural areas, a smaller proportion of the 17-19 year old males and females were involved in motorway accidents than older drivers (Table 66). Young male drivers were also involved in a smaller proportion of accidents on A roads than were older male drivers.

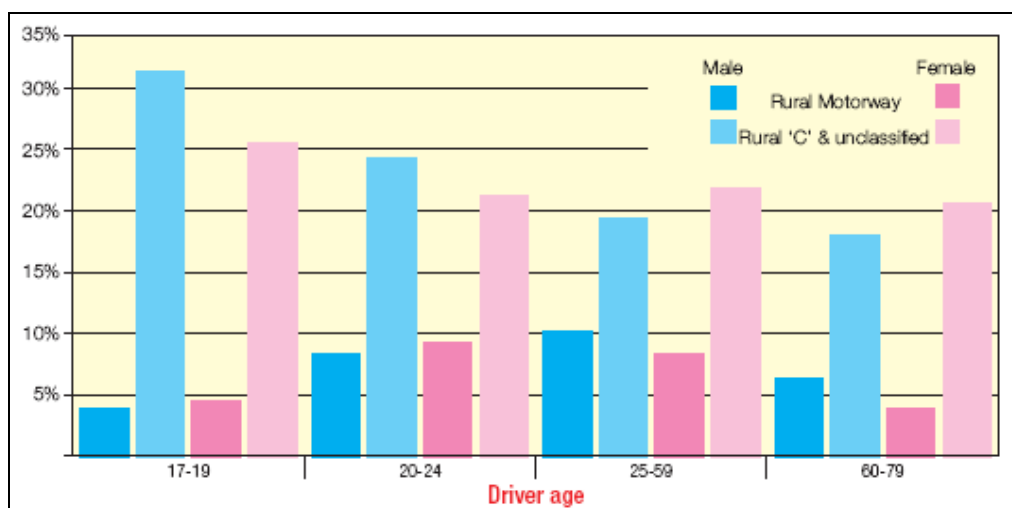
Both male and female drivers aged 60-79 who were involved in fatal and serious accidents were involved in a larger proportion of accidents on rural single carriageway A roads and a rather smaller proportion on motorways than drivers aged 25-59.

Table 66 Male and female drivers in fatal and serious accidents in urban and rural areas - distribution in each age group between accidents on different classes and types of road

Car drivers involved in fatal and serious accidents

Driver gender	Urban or rural area	Road class and type	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Urban	Motorway	0.6%	0.9%	1.3%	1.0%	0.2%	1.2%
		A - dual carriageway	10.0%	13.1%	12.5%	10.4%	7.8%	12.1%
		A - other	30.4%	32.4%	34.3%	35.9%	30.0%	33.8%
		B	12.4%	12.1%	11.3%	12.6%	12.9%	11.7%
		C & unclassified	46.6%	41.5%	40.5%	40.1%	49.0%	41.3%
		All drivers (=100%)	7,080	12,228	51,564	8,309	1,739	80,920
	Rural	Motorway	3.5%	7.5%	10.3%	6.7%	3.3%	8.6%
		A - dual carriageway	6.3%	8.7%	10.9%	10.1%	10.3%	10.0%
		A - other	39.3%	41.8%	44.2%	48.8%	45.5%	44.0%
		B	19.2%	17.8%	15.4%	16.2%	16.1%	16.2%
		C & unclassified	31.7%	24.2%	19.2%	18.3%	24.8%	21.2%
All drivers (=100%)		8,546	11,400	49,406	10,163	1,873	81,388	
Female	Urban	Motorway	0.5%	1.3%	1.1%	0.6%	0.4%	1.0%
		A - dual carriageway	11.3%	11.9%	9.9%	7.9%	6.9%	10.0%
		A - other	33.5%	32.8%	32.7%	33.1%	29.5%	32.8%
		B	10.9%	11.5%	11.9%	13.2%	13.9%	11.9%
		C & unclassified	43.7%	42.6%	44.4%	45.1%	49.3%	44.3%
		All drivers (=100%)	2,001	4,704	24,849	3,145	509	35,208
	Rural	Motorway	4.3%	9.2%	7.9%	4.0%	1.6%	7.2%
		A - dual carriageway	9.0%	11.0%	9.5%	8.0%	7.4%	9.4%
		A - other	41.8%	41.7%	44.0%	49.4%	47.6%	44.2%
		B	18.7%	15.9%	16.4%	17.6%	18.0%	16.7%
		C & unclassified	26.2%	22.2%	22.3%	21.0%	25.4%	22.5%
All drivers (=100%)		2,481	4,224	22,474	3,686	618	33,483	

Figure 35 Male and female drivers in fatal and serious accidents in rural areas - distribution in each age group between accidents on motorways and minor roads



6.2 Speed limit

In urban areas the majority (80%) of drivers involved in fatal and serious accidents were involved in accidents on roads with a 30 mph speed limit or less, and there was little difference between younger and older drivers or between males and females in the proportion involved in accidents on roads with different speed limits (Table 67). Among female drivers involved in fatal and serious accidents in urban areas there was no significant difference between drivers in different age groups in the speed limit of the road where the accident happened.

In rural areas, 60% of drivers involved in fatal and serious accidents were in accidents on roads with a 60 mph speed limit (see Table 67 and Figure 36). Two thirds of 17-19 year olds were involved in accidents on 60 mph roads compared with 60% of 20-24 year olds and 58% of 25-59 year olds. These proportions were similar for male and female drivers.

In rural areas, a smaller proportion of the 17-19 year old drivers involved in fatal and serious accidents were involved in accidents on 70 mph roads than were older drivers: 9% of males aged 17-19 and 15% of males aged 20-24 compared with 19% of males aged 25-59 (see Figure 36). Among females, the proportion was slightly higher among 20-24 year olds than older or younger drivers: 11% of females aged 17-19, 18% of females aged 20-24 and 16% of females aged 25-59 were in accidents on 70 mph roads.

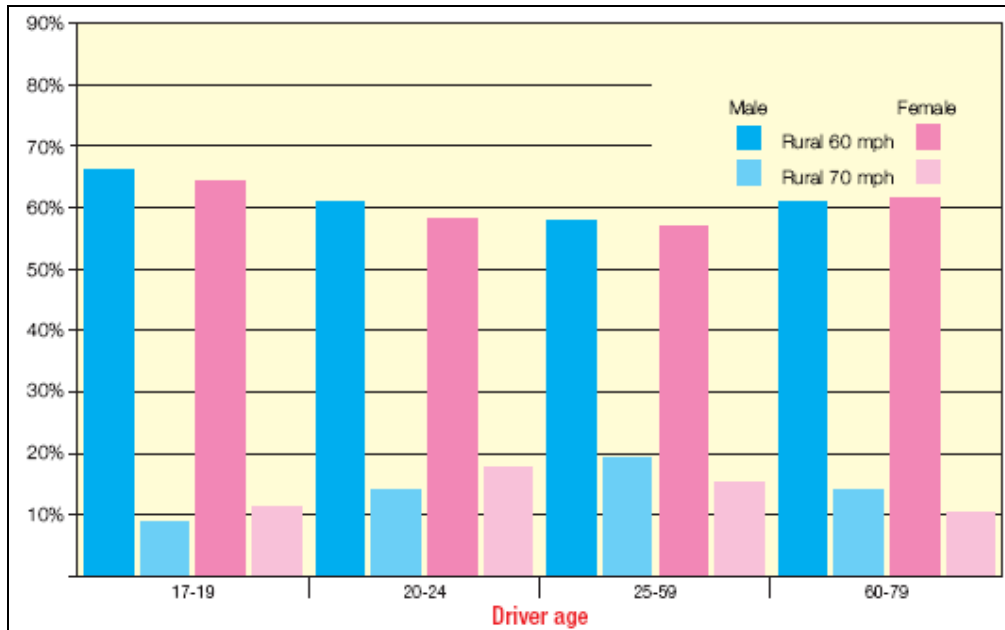
Rural roads with a 60 mph speed limit, which are predominantly single carriageway roads, appear to present difficulties for 17-19 year old drivers, and to some extent for males aged 20-24.

Table 67 Male and female drivers in fatal and serious accidents in urban and rural areas - distribution in each age group between roads with different speed limits

Car drivers involved in fatal and serious accidents

Driver gender	Type of area	Speed limit	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Urban	30 mph or less	81.8%	80.8%	82.2%	82.3%	84.8%	82.1%
		40 - 50 mph	13.3%	14.1%	12.6%	12.6%	12.1%	12.9%
		60 mph	3.0%	2.8%	2.6%	3.0%	2.0%	2.7%
		70 mph	1.9%	2.3%	2.6%	2.1%	1.1%	2.4%
		Number of drivers (=100%)	7,080	12,228	51,564	8,309	1,739	80,920
	Rural	30 mph or less	14.8%	13.0%	12.3%	13.9%	17.6%	13.0%
		40 - 50 mph	10.7%	11.6%	10.3%	11.0%	12.2%	10.7%
		60 mph	65.8%	60.8%	58.1%	60.4%	58.6%	59.6%
		70 mph	8.6%	14.7%	19.3%	14.6%	11.6%	16.8%
		Number of drivers (=100%)	8,546	11,400	49,406	10,163	1,873	81,388
Female	Urban	30 mph or less	82.4%	82.0%	83.2%	83.9%	84.9%	83.1%
		40 - 50 mph	12.3%	12.7%	12.1%	12.2%	12.2%	12.2%
		60 mph	2.8%	2.6%	2.3%	2.1%	2.4%	2.4%
		70 mph	2.5%	2.7%	2.4%	1.7%	0.6%	2.4%
		Number of drivers (=100%)	2,001	4,704	24,849	3,145	509	35,208
	Rural	30 mph or less	13.2%	13.4%	15.0%	16.5%	24.4%	15.0%
		40 - 50 mph	10.8%	10.3%	11.2%	11.4%	11.8%	11.1%
		60 mph	64.7%	58.3%	58.3%	62.0%	56.1%	59.1%
		70 mph	11.4%	17.9%	15.6%	10.1%	7.6%	14.8%
		Number of drivers (=100%)	2,481	4,224	22,474	3,686	618	33,483

Figure 36 Male and female drivers in fatal and serious accidents in rural areas – percentage on 60mph and 70mph roads



6.3 Junctions and area

Negotiating junctions is one of the driving tasks that has the potential to involve the most conflicts with other road users, and is practised extensively by learner drivers. Young drivers are not involved in a larger proportion of their accidents at junctions than older drivers: it is the roads away from junctions where young drivers have a larger proportion of their accidents when compared with older drivers.

The proportion of young car drivers who were involved in fatal and serious accidents that took place away from junctions was 70% in rural areas, while in urban areas around 63% were in accidents at or near junctions (Table 68).

In rural areas, the proportion that were involved in accidents at or near junctions was slightly lower among young drivers than older drivers, and was higher among females than males, but did not differ between 17-19 and 20-24 year olds (see Figure 37).

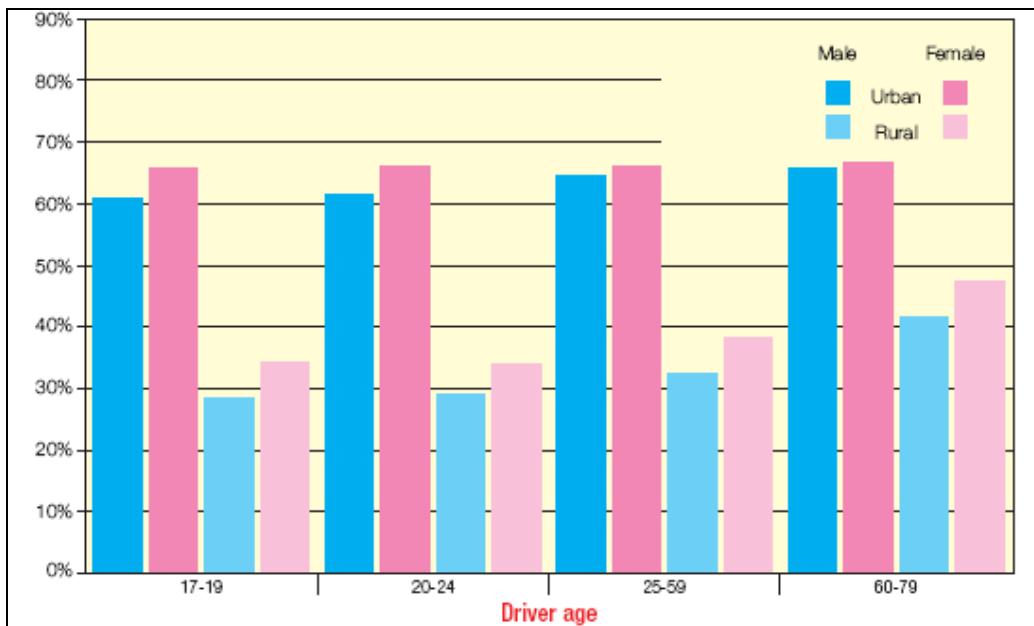
In urban areas, the proportion of drivers involved in fatal and serious accidents that were involved in accidents at or near junctions was slightly lower among young males than older male drivers, and lower among males than females. Among females involved in fatal and serious accidents in urban areas, there was no difference with age in the proportion involved in accidents at or near junctions (see Figure 37).

Table 68 Male and female drivers in fatal and serious accidents in urban and rural areas - distribution in each age group between accidents near and away from junctions

Car drivers involved in fatal and serious accidents

Driver gender	Urban or rural area	At or within 20 metres of junction?	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Urban	No	39.2%	37.7%	35.0%	33.3%	33.4%	35.5%
		Yes	60.8%	62.3%	65.0%	66.7%	66.6%	64.5%
		Number of drivers (=100%)	7,080	12,228	51,564	8,309	1,739	80,920
	Rural	No	71.4%	70.9%	67.1%	57.8%	48.3%	66.5%
		Yes	28.6%	29.1%	32.9%	42.2%	51.7%	33.5%
		Number of drivers (=100%)	8,546	11,400	49,406	10,163	1,873	81,388
Female	Urban	No	34.0%	33.7%	33.6%	32.5%	29.5%	33.5%
		Yes	66.0%	66.3%	66.4%	67.5%	70.5%	66.5%
		Number of drivers (=100%)	2,001	4,704	24,849	3,145	509	35,208
	Rural	No	65.5%	65.7%	61.7%	52.8%	43.9%	61.2%
		Yes	34.5%	34.3%	38.3%	47.2%	56.1%	38.8%
		Number of drivers (=100%)	2,481	4,224	22,474	3,686	618	33,483

Figure 37 Male and female drivers in fatal and serious accidents in urban and rural areas - percentage in each age group in accidents at or near junctions



7 Young drivers in fatal and serious accidents: what type of accidents are they?

7.1 Single vehicle accidents

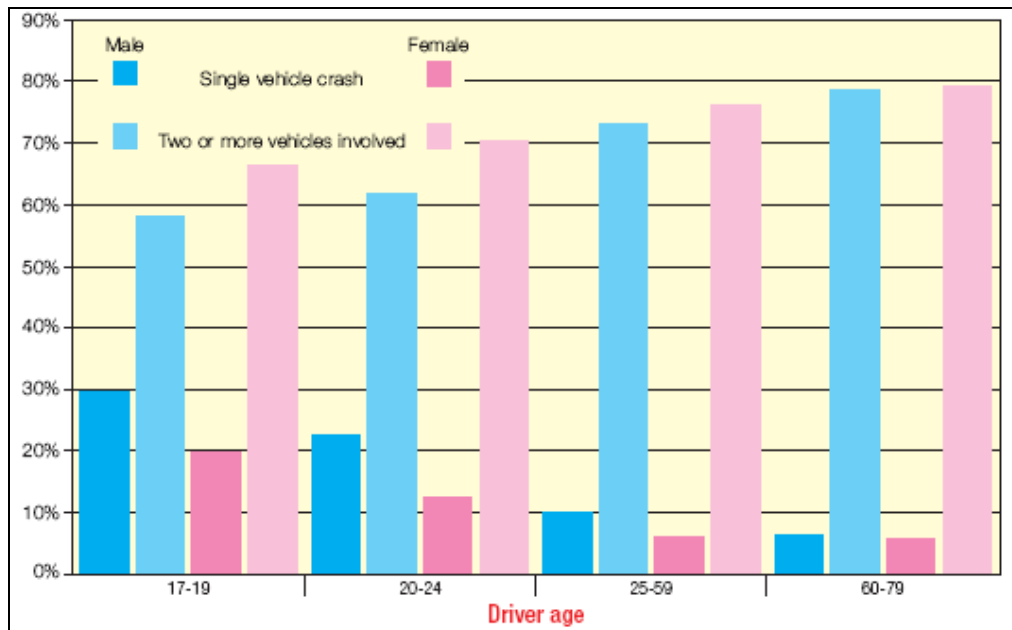
The proportion of drivers involved in fatal and serious accidents who were in single vehicle accidents was higher among 17-19 year olds than 20-24 year olds, and lower among older drivers (Table 69). The young drivers were involved in a much larger proportion of single vehicle accidents which did not involve any other road user (pedestrian or cyclist) than older drivers (Figure 38). Drivers aged 17-19 were involved in a smaller proportion of single vehicle accidents with pedestrians or cyclists than other age groups.

In each age group under the age of 60, the proportion of males involved fatal and serious accidents who were in single vehicle accidents which did not involve any other road user (pedestrian or cyclist) was higher than among females.

Table 69 Male and female drivers in fatal and serious accidents - distribution in each age group between single and multiple vehicle accidents

Car drivers involved in fatal and serious accidents		Driver age					
Driver gender	Single or multiple vehicle accident	17-19	20-24	25-59	60-79	Other	All drivers
Male	Single vehicle accident involving pedestrian or cyclist	12.1%	14.8%	16.5%	14.5%	9.6%	15.5%
	Other single vehicle accident	30.0%	22.7%	10.1%	7.1%	17.4%	13.7%
	Two or more vehicles involved	57.9%	62.4%	73.3%	78.4%	73.0%	70.8%
	Number of drivers (=100%)	15,654	23,667	101,147	18,500	3,621	162,589
Female	Single vehicle accident involving pedestrian or cyclist	12.9%	16.8%	17.0%	13.2%	10.3%	16.2%
	Other single vehicle accident	20.5%	12.6%	6.8%	7.5%	14.3%	8.6%
	Two or more vehicles involved	66.6%	70.5%	76.2%	79.2%	75.4%	75.1%
	Number of drivers (=100%)	4,492	8,938	47,414	6,841	1,130	68,815

Figure 38 Male and female drivers in fatal and serious accidents - percentage in each age group in single and multiple vehicle accidents



7.2 Number of casualties in the car

A larger proportion of the young car drivers involved in fatal and serious accidents had one or more casualties in the car than of the older drivers¹, and the proportion of 17-19 year olds with one or more casualty was higher than the proportion of 20-24 year olds (Table 70).

There was no difference between young male and young female drivers in the proportion with more than one casualty in the car, although the average number of casualties per car was slightly higher for young male drivers than for young female drivers. The average number of casualties per car was:

- 17-19 year old males: 1.48, females: 1.27
- 20-24 year old males: 1.20, females: 1.05
- 25-59 year old males: 0.90, females: 0.93
- 60-79 year old males: 0.97, females: 0.98

These figures are shown in Figure 39.

The number of passengers in the vehicle is not recorded (only the number of casualties), but these figures could indicate that young drivers were carrying more passengers than older drivers; however they could also reflect the severity and nature of the accidents in which they were involved.

Table 70 Male and female drivers in fatal and serious accidents - number of casualties in the car in each driver age group

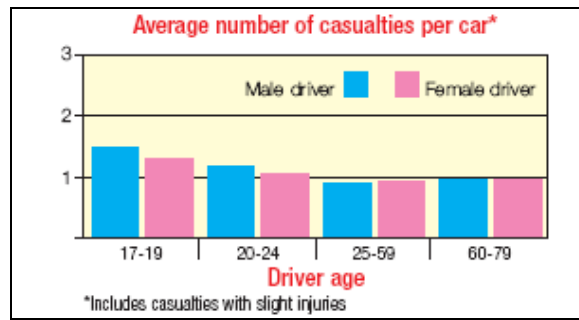
Car drivers involved in fatal and serious accidents

Driver gender	Number of casualties in car*	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	0	18.3%	23.3%	34.2%	30.8%	16.4%	30.3%
	1	44.1%	49.6%	49.6%	47.1%	51.0%	48.8%
	2	20.2%	17.2%	11.2%	17.8%	25.3%	14.0%
	3	9.3%	5.9%	3.0%	2.6%	4.7%	4.1%
	4+	8.1%	4.1%	2.0%	1.6%	2.5%	2.9%
	Number of drivers (=100%)		15,672	23,684	101,232	18,517	3,624
Female	0	18.9%	23.2%	29.8%	24.4%	14.8%	27.5%
	1	52.0%	57.6%	54.2%	57.8%	66.8%	55.0%
	2	18.8%	13.6%	11.1%	14.2%	15.2%	12.3%
	3	5.7%	3.2%	3.1%	2.7%	2.4%	3.3%
	4+	4.7%	2.4%	1.7%	0.9%	0.9%	1.9%
	Number of drivers (=100%)		4,493	8,944	47,447	6,848	1,131
Male	Average number of casualties	1.48	1.20	.90	.97	1.27	1.02
Female	per car*	1.27	1.05	.93	.98	1.08	.98

* includes casualties with slight injuries

¹ These include casualties with slight injuries

Figure 39 Male and female drivers in fatal and serious accidents – average number of casualties in the car in each driver age group



7.3 Number of casualties in the accident

A larger proportion of young car drivers involved in fatal and serious accidents were in accidents with three or more casualties² than were older drivers, and the proportion of 17-19 year olds in accidents with three or more casualties was higher than the proportion of 20-24 year olds (see Table 71 and Figure 40).

Among 17-19 year olds, a smaller proportion of female drivers were involved in accidents with three or more casualties compared with male drivers; the difference between male and female drivers was less marked in other age groups.

Young drivers were involved in accidents with higher average numbers of casualties in the accident than were older drivers (see Table 71 and Figure 41).

Table 71 Male and female drivers in fatal and serious accidents – distribution number of casualties in the accident in each driver age group

Car drivers involved in fatal and serious accidents

Driver gender	Number of casualties in accident*	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	1	42.8%	49.8%	55.0%	51.1%	46.2%	52.4%
	2	25.5%	24.7%	22.8%	24.5%	27.9%	23.7%
	3	15.1%	12.9%	11.0%	13.1%	16.0%	12.0%
	4	9.2%	6.8%	5.5%	6.2%	5.5%	6.2%
	5+	7.5%	5.8%	5.6%	5.1%	4.4%	5.8%
	Number of drivers (=100%)		15,672	23,684	101,232	18,517	3,624
Female	1	47.1%	53.0%	54.6%	51.8%	54.3%	53.6%
	2	26.4%	25.0%	24.0%	26.8%	27.8%	24.6%
	3	13.0%	11.4%	11.0%	12.3%	11.5%	11.3%
	4	7.0%	5.9%	5.6%	5.2%	4.7%	5.7%
	5+	6.5%	4.8%	4.8%	3.8%	1.8%	4.7%
	Number of drivers (=100%)		4,493	8,944	47,447	6,848	1,131
Male	Average number of casualties	2.19	2.00	1.91	1.96	1.99	1.96
Female	per accident*	2.04	1.90	1.88	1.86	1.73	1.89

* includes casualties with slight injuries

² These include casualties with slight injuries

Figure 40 Male and female drivers in fatal and serious accidents – percentage with 3 or more casualties in the accident in each driver age group

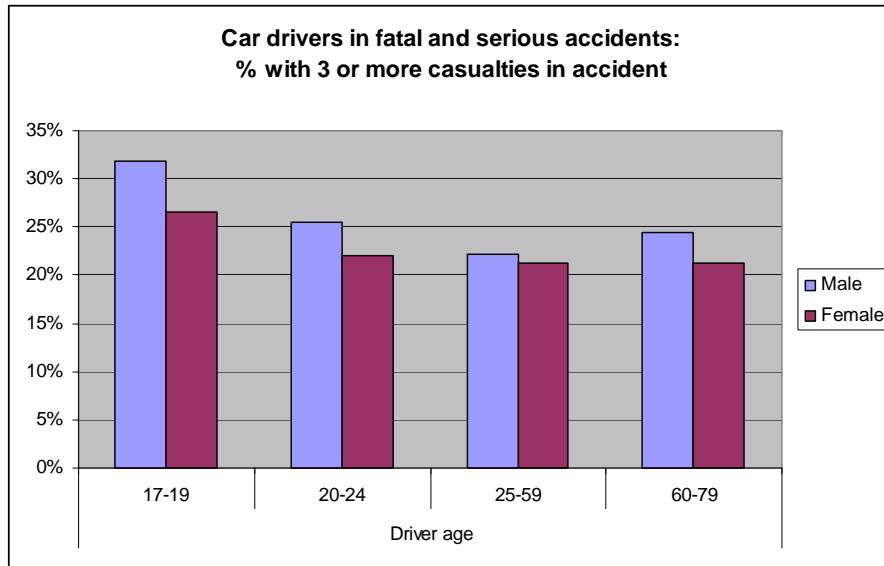
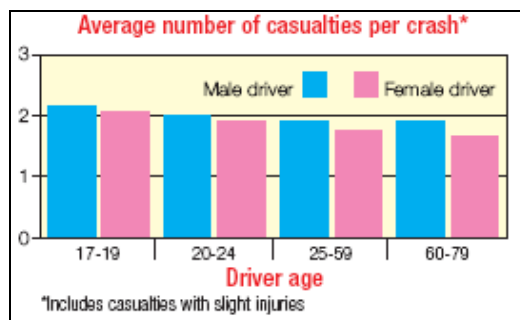


Figure 41 Male and female drivers in fatal and serious accidents – average number of casualties in the accident in each driver age group



7.4 Age of car

More than 40% of males aged 17-19 involved in fatal and serious accidents were driving a car that was more than 10 years old, compared with 36% of males aged 20-24 and 24% of males aged 25-59 (see Table 72 and Figure 42).

The proportions were lower among females: 30% of 17-19 year olds, 24% of 20-24 year olds and 20% of 25-59 year old females involved in fatal and serious accidents were driving a car that was more than 10 years old.

The average age of cars driven by 17-19 year old males was 8 years, compared with the average age of 7 years for cars driven by 17-19 year old females (Table 72).

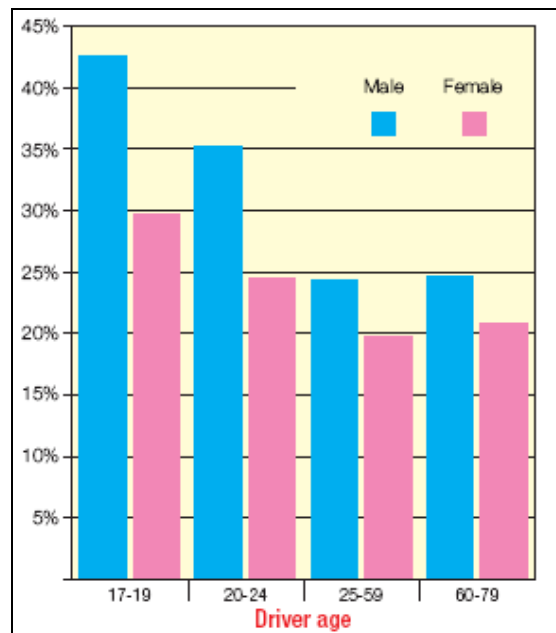
Older cars offer less Euro NCAP-rated protection in an accident than newer cars, so young drivers and their passengers are at greater risk of sustaining more severe injuries than drivers over 25.

Table 72 Male and female drivers in fatal and serious accidents – age of cars driven by each age group

Car drivers involved in fatal and serious accidents

Driver gender	Age of car (years)	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	0 - 3	19.9%	25.5%	35.4%	34.3%	23.4%	32.1%
	4 - 6	15.7%	18.6%	21.6%	22.3%	18.8%	20.6%
	7 - 9	21.7%	19.9%	18.6%	18.6%	18.4%	19.1%
	10 - 12	25.5%	22.2%	14.9%	14.3%	18.7%	17.0%
	13 - 15	12.9%	10.8%	7.0%	7.2%	13.5%	8.3%
	16 - 18	3.4%	2.3%	1.8%	2.3%	4.8%	2.1%
	Over 18	.8%	.7%	.7%	1.1%	2.4%	.8%
	Number of drivers (=100%)	13,496	20,336	86,358	15,961	3,226	139,377
Female	0 - 3	25.6%	32.9%	37.0%	36.1%	24.8%	35.4%
	4 - 6	21.4%	22.6%	24.6%	24.2%	21.7%	24.1%
	7 - 9	23.1%	20.2%	18.8%	18.5%	21.2%	19.3%
	10 - 12	19.0%	16.0%	13.0%	12.5%	15.2%	13.8%
	13 - 15	8.0%	6.8%	5.1%	6.3%	10.9%	5.7%
	16 - 18	2.2%	1.3%	1.2%	1.7%	3.7%	1.3%
	Over 18	.5%	.3%	.3%	.6%	2.5%	.4%
	Number of drivers (=100%)	3,885	7,809	40,812	5,920	1,000	59,426
Male	Average age of car	8.16	7.35	6.11	6.29	8.04	6.55
Female		6.97	6.18	5.65	5.89	7.55	5.86

Figure 42 Male and female drivers in fatal and serious accidents – percentage of cars over 10 years old driven by each age group



7.5 Vehicle manoeuvre

Half of the young drivers involved in fatal and serious accidents were going straight ahead (not at or near to a bend) at the time of the accident (Table 73). This proportion was similar for males and females and for older drivers.

Compared with older drivers, the proportion of young drivers involved in accidents on bends was higher, and was higher for 17-19 year olds than for 20-24 year olds (see Figure 43). Among young female drivers, the proportion involved in accidents on bends was lower than

for males. This suggests that young drivers, particularly young males, find it more difficult than older drivers to negotiate bends in the road safely.

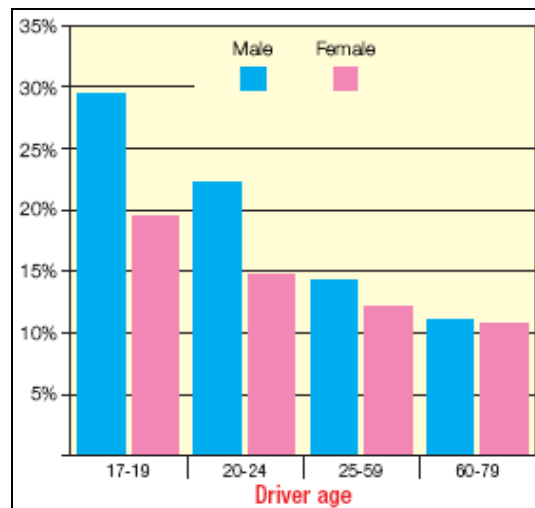
Drivers over 60 were involved in a larger proportion of accidents while turning right than were younger drivers.

Table 73 Male and female drivers in fatal and serious accidents – vehicle manoeuvre by each age group

Car drivers involved in fatal and serious accidents

Driver gender	Car manoeuvre	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Going ahead - bend	29.4%	22.3%	14.3%	11.4%	12.1%	16.5%
	Going ahead - other	48.5%	51.5%	53.1%	53.0%	50.5%	52.4%
	Overtaking moving vehicle - offside	4.3%	4.5%	3.0%	1.9%	1.6%	3.2%
	Turning right	8.1%	9.0%	10.0%	14.9%	19.5%	10.4%
	Turning left	1.9%	1.6%	1.9%	2.2%	2.9%	1.9%
	Other	8.0%	11.1%	17.8%	16.6%	13.5%	15.6%
	Number of drivers (=100%)		15,663	23,669	101,174	18,513	3,622
Female	Going ahead - bend	19.1%	14.6%	12.3%	11.4%	10.4%	13.0%
	Going ahead - other	50.9%	53.3%	51.4%	51.0%	46.4%	51.5%
	Overtaking moving vehicle - offside	2.4%	2.3%	1.7%	1.1%	1.4%	1.8%
	Turning right	14.1%	13.2%	13.1%	17.6%	23.4%	13.8%
	Turning left	1.7%	1.8%	2.2%	2.3%	3.3%	2.1%
	Other	11.8%	14.7%	19.3%	16.6%	15.1%	17.9%
	Number of drivers (=100%)		4,493	8,933	47,421	6,844	1,130

Figure 43 Male and female drivers in fatal and serious accidents – percentage going ahead on a bend in each age group



The difference between younger and older drivers in the proportion involved in accidents on bends is particularly marked in rural areas, as Table 74 shows.

Table 74 Male and female drivers in fatal and serious accidents in urban and rural areas – vehicle manoeuvre by each age group

Car drivers involved in fatal and serious accidents

Urban or rural area	Driver gender	Vehicle manoeuvre	Driver age					Total
			17-19	20-24	25-59	60-79	Other	
Urban	Male	Going ahead - bend	15.6%	12.1%	6.0%	4.1%	7.8%	7.6%
		Going ahead - other	56.4%	57.4%	55.6%	55.1%	54.3%	55.9%
		Overtaking moving vehicle offside	2.7%	2.4%	1.2%	0.7%	0.8%	1.5%
		Turning right	11.3%	12.1%	13.2%	17.0%	17.4%	13.4%
		Turning left	2.9%	2.3%	2.8%	2.8%	4.0%	2.8%
		Other	11.0%	13.7%	21.1%	20.2%	15.7%	18.9%
		Number of drivers	7,074	12,217	51,541	8,307	1,737	80,876
	Female	Going ahead - bend	6.8%	5.7%	4.6%	4.2%	4.3%	4.8%
		Going ahead - other	54.2%	56.1%	52.6%	52.7%	52.8%	53.2%
		Overtaking moving vehicle offside	1.2%	1.0%	0.7%	0.8%	0.6%	0.8%
		Turning right	20.0%	16.9%	16.5%	19.4%	21.0%	17.0%
		Turning left	2.5%	2.7%	3.1%	3.2%	3.3%	3.0%
		Other	15.2%	17.7%	22.6%	19.7%	17.9%	21.2%
		Number of drivers	2,001	4,699	24,834	3,145	509	35,188
Rural	Male	Going ahead - bend	40.7%	33.2%	22.9%	17.4%	15.9%	25.3%
		Going ahead - other	42.0%	45.3%	50.6%	51.2%	47.0%	48.9%
		Overtaking moving vehicle offside	5.5%	6.8%	4.8%	2.9%	2.3%	4.8%
		Turning right	5.4%	5.6%	6.6%	13.2%	21.4%	7.5%
		Turning left	1.0%	0.9%	1.0%	1.5%	1.8%	1.1%
		Other	5.4%	8.3%	14.3%	13.8%	11.6%	12.4%
		Number of drivers	8,546	11,398	49,379	10,163	1,873	81,359
	Female	Going ahead - bend	28.9%	24.5%	20.9%	17.6%	15.6%	21.5%
		Going ahead - other	48.3%	50.3%	50.0%	49.4%	41.0%	49.7%
		Overtaking moving vehicle offside	3.3%	3.8%	2.8%	1.3%	2.1%	2.8%
		Turning right	9.4%	9.1%	9.4%	16.0%	25.1%	10.4%
		Turning left	1.1%	0.7%	1.1%	1.5%	3.2%	1.2%
		Other	9.0%	11.5%	15.7%	14.0%	13.0%	14.4%
		Number of drivers	2,481	4,220	22,468	3,683	617	33,469

7.6 Accident type

Using the 'EuroRAP' definitions, accidents were classified into four main types: accidents involving a pedestrian or cyclist, other accidents at junctions, other accidents in which a single vehicle left the road and head on collisions.

Among car drivers involved in fatal and serious accidents, the main difference between young drivers and older drivers was that a larger proportion of the young drivers were involved in single vehicle accidents in which the car left the road (see Table 75 and Figure 44). The proportions were:

- Males aged 17-19: 20%, females: 15%
- Males aged 20-24: 15%, females: 9%
- Males aged 25-59: 7%, females: 5%

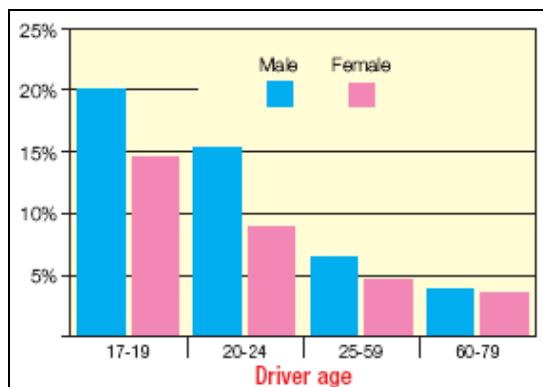
Smaller proportions of the younger drivers were involved in accidents with a pedestrian or cyclist whether or not another vehicle was involved, compared with older drivers (Table 75). This probably reflects the fact that a higher proportion of accidents involving young drivers are at night, and in rural areas, where pedestrians and cyclists are less likely to be using the roads.

Table 75 Male and female drivers in fatal and serious accidents – distribution of accident types involving each age group

Car drivers involved in fatal and serious accidents

Driver gender	Accident type	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Involving pedestrian or cyclist	17.2%	20.8%	24.4%	22.2%	15.5%	22.7%
	Junction	33.7%	34.7%	35.5%	40.8%	50.4%	36.1%
	Single vehicle run off road	20.2%	15.3%	6.7%	4.1%	8.6%	9.0%
	Head on collision	8.8%	8.6%	9.1%	9.9%	6.4%	9.0%
	Other	20.1%	20.6%	24.3%	23.0%	19.1%	23.1%
Number of drivers (=100%)		15,654	23,667	101,147	18,500	3,621	162,589
Female	Involving pedestrian or cyclist	19.1%	24.1%	25.1%	20.3%	15.9%	24.0%
	Junction	37.8%	37.7%	39.1%	45.3%	53.5%	39.7%
	Single vehicle run off road	14.6%	8.7%	4.7%	4.0%	5.3%	5.8%
	Head on collision	9.2%	8.0%	9.0%	9.5%	6.7%	8.9%
	Other	19.3%	21.4%	22.1%	20.9%	18.5%	21.6%
Number of drivers (=100%)		4,492	8,938	47,414	6,841	1,130	68,815

Figure 44 Male and female drivers in fatal and serious accidents – percentage in 'single vehicle run off road' accidents in each age group



In urban areas, the young drivers in fatal or serious accidents were more commonly involved in junction accidents, followed by accidents involving pedestrians or cyclists (Table 76).

In urban areas, the main difference when comparing young drivers with older drivers was a smaller proportion of accidents involving pedestrians and cyclists and a larger proportion of single vehicle accidents in which the vehicle left the road (see Figure 45).

In rural areas, the most common type of accident involving young drivers in fatal or serious accidents was also junction accidents in the case of female drivers and for male drivers, single vehicle accidents in which the vehicle left the road (see Figure 46).

In rural areas the main difference between young drivers and older drivers was a smaller proportion of accidents involving pedestrians and cyclists, a smaller proportion of junction accidents and a larger proportion of single vehicle accidents in which the vehicle left the road. Drivers aged 60-79 in fatal and serious accidents in rural areas were involved in a larger proportion of junction accidents than other drivers.

The main difference between 17-19 year old and 20-24 year old drivers was that the proportion involved in single vehicle accidents in which the car left the road was higher in the younger group.

Table 76 Male and female drivers in fatal and serious accidents in urban and rural areas – distribution of accident types involving each age group

Car drivers involved in fatal and serious accidents

Driver gender	Urban or rural area	Accident type	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Urban	Involving pedestrian or cyclist	30.1%	33.4%	38.9%	37.8%	24.6%	36.9%
		Junction	43.0%	42.6%	41.5%	44.2%	52.0%	42.3%
		Single vehicle run off road	9.1%	7.2%	2.4%	1.5%	5.8%	3.7%
		Head on collision	3.7%	3.4%	2.9%	3.4%	2.8%	3.1%
		Other	14.0%	13.4%	14.3%	13.2%	14.9%	14.1%
		Number of drivers (=100%)	7,069	12,218	51,520	8,304	1,737	80,848
	Rural	Involving pedestrian or cyclist	6.5%	7.2%	9.3%	9.5%	7.1%	8.7%
		Junction	26.0%	26.3%	29.2%	38.0%	48.8%	30.0%
		Single vehicle run off road	29.4%	23.9%	11.2%	6.2%	11.3%	14.3%
		Head on collision	13.0%	14.2%	15.6%	15.3%	9.7%	14.9%
		Other	25.1%	28.4%	34.8%	31.1%	23.1%	32.1%
Number of drivers (=100%)		8,540	11,395	49,374	10,154	1,872	81,335	
Female	Urban	Involving pedestrian or cyclist	33.4%	38.1%	38.8%	33.4%	25.4%	37.7%
		Junction	46.4%	43.7%	43.8%	47.8%	54.5%	44.4%
		Single vehicle run off road	5.0%	2.8%	1.5%	1.8%	2.8%	1.9%
		Head on collision	2.9%	2.6%	2.8%	2.9%	2.6%	2.8%
		Other	12.4%	12.9%	13.2%	14.0%	14.8%	13.2%
		Number of drivers (=100%)	2,000	4,701	24,838	3,142	508	35,189
	Rural	Involving pedestrian or cyclist	7.6%	8.6%	10.1%	9.2%	8.3%	9.6%
		Junction	31.0%	31.0%	33.9%	42.9%	52.4%	34.7%
		Single vehicle run off road	22.3%	15.4%	8.2%	5.9%	7.4%	9.9%
		Head on collision	14.3%	14.0%	15.9%	15.1%	10.2%	15.4%
		Other	24.7%	31.0%	31.8%	26.8%	21.7%	30.5%
Number of drivers (=100%)		2,481	4,221	22,455	3,684	618	33,459	

Figure 45 Male and female drivers in fatal and serious accidents in urban areas – percentage in two most common accident types in each age group

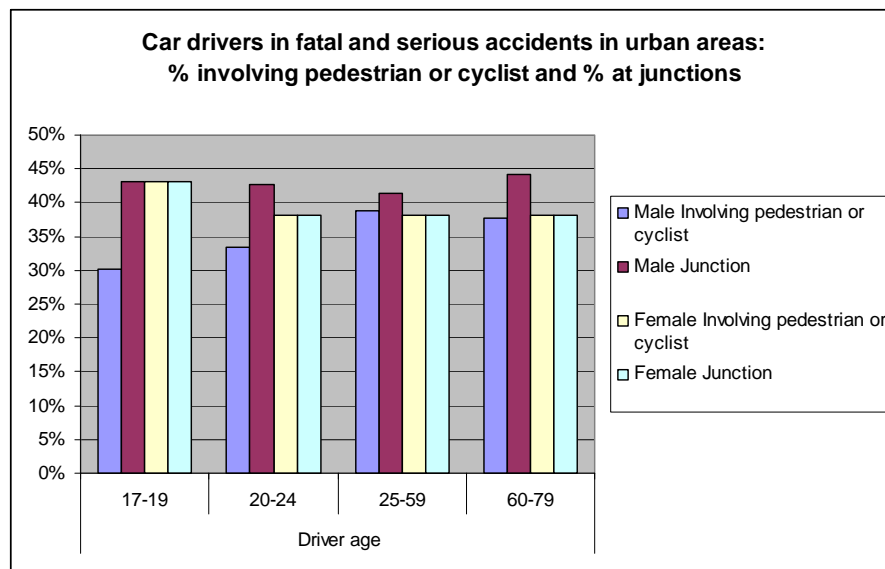
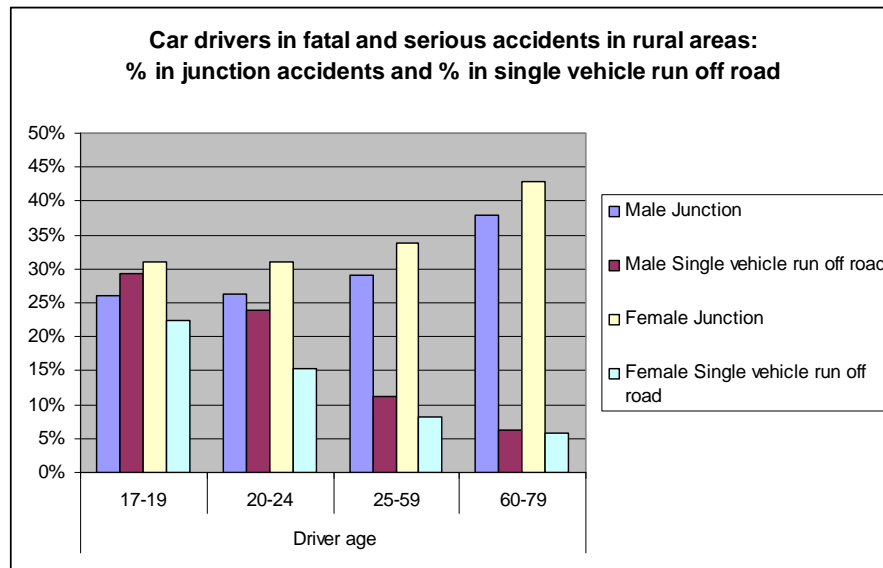


Figure 46 Male and female drivers in fatal and serious accidents in rural areas – percentage in two most common accident types in each age group



On motorways, 30% of 17-19 year old male car drivers involved in fatal and serious accidents were in single vehicle accidents where the car left the road, and 21% of 17-19 year old females (Table 77). The proportion was much lower among older drivers.

On each type of road, the main difference between younger and older drivers was that the proportion involved in single vehicle accidents in which the car left the carriageway was higher among younger than among older drivers, although junction accidents accounted for a larger proportion of the accidents involving young drivers on A roads, B roads and C and unclassified roads.

The relatively high proportion of single vehicle accidents in which the vehicle left the road suggests that inappropriate speed and lack of control of the vehicle are particular issues for younger drivers. This is supported by international research which showed that young drivers are particularly involved in accidents involving excessive speed and losing control on bends (Maycock, 2002a). Other research shows that young drivers tend to overestimate their driving ability and underestimate the demands of the driving task, often driving too close to the point at which they are likely to lose control of the vehicle, and that this is more prevalent among young men than among young women (Fuller R, 2007).

A study of motoring offences committed by novice drivers found that speeding was the most common alleged offence, and was more common among drivers under 25 than among older drivers, and more common in the third year after passing the test than in the second, and more common in the second than the first, suggesting that speeding becomes more common as a result of increasing confidence as driving experience is gained (Forsyth Maycock and Sexton 1995).

Table 77 Male and female drivers in fatal and serious accidents on different classes of road – distribution of accident types involving each age group

Car drivers involved in fatal and serious accidents

Driver gender	Road Class and Type	Accident type	Driver age					All drivers
			17-19	20-24	25-59	60-79	Other	
Male	Motorway	Involving pedestrian or cyclist	2.3%	4.1%	4.3%	3.0%		4.0%
		Junction	12.8%	11.8%	11.5%	13.0%	28.4%	11.9%
		Single vehicle run off road	30.0%	20.3%	10.9%	9.9%	11.9%	12.8%
		Head on collision	.6%	.9%	1.5%	1.4%	3.0%	1.4%
		Other	54.2%	62.9%	71.8%	72.6%	56.7%	69.9%
		Number of drivers (=100%)	343	975	5,799	759	67	7,943
	A - dual carriageway	Involving pedestrian or cyclist	16.7%	21.0%	21.1%	17.2%	8.5%	20.1%
		Junction	36.0%	34.6%	35.5%	44.3%	58.2%	36.8%
		Single vehicle run off road	19.6%	14.9%	8.6%	5.6%	6.4%	9.9%
		Head on collision	2.4%	3.0%	3.0%	3.0%	4.2%	2.9%
		Other	25.3%	26.5%	31.8%	29.8%	22.7%	30.2%
		Number of drivers (=100%)	1,251	2,589	11,857	1,893	330	17,920
	A - other	Involving pedestrian or cyclist	13.7%	17.2%	19.9%	17.3%	13.7%	18.5%
		Junction	37.7%	38.7%	40.2%	44.3%	53.8%	40.6%
		Single vehicle run off road	17.5%	13.8%	5.6%	3.5%	5.8%	7.5%
		Head on collision	12.5%	11.9%	13.1%	13.8%	9.4%	12.9%
		Other	18.6%	18.4%	21.2%	21.1%	17.2%	20.5%
		Number of drivers (=100%)	5,523	8,742	39,685	7,957	1,378	63,285
	B	Involving pedestrian or cyclist	14.3%	17.7%	21.9%	20.7%	13.8%	20.1%
		Junction	32.3%	34.2%	36.6%	42.2%	51.6%	36.7%
		Single vehicle run off road	24.1%	17.7%	8.4%	4.6%	8.9%	11.1%
		Head on collision	10.3%	11.6%	12.3%	11.8%	7.2%	11.8%
		Other	19.0%	18.8%	20.9%	20.7%	18.5%	20.3%
		Number of drivers (=100%)	2,526	3,520	13,425	2,696	529	22,696
C & unclassified	Involving pedestrian or cyclist	22.6%	28.2%	36.4%	35.1%	20.5%	32.9%	
	Junction	31.3%	33.4%	33.3%	37.4%	45.5%	33.8%	
	Single vehicle run off road	20.6%	15.3%	5.9%	3.4%	11.9%	9.0%	
	Head on collision	6.5%	6.4%	6.3%	6.7%	3.6%	6.3%	
	Other	18.9%	16.7%	18.0%	17.4%	18.5%	17.9%	
	Number of drivers (=100%)	6,011	7,841	30,381	5,195	1,317	50,745	
Female	Motorway	Involving pedestrian or cyclist	3.4%	2.0%	3.6%	.6%		3.1%
		Junction	18.8%	10.2%	12.5%	14.2%	33.3%	12.6%
		Single vehicle run off road	21.4%	14.0%	11.3%	5.3%	8.3%	11.8%
		Head on collision	1.7%	.9%	1.0%	2.4%		1.1%
		Other	54.7%	72.9%	71.6%	77.5%	58.3%	71.4%
		Number of drivers (=100%)	117	450	2,043	169	12	2,791
	A - dual carriageway	Involving pedestrian or cyclist	16.0%	19.1%	17.8%	13.6%	3.7%	17.4%
		Junction	36.9%	36.9%	38.8%	50.5%	66.7%	39.6%
		Single vehicle run off road	14.2%	12.4%	7.1%	3.5%	4.9%	8.0%
		Head on collision	1.8%	2.4%	2.8%	3.9%	1.2%	2.8%
		Other	31.1%	29.2%	33.6%	28.6%	23.5%	32.2%
		Number of drivers (=100%)	450	1,025	4,585	545	81	6,686
	A - other	Involving pedestrian or cyclist	14.0%	18.8%	18.6%	15.2%	11.2%	17.8%
		Junction	43.2%	43.5%	45.7%	49.2%	59.7%	45.9%
		Single vehicle run off road	13.9%	7.7%	3.8%	3.8%	3.4%	4.9%
		Head on collision	13.0%	11.5%	12.5%	12.4%	9.8%	12.3%
		Other	15.9%	18.5%	19.4%	19.4%	15.9%	19.0%
		Number of drivers (=100%)	1,710	3,309	18,057	2,865	447	26,388
	B	Involving pedestrian or cyclist	16.4%	21.7%	22.5%	19.4%	20.9%	21.6%
		Junction	36.6%	39.4%	40.0%	45.2%	46.7%	40.4%
		Single vehicle run off road	16.2%	10.5%	5.7%	3.5%	6.0%	6.8%
		Head on collision	11.5%	11.1%	11.6%	11.9%	7.7%	11.5%
		Other	19.3%	17.3%	20.2%	20.0%	18.7%	19.7%
		Number of drivers (=100%)	685	1,212	6,652	1,066	182	9,797
C & unclassified	Involving pedestrian or cyclist	28.2%	36.2%	38.4%	30.6%	21.8%	36.4%	
	Junction	34.0%	34.9%	34.7%	41.2%	47.8%	35.6%	
	Single vehicle run off road	14.3%	7.1%	3.7%	4.6%	7.1%	5.0%	
	Head on collision	6.7%	5.8%	6.8%	6.5%	4.2%	6.6%	
	Other	16.8%	15.9%	16.3%	17.1%	19.1%	16.4%	
	Number of drivers (=100%)	1,530	2,942	16,077	2,196	408	23,153	

7.7 Skidding and overturning

Over a third of young drivers involved in fatal or serious accidents skidded or overturned or both (Table 78).

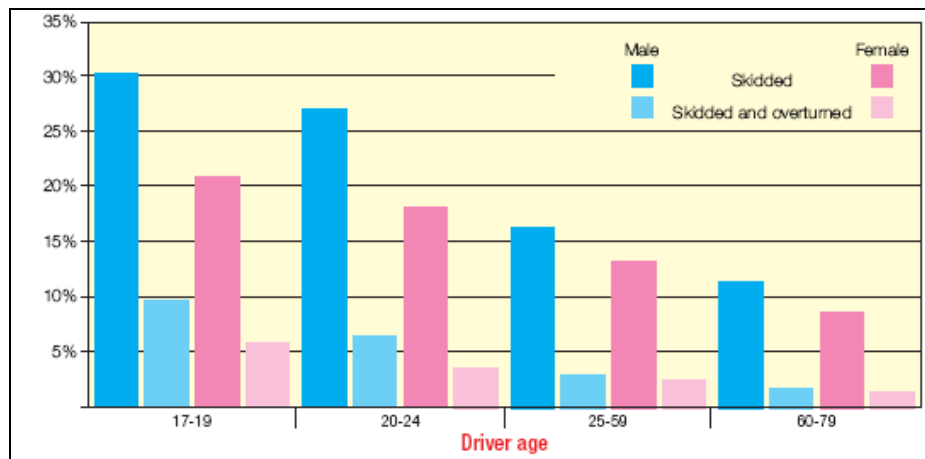
The proportion of young car drivers who lost control of their vehicle in this way was much higher than for older drivers, and was higher for young males than young females (see Figure 47).

Table 78 Male and female drivers in fatal and serious accidents – proportion who skidded and overturned in each age group

Car drivers involved in fatal and serious accidents

Driver gender	Skidding/ overturning	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	None	55.5%	62.3%	78.1%	85.1%	80.9%	74.5%
	Skidded	30.2%	27.0%	16.8%	11.6%	12.3%	18.9%
	Skidded and overturned	9.4%	6.8%	2.9%	1.5%	3.1%	3.9%
	Overturned	4.9%	3.8%	2.2%	1.8%	3.8%	2.7%
	Number of drivers (=100%)	15,660	23,655	101,151	18,501	3,621	162,588
Female	None	69.1%	75.7%	83.3%	87.8%	87.5%	81.9%
	Skidded	21.1%	18.2%	13.1%	8.9%	8.0%	13.8%
	Skidded and overturned	6.3%	3.8%	2.0%	1.3%	1.1%	2.4%
	Overturned	3.5%	2.3%	1.6%	2.0%	3.4%	1.9%
	Number of drivers (=100%)	4,492	8,936	47,416	6,840	1,131	68,815

Figure 47 Male and female drivers in fatal and serious accidents – proportion who skidded and overturned in each age group



7.8 Collisions with objects on or off the carriageway

A tenth of young male car drivers involved in fatal or serious accidents hit an object in the carriageway: in most cases this was the kerb (Table 79). A slightly smaller proportion of young females hit an object in the carriageway compared with young males. The proportion of young drivers who hit the kerb was slightly higher than among older drivers.

Table 79 Male and female drivers in fatal and serious accidents – proportion who hit an object in the road in each age group

Car drivers involved in fatal and serious accidents

Driver gender	Hit object in carriageway	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	None	89.0%	90.2%	94.5%	94.8%	87.3%	93.2%
	Parked vehicle	2.0%	2.2%	1.3%	1.8%	4.8%	1.7%
	Bollard or refuge	1.0%	.9%	.5%	.6%	1.5%	.6%
	Central island of roundabout	.3%	.3%	.2%	.1%	.2%	.2%
	Kerb	6.5%	5.5%	2.5%	1.8%	5.1%	3.3%
	Other object	1.2%	.9%	1.0%	.9%	1.0%	1.0%
Number of drivers (=100%)		15,665	23,671	101,200	18,513	3,623	162,672
Female	None	92.5%	94.0%	95.8%	94.1%	89.4%	95.0%
	Parked vehicle	1.6%	1.6%	1.1%	2.1%	4.3%	1.3%
	Bollard or refuge	.5%	.6%	.4%	.7%	.9%	.5%
	Central island of roundabout	.3%	.1%	.1%	.1%	.4%	.1%
	Kerb	4.3%	2.9%	1.8%	2.4%	4.1%	2.2%
	Other object	0.9%	0.8%	0.8%	0.6%	0.9%	0.8%
Number of drivers (=100%)		4,493	8,939	47,432	6,844	1,131	68,839

Over a third of young car drivers involved in fatal and serious accidents left the carriageway during the accident (Table 80). Most of these, and over a quarter of all young car drivers involved in fatal or serious accidents, hit an object off the carriageway (see Figure 48).

The proportion of young car drivers who left the carriageway and who hit an object off the carriageway was much higher than for older drivers, and was higher among 17-19 year olds than 20-24 year olds.

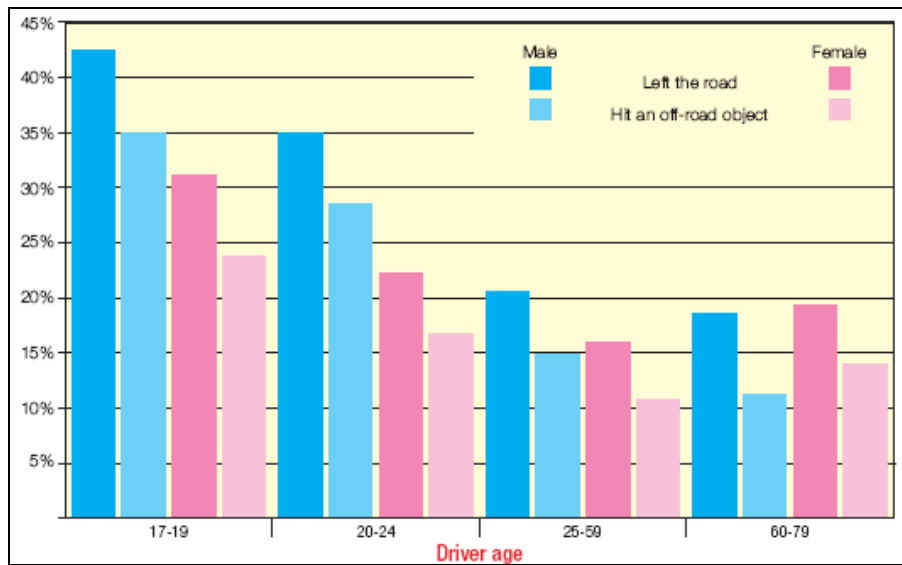
A larger proportion of young male drivers left the carriageway and hit an object off the carriageway, compared with young females.

Table 80 Male and female drivers in fatal and serious accidents – proportion who left the road and hit a roadside object in each age group

Car drivers involved in fatal and serious accidents

Driver gender	Vehicle leaving carriageway	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Left the carriageway	42.3%	35.0%	20.5%	18.1%	30.9%	24.6%
	Hit an object off the carriageway	35.0%	28.3%	14.8%	11.8%	24.9%	18.6%
	Number of drivers	15,667	23,676	101,201	18,513	3,624	162,681
Female	Left the carriageway	31.4%	22.8%	16.4%	19.9%	28.9%	18.8%
	Hit an object off the carriageway	24.1%	16.9%	10.9%	13.5%	23.5%	13.0%
	Number of drivers	4,493	8,941	47,433	6,846	1,131	68,844

Figure 48 Male and female drivers in fatal and serious accidents – proportion who left the road and hit a roadside object in each age group



7.9 Hit and run accidents

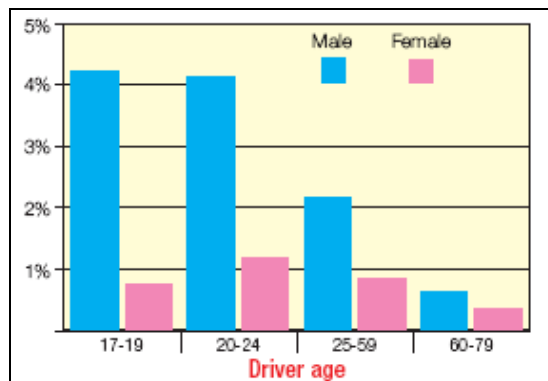
Only a small proportion of drivers in fatal and serious accidents are in ‘hit and run’ accidents. The proportion of male car drivers aged 17-24 involved fatal or serious accidents that were ‘hit and run’ accidents was 4% (Table 81). This was higher than for older drivers, and also higher than the proportion of young women in hit and run accidents (see Figure 49).

Table 81 Male and female drivers in fatal and serious accidents – proportion hit and run accidents in each age group

Car drivers involved in fatal and serious accidents

Driver gender	Hit and run accidents	Driver age					All drivers
		17-19	20-24	25-59	60-79	Other	
Male	Other	95.4%	95.5%	97.6%	99.2%	96.2%	97.2%
	Hit and run	4.2%	4.1%	2.2%	.7%	3.5%	2.5%
	Non-stop vehicle not hit	.3%	.3%	.2%	.2%	.3%	.3%
Number of drivers (=100%)		15,672	23,684	101,232	18,517	3,624	162,729
Female	Other	99.1%	98.7%	99.0%	99.4%	99.0%	99.0%
	Hit and run	.7%	1.1%	.8%	.4%	.7%	.8%
	Non-stop vehicle not hit	.2%	.1%	.2%	.2%	.3%	.2%
Number of drivers (=100%)		4,493	8,944	47,447	6,848	1,131	68,863

Figure 49 Male and female drivers in fatal and serious accidents – proportion in hit and run accidents in each age group



8 Young drivers in fatal and serious accidents: differences with age

8.1 Basis for the analysis

This section presents a series of graphs showing how involvement in fatal and serious accidents differs between young drivers of different ages, by presenting the number of drivers involved in different types of accident.

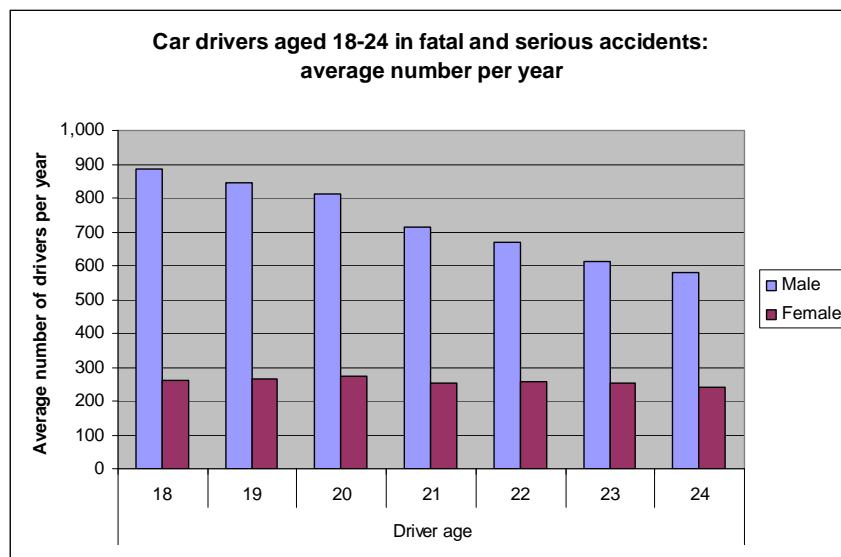
The number of 17 year olds involved in fatal and serious accidents is lower than for drivers aged 18 or over because drivers do not gain a full driving licence until some time after their 17th birthday. These have therefore been omitted, to provide a clearer picture of the way in which involvement in different types of accident changes as young drivers mature and gain more experience.

The analysis shows that as drivers move from their late teens to their early twenties there is a gradual decrease in the number who are involved in many types of accident, but that with experience or confidence, others, such as motorway accidents, increase.

8.2 Number of drivers involved in fatal and serious accidents

The number of male drivers involved in fatal and serious accidents falls from around 900 per year at the age of 18 to around 600 per year by the age of 24. Around 260 18 year old women each year are involved in fatal and serious accidents, and this falls only slightly to around 250 24 year olds per year (Figure 50).

Figure 50 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year

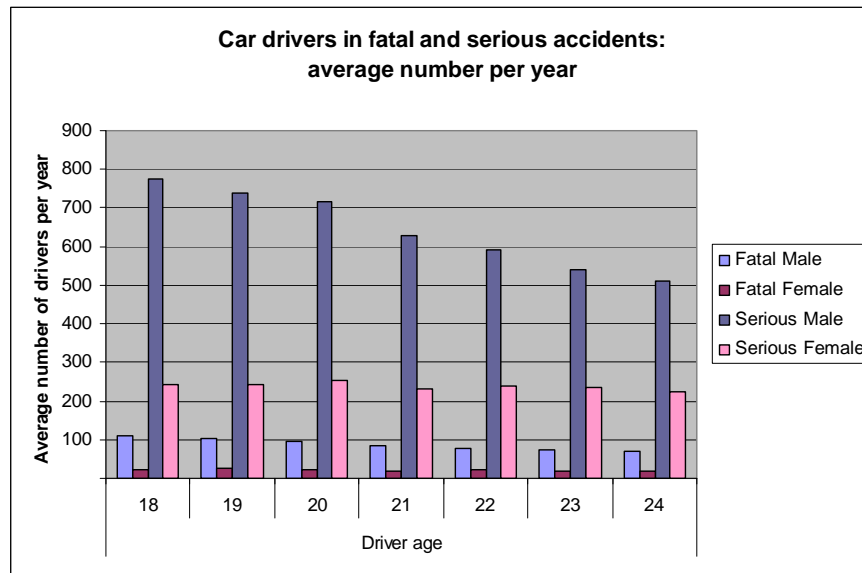


8.3 Accident severity

About 110 18 year old male car drivers are involved in fatal accidents each year, falling to about 70 by the age of 24. The number involved in serious accidents falls from 770 each year at the age of 18 to 510 per year (Figure 51).

The number female car drivers involved in fatal accidents is about 20 per year at age 18 and for each year group up to the age of 24. The number involved in serious accidents falls from around 240 each year at the age of 18 and 19 to just over 220 per year at the age of 24.

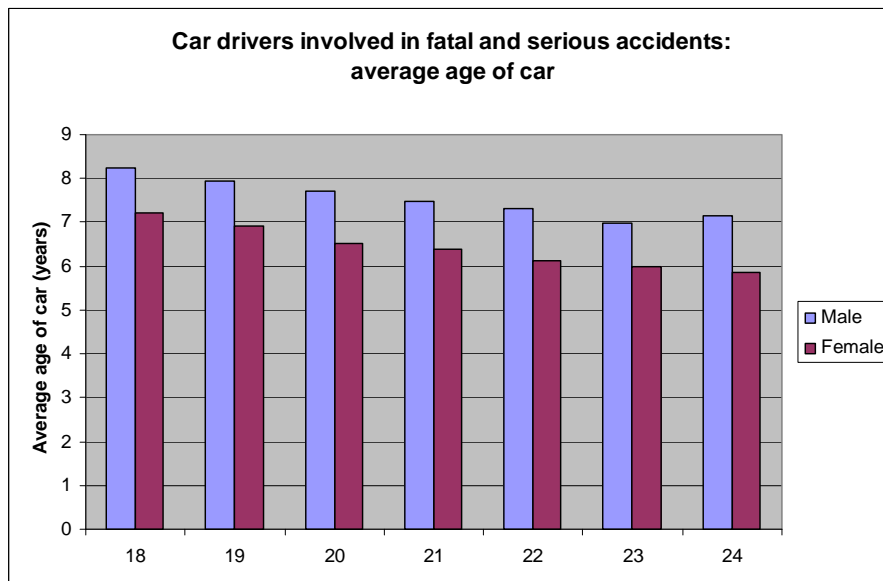
Figure 51 Male and female drivers aged 18-24 in fatal and serious accidents: average number in fatal and serious accidents per year



8.4 Average age of car

For young men and young women, the risks associated with driving older cars decrease as they progress through their late teens and early twenties, with the average age of the cars involved in fatal and serious accidents falling from just over 8 years for 18 year old men and just over 7 years for 18 year old women, to just over 7 years for 24 year old men and just over 5 years for 24 year old women (Figure 52).

Figure 52 Male and female drivers aged 18-24 in fatal and serious accidents: average number in fatal and serious accidents per year

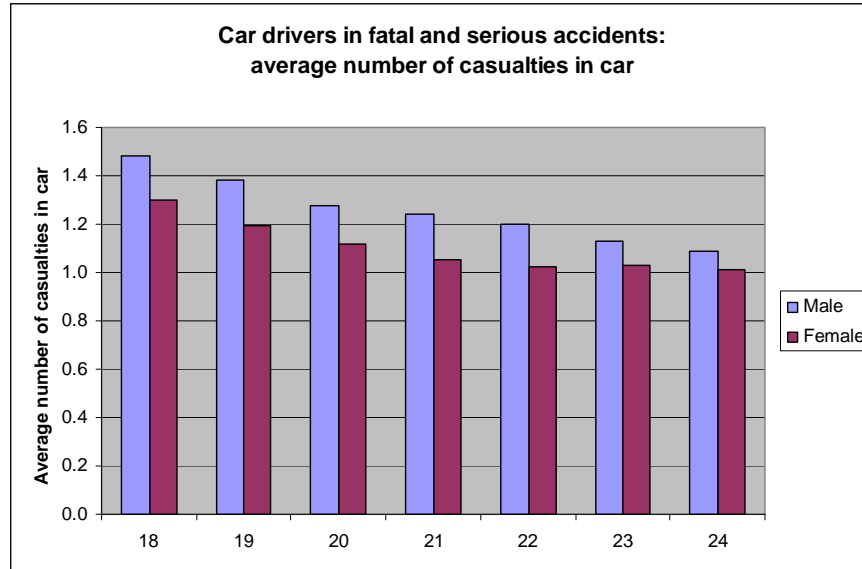


8.5 Number of casualties per car

Between the ages of 18 and 24 the number of casualties in cars driven by young men falls steadily (Figure 53); between 18 and 20 this is matched by a fall in casualties in cars driven

by women. This decline in casualty numbers is likely to reflect a decrease in accident severity and possibly vehicle age, but may also reflect reductions in the number of passengers carried as patterns of driving alter with lifestyle changes.

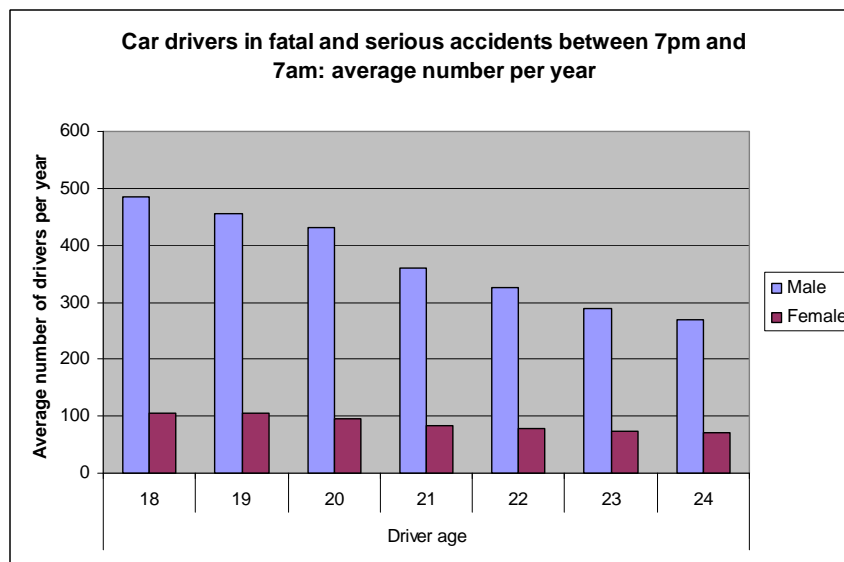
Figure 53 Male and female drivers aged 18-24 in fatal and serious accidents: average number of casualties in car



8.6 Accidents at night

There is a gradual decrease in the number of young drivers involved in accidents at night (between 7pm and 7am) between the ages of 18 and 24 (Figure 54). The decline is much more marked among men (from just under 500 to 270 per year) than women (from around 100 to 70 per year). Again this is likely to reflect lifestyle changes, but also the effect of maturity and experience reducing the risks as drivers move from their teens to their twenties.

Figure 54 Male and female drivers aged 18-24 in fatal and serious accidents: average number of casualties in car



8.7 Type of accident

As shown in Section 7.6 the two types of accident involving young drivers in fatal and serious accidents are those at junctions (not involving pedestrians or cyclists) and single vehicle accidents in which no other road users are involved and the vehicle leaves the road.

Between the ages of 18 and 24 there is a steady decline in the number men involved in fatal and serious accidents of these types, suggesting that maturity and experience decrease the risks (Figure 55 and Figure 56). For young women, involvement in junction accidents changes little with age, but the effect of experience is evident in the decline in numbers involved in single vehicle run off accidents between the ages of 18 and 20.

Figure 55 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year at junctions

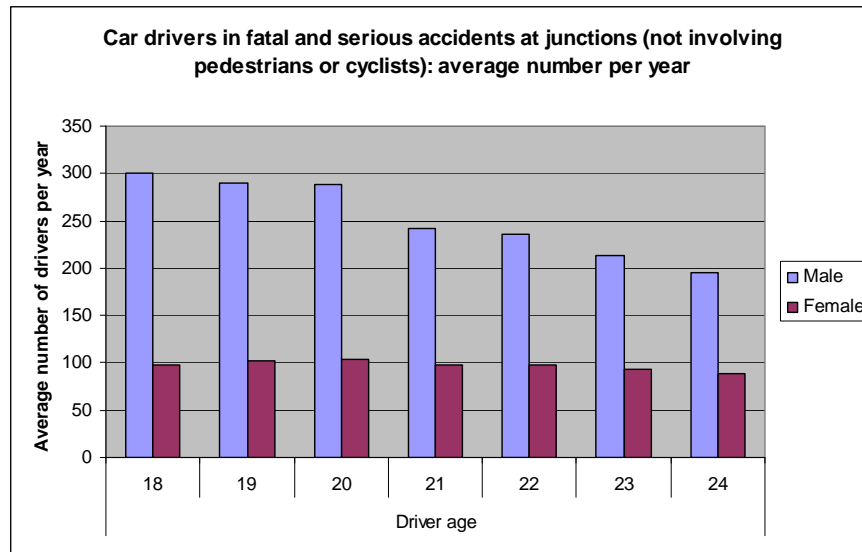
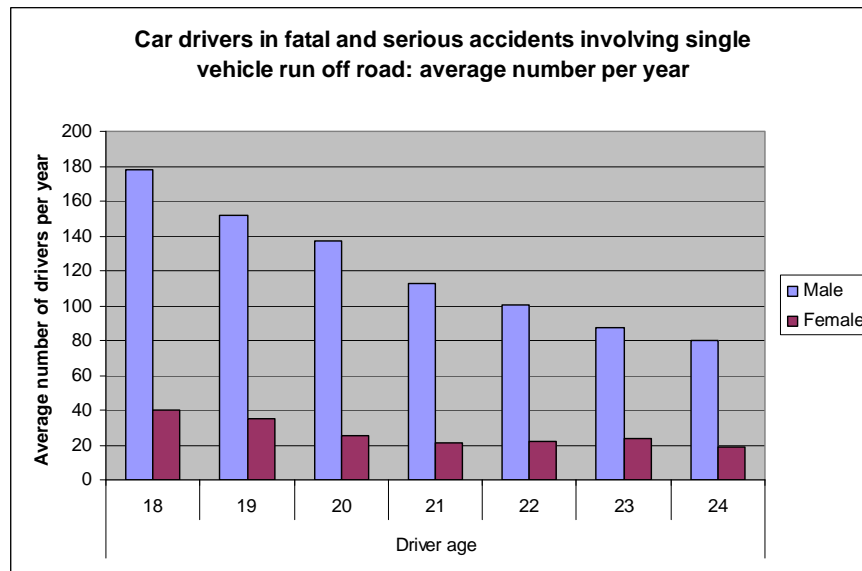


Figure 56 Male and female drivers aged 18-24 in fatal and serious accidents: average number of single vehicle run-offs per year

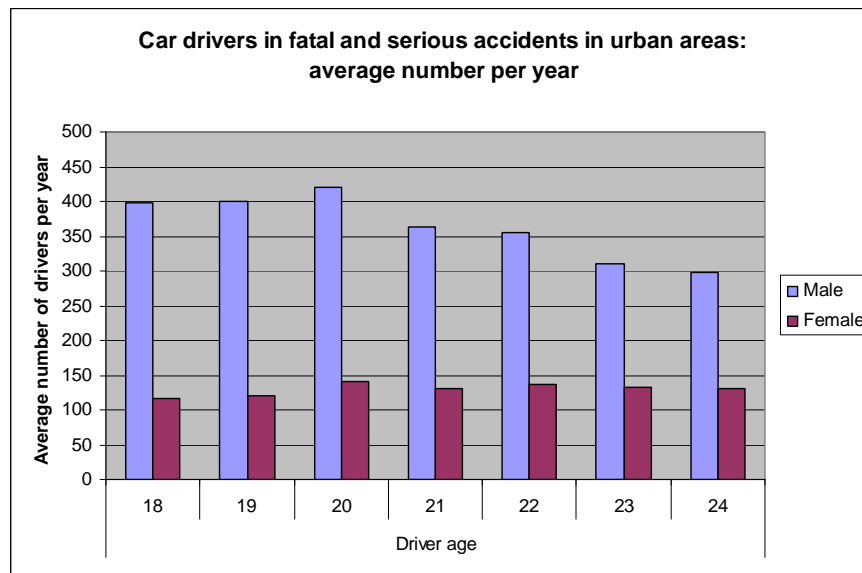


8.8 Type of area

In towns and cities, Figure 57 shows that the number of young men involved in fatal and serious accidents each year falls from the teens to the early twenties (there is a slight peak at the age of 20 which may reflect the tendency for driver ages to be ‘rounded’ to the nearest 5 or 10).

For young women, the number involved in accidents in urban areas each year is slightly higher for those in their twenties than teenagers. This could be a result of more drivers (women are on average slightly older when they pass the driving test), more driving as experience is gained and lifestyles change, and possibly reflecting increased risk taking.

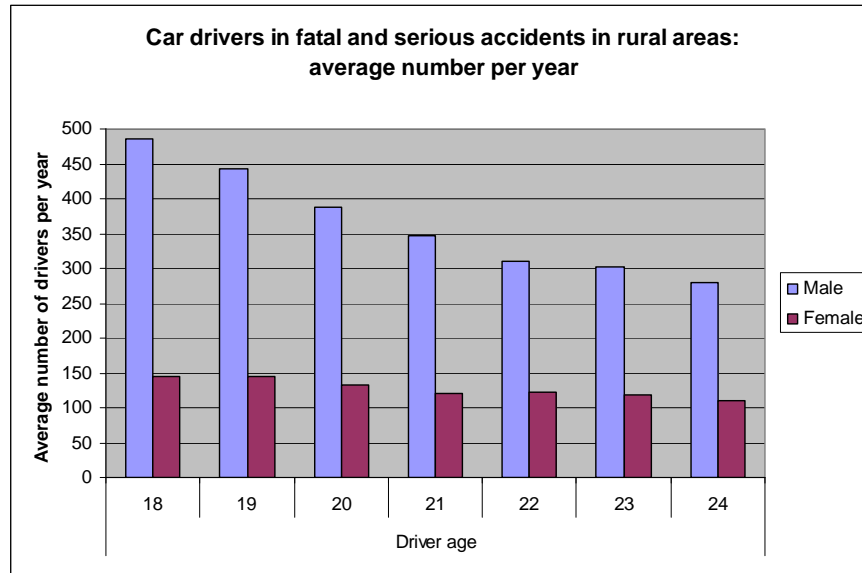
Figure 57 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year in urban areas



In rural areas, there are more fatal and serious accidents each year involving young drivers than there are in towns and cities. The number of young men involved in such accidents falls dramatically between the ages of 18 and 22, and then more slowly to 24 (Figure 58), suggesting that maturity and experience are important factors, but that lifestyle and travel changes may also affect involvement of young men in accidents on rural roads.

The number of young women in fatal and serious accidents on rural roads declines, mostly between the ages of 18 and 21. Again maturity, experience and lifestyle factors are likely to explain this trend.

Figure 58 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year in rural areas

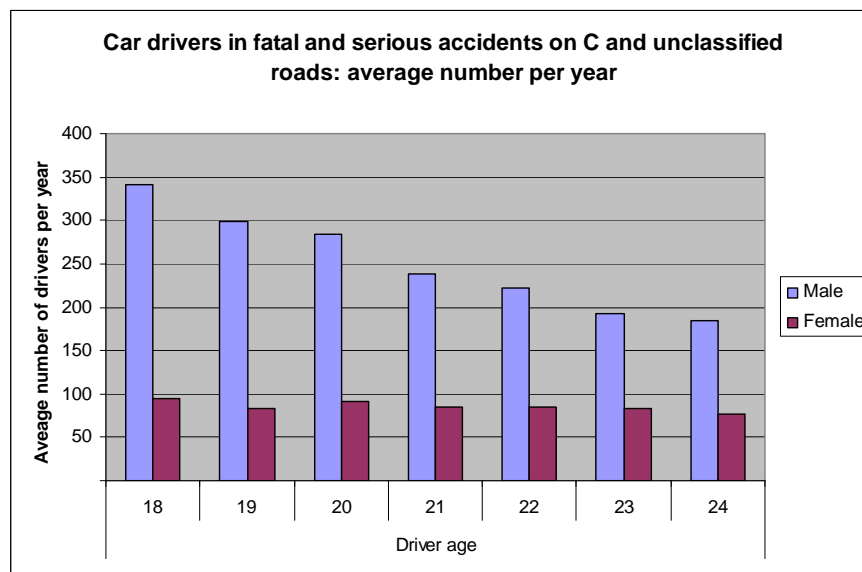


8.9 Type of road

The number of young men involved in fatal and serious accidents on minor roads declines steadily from around 340 per year involving 18 year olds to 180 per year involving 24 year olds (Figure 59), and is likely to reflect the effect of maturity and experience increasing the ability to cope with driving on minor roads.

The numbers for young women are much smaller, and fall only slightly between the ages of 18 and 24.

Figure 59 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year on minor roads

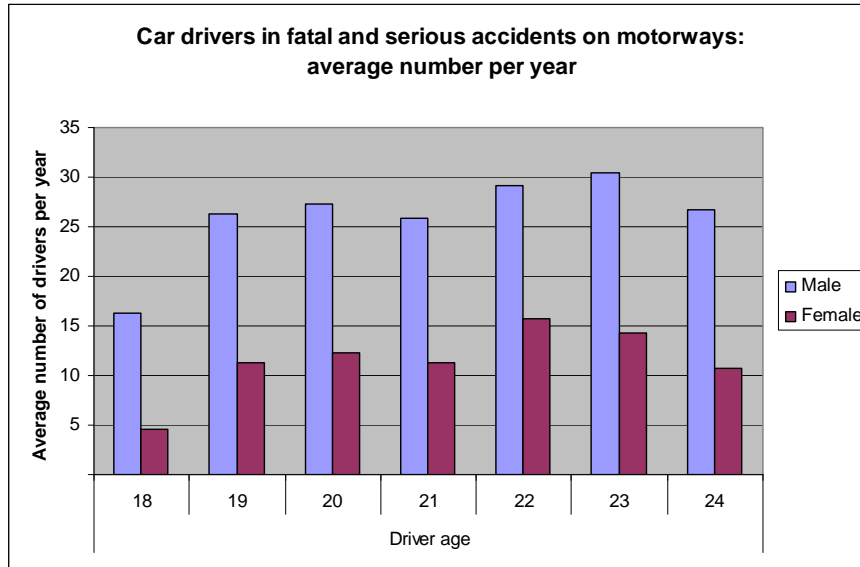


In contrast, involvement in fatal and serious motorway accidents is higher among men and women in their twenties than their teens (Figure 60), although the average number of drivers

involved in such accidents is very small (which means that the apparent variability with age may partly be due to chance).

The initial increase in accident involvement is likely to reflect the increase in motorway driving which takes place once drivers have gained experience on other roads (Section 2.6 showed that novice drivers do little motorway driving initially). Indeed this increase in motorway driving as confidence is gained and lifestyles change may explain the continued increase in the number of young drivers involved in motorway accidents up to the age of 22 or 23.

Figure 60 Male and female drivers aged 18-24 in fatal and serious accidents: average number per year on motorways



9 Comparisons with Northern Ireland

The data available for Northern Ireland are from the published statistics for accidents in 2006. These show the age and gender of casualties using different modes of transport, and the severity of their injuries.

Table 82 compares the data on the severity of injuries sustained by drivers of motor vehicles involved in injury accidents for England, Scotland, Wales and Northern Ireland for 2006.

There are several ways in which the basis for these tables is different from the analysis presented in the previous sections of this report:

- The remainder of the report covers car drivers, rather than motor vehicle drivers
- The age groups available for Northern Ireland are not those used in the main analysis, so the accident records for Great Britain have been re-grouped so that the age groups are comparable with those available for Northern Ireland.
- The remainder of the report analyses drivers according to the severity of the accidents in which they were involved, while this analysis shows the severity of the drivers' injuries.

In Northern Ireland 31% of male and 24% of female drivers with fatal and serious injuries were aged 16-24 (see Table 82). The proportion of drivers with fatal or serious injuries who were aged 17-24 in each of the countries in Great Britain was relatively similar, particularly when the number of years in the age group is taken into account, as shown in the % per year of age table (Table 83, also Figure 62 and Figure 63).

In Northern Ireland 21% of male and female drivers with slight injuries were aged 16-24 (Table 82). This was slightly lower than in England Wales and Scotland, taking into account the number of years in the age group, but the difference is not statistically significant.

Table 82 England, Wales, Scotland and Northern Ireland - age distribution of male and female motor vehicle drivers in injury accidents with different levels of severity in 2006

Motor vehicle drivers involved in injury accidents in 2006

Country	Driver gender	Injury severity	Driver age							Number of drivers (=100%)
			Under 16/17*	16/17-24	25-34	35-44	45-54	55-64	65+	
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

Table 83 England, Wales, Scotland and Northern Ireland - age distribution of male and female motor vehicle drivers in injury accidents in 2006: % per year of driver age

Motor vehicle drivers involved in injury accidents in 2006: % per year of age

Country	Driver gender	Injury severity	Driver age				
			16/17-24	25-34	35-44	45-54	55-64
England	Male	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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	Fatal or serious	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%

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

Figure 61 England, Wales, Scotland and Northern Ireland - age distribution of male motor vehicle drivers in injury accidents in 2006: % per year of driver age

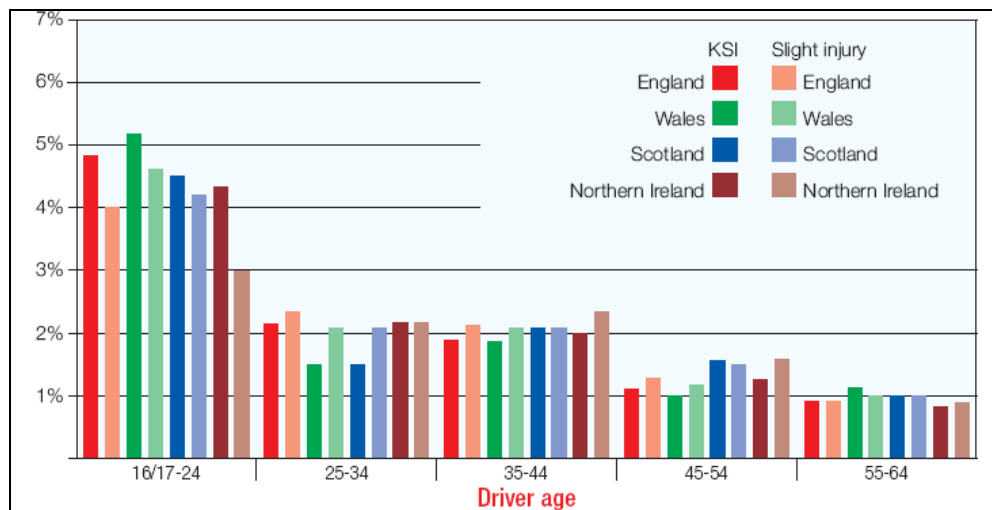
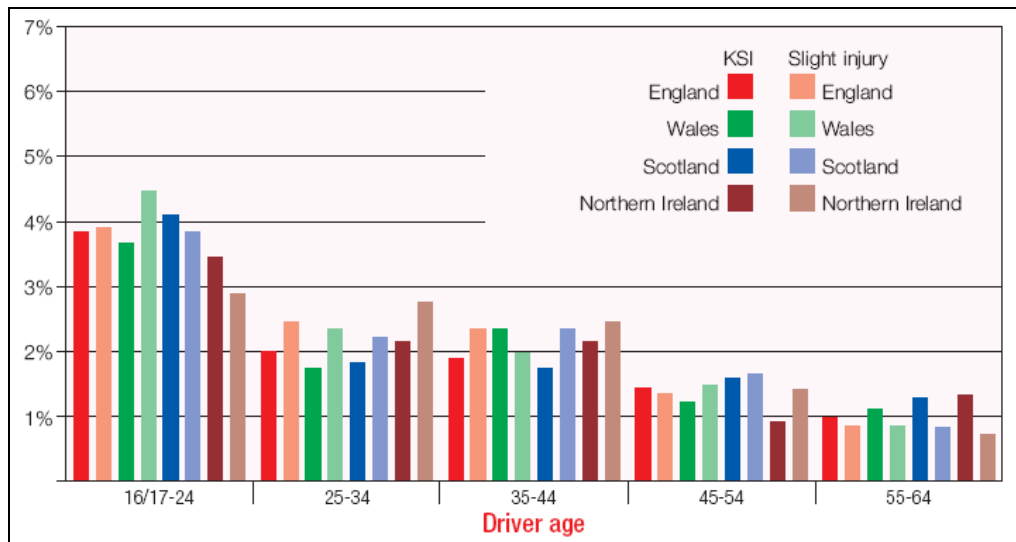


Figure 62 England, Wales, Scotland and Northern Ireland - age distribution of female motor vehicle drivers in injury accidents in 2006: % per year of driver age



During the first year after passing the driving test, newly qualified drivers in Northern Ireland are required to display an ‘R’ plate and are limited to travelling at a maximum speed of 45 mph. It might be expected that this difference would result in a smaller proportion of drivers injured in road accidents in the 16-24 age group than in the 17-24 age group in the countries of Great Britain, and that any difference would be more apparent among the casualties with more severe injuries. However this does not appear to be the case. It is possible that other differences between Northern Ireland and the rest of the UK may be influencing the relative difference in the proportion of casualties who are under 24.

Among young male drivers the proportion of casualties whose injuries were serious was higher in Northern Ireland than in England, Wales and Scotland (Table 84), but the difference was not statistically significant. Among older drivers, the proportion of injured drivers with injuries of different levels of severity was similar in Northern Ireland, England, Wales and Scotland.

Table 84 Male and female motor vehicle driver casualties in England, Wales, Scotland and Northern Ireland - distribution of drivers with injuries of different levels of severity in 2006

Motor vehicle drivers injured

Country	Gender of casualty	Injury severity	Driver age						All drivers
			16/17-24*	25-34	35-44	45-54	55-64	65+	
England	Male	Fatal	1.5%	1.0%	.9%	1.0%	1.2%	2.1%	1.2%
		Serious	9.7%	8.1%	7.1%	7.4%	8.2%	11.2%	8.5%
		Slight	88.8%	91.0%	92.0%	91.6%	90.5%	86.7%	90.4%
		Number of male drivers (=100%)	15,699	14,421	13,159	8,566	5,635	4,510	62,955
	Female	Fatal	.5%	.3%	.2%	.4%	.6%	1.2%	0.4%
		Serious	5.0%	4.3%	4.2%	5.2%	5.8%	12.1%	5.1%
		Slight	94.5%	95.3%	95.5%	94.4%	93.5%	86.6%	94.4%
	Number of female drivers (=100%)	10,630	10,943	10,457	6,480	3,773	2,414	45,205	
Wales	Male	Fatal	2.0%	1.8%	.5%		2.2%	2.3%	1.5%
		Serious	8.6%	5.9%	7.9%	7.5%	8.9%	11.6%	8.1%
		Slight	89.4%	92.3%	91.6%	92.5%	88.9%	86.1%	90.5%
		Number of male drivers (=100%)	1,034	727	746	455	359	259	3,594
	Female	Fatal	.4%	.2%	.5%	.2%	1.3%	.6%	0.4%
		Serious	3.9%	3.5%	5.4%	4.2%	5.8%	9.7%	4.7%
		Slight	95.7%	96.3%	94.1%	95.5%	92.9%	89.7%	94.9%
	Number of female drivers (=100%)	737	655	557	402	225	155	2,733	
Scotland	Male	Fatal	2.9%	1.4%	2.1%	2.4%	3.0%	3.4%	2.4%
		Serious	13.2%	10.5%	13.3%	13.5%	12.6%	16.1%	12.9%
		Slight	83.9%	88.0%	84.6%	84.1%	84.4%	80.5%	84.7%
		Number of male drivers (=100%)	1,182	901	945	666	429	323	4,464
	Female	Fatal	.7%	.4%	.4%	.4%	.8%	2.2%	0.6%
		Serious	10.2%	7.8%	7.0%	9.6%	14.7%	18.3%	9.7%
		Slight	89.1%	91.8%	92.6%	90.0%	84.6%	79.4%	89.7%
	Number of female drivers (=100%)	737	691	729	522	266	180	3,128	
Northern Ireland	Male	Fatal	1.7%	0.8%	1.3%	1.2%	3.1%	0.5%	1.4%
		Serious	18.6%	13.7%	11.0%	10.9%	10.2%	11.4%	13.3%
		Slight	79.8%	85.5%	87.8%	87.9%	86.7%	88.1%	85.3%
		Number of male drivers (=100%)	603	592	630	413	226	185	2,655
	Female	Fatal	0.7%	0.4%	0.8%	0.0%	0.7%	0.0%	0.5%
		Serious	10.0%	7.2%	7.5%	5.8%	15.4%	19.2%	8.9%
		Slight	89.2%	92.5%	91.7%	94.2%	83.9%	80.8%	90.6%
	Number of female drivers (=100%)	408	531	480	291	143	99	1,954	

10 Unlawful driving by younger drivers

National statistics on driving offences do not provide details on the age of offenders. Data on driving offences is however available from a few specific studies. These are summarised briefly below. They show that there is a tendency for some types of offences in particular to be more prevalent among younger than older drivers. One of the studies found that there was a strong association between offending and accident involvement.

10.1 Motoring offences in general

Among a study of 3,270 novice drivers who passed their driving test on 1998 and 1999, 16 (just under 0.5%) were alleged to have committed motoring offences during the period when they were learning to drive (Forsyth, Maycock and Sexton, 1995). These 16 people had offended on 23 occasions, with a total of 55 offences reported. All were males and 6 were aged 17-19 at the time when they took their driving test, 4 were aged 20-24, 3 aged 25-29 and 3 aged 30 or over when they took their test.

The most common of the alleged offences was driving unaccompanied or without 'L' plates. The next most common offences were document offences (licences, insurance documents or test certificates), speeding, and three cases of drink driving.

This study found that 9-10% of men and 2-3% of women each year had received a fixed penalty notice or summons in their first three years of driving. The proportions were higher among those under 25 than among older drivers (Forsyth, Maycock and Sexton, 1995). For example in the first year, 10% of males passing their test aged 17-19 had received a fixed penalty notice, 11% of males passing their test aged 20-24 compared with 4% of males passing at age 30-39, and 3% of females passing aged 17-19.

Speeding was the most common alleged offence, and was higher in the third year than in the first two years after the test: 45% in the first year, 49% in the second year and 58% in the third year. The researchers suggest that this is a result of increasing driver confidence as initial driving experience is gained after passing the driving test.

Of the drivers with fixed penalty notices or summons, 6-9% were for careless driving, 7% were for not wearing a seat belt in each of the first three years, 1 – 2% were for drinking and driving, and 1-2% for reckless driving

The 1998-9 cohort study found a strong association between accident involvement and offending (Forsyth, Maycock and Sexton, 1995). Those who had received a fixed penalty notice or a summons for an offence in their first year of driving were more than twice as likely to have been involved in an accident (42%) as those who were not alleged to have offended (18%).

10.2 Seat belt wearing

Seat belt wearing is no longer recorded in the national accident statistics but it is recorded in the national crash injury study. Seat belt wearing rates are slightly lower among young drivers involved in accidents than among older drivers, lower among young males than young females and lower among those involved in accidents at night than during the day. For example between 1994 and 2004, 77% of male drivers killed in accidents during the daytime aged 17-25 were wearing a seat belt, compared with 64% of male drivers killed in accidents at night aged 17-25, 84% of female drivers aged 17-25 killed in accidents in the day and 89% of females aged 17-25 killed in accidents at night (Broughton and Walter, 2007).

In Northern Ireland, information on seat belt wearing is recorded in the accident records. Analysis of seat belt wearing in cars, taxis and small goods vehicles for the years 2000 – 2004 showed high levels of seat belt wearing among the youngest group, a decline with age in use of seat belts up to the 25-44 year age group and then a larger proportion of older

people involved in accidents wore seat belts (Police Service Northern Ireland, 2006). Among casualties for whom seat belt use was known, 10% of 16-24 year olds were not using a seat belt compared with 12% of 25-44 year olds and 4% of those aged 65 and over.

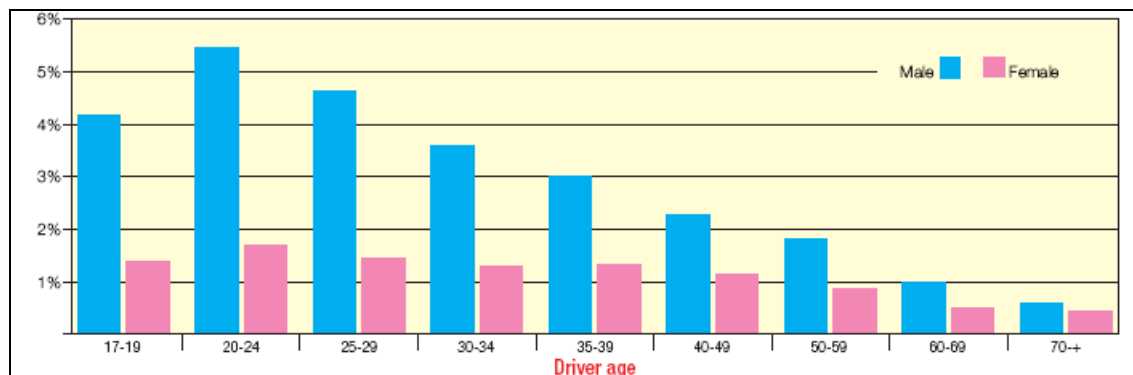
10.3 Drinking and driving

A survey of drinking and driving behaviour in England and Wales in 2002 found that during a one year period, 54% of men aged 16-29 had driven after drinking, compared with 30% of females in this age group. Men aged 16-29 were the most likely to report that they had driven while over the limit: 26% admit to doing so compared with 7% if women aged 16-29. By comparison 17% of males aged 30-59 and 7% of females in this age group had driven while over the limit in the previous year (Brasnett, 2004).

The accident statistics for Great Britain show that 25% of drivers of cars and other motor vehicles aged 16-19 who were killed in road accidents in 2005 were over the legal blood alcohol limit, compared with 33% of those aged 20-29 and 30-39, and 13% of those aged 40 or over (Allen, 2007).

Of the car drivers in Great Britain who were involved in injury accidents in 2006 the proportion who failed a breath test was higher among young drivers and higher among men than women (Allen, 2007) (see Figure 63).

Figure 63 Car drivers in injury accidents in Great Britain in 2006: % who failed breath test



Source: Allen, 2007.

10.4 Unlicensed driving

A survey of unlicensed driving for the Department of Transport found that unlicensed drivers tend to be younger, and are more likely to be males. The average age of unlicensed drivers involved in road accidents was found to be 28, compared with 38 for licensed drivers (Knox et al 2003). Unlicensed male drivers aged 17-29 were estimated to have an accident risk of between 3.25 and 11.6 times greater per hour driven than for all drivers (the risk for all male drivers aged 17-29 was estimated at 3 times greater than for all drivers, per hour driven). This study estimated that there are 476,000 unlicensed drivers on the roads, driving between 0.2% and 0.6% of the 620 million hours driven each month in Great Britain – i.e. up to 3.7 million hours per month.

10.5 Uninsured driving

Research for the Department for Transport on uninsured driving found that uninsured drivers are typically young males living in urban areas. Almost 60% of males convicted of uninsured driving are under 25 and almost half of these are under the age of 20 (Greenaway 2004). This study estimated, on the basis of a range of evidence, that 1 in 20 motorists drive without insurance.

11 Summary and conclusions

Age, experience and gender are important factors affecting how people drive and their involvement in road accidents.

Drivers under 25 are involved in a disproportionately large number of road accidents when compared with the proportion of drivers who are over 25. The youngest drivers are even more at risk. The riskiest time for all new drivers is the first year after passing the driving test. The number of young drivers involved in accidents falls with each year of age as they gain in both maturity and experience.

The number of car drivers involved in accidents per licence holder is twice as high for young men as for young women. This difference is only partly accounted for by the higher mileage driven by young men.

When young car drivers are involved in accidents, there are a number of ways in which the accident circumstances tend to differ from those where older drivers are involved. These include:

- Older cars with less Euro NCAP-rated crash protection
- Three or more casualties in the car
- Accidents at night and at weekends
- Driving on wet roads in fine weather, or in rain, fog or mist
- Minor roads in rural areas with a 60 mph speed limit
- Single vehicle accidents with no other road users involved
- On bends, particularly on rural roads
- Skidding, and in some cases then overturning
- Leaving the road, and in many cases hitting a roadside object or entering a ditch

These circumstances indicate, as other research summarised in this report has shown, that accident involvement of young drivers is associated with a combination of different types of factor which all play a part:

- Inexperience and 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 particularly at night and at weekends, when factors such as alcohol and peer pressure affect where and how young people drive)
- Economic factors which result in young drivers being more likely to have cheaper older cars which offer them less protection from injury than newer cars would do.

This combination of factors suggests that a range of countermeasures are needed to address the issue and to improve the safety record of young drivers on Britain's roads, and suggests that a targeted approach is more appropriate than restrictions on all young drivers. The results of this study indicate that improvements in the safety record can be brought about through measures aimed at young drivers themselves, by improving the road environment and through improvements in vehicle safety.

Measures aimed at young drivers could include:

- Including road safety education at the core of the school curriculum so that young people develop an awareness of the risks and responsibilities of using the roads as drivers, riders and as passengers
- More training and accompanied practice in using rural roads and driving in a wider range of conditions, including at night, in poor visibility and poor weather, helping learners to better adapt their driving behaviour to suit the conditions before taking the driving test
- More training in factors leading to loss of control of the vehicle, how to anticipate these situations and how to avoid them
- Insurance companies recognising that accompanied driving practice before taking the test does not pose undue risk, and reducing premiums for young learner drivers using the family car accordingly
- Guiding parents on helping their children to become safer drivers through supervising additional driving practice, and providing information to parents on how to do this most effectively
- Targeting the minority of young and inexperienced (mostly) male drivers exhibiting more dangerous driving behaviour through education, training and enforcement
- Greater emphasis on training and improvement after passing the formal driving test

Improvements in the road environment which would have particular benefits for young drivers include features such as skid resistant surfaces, providing wider safety margins at the roadside by removing roadside objects, and other measures to provide greater protection so that roads are more forgiving when an accident happens.

Improvements in vehicle safety with the introduction of modern safety features in new vehicles such as Electronic Stability Control, and the gradual improvement over time in the crashworthiness of older vehicles as the safer designs percolate down to young drivers, will also bring about improvements for young drivers.

Young drivers do become safer drivers as they gain in maturity and experience. The challenge is to find ways of ensuring that they are safer as they start their driving careers, at the time when they pass their driving test.

It is hoped that the analysis presented in this report, and the summary of other research which puts the results in context, will provide the basis for developing recommendations for improving the safety record of young drivers on Britain's roads.

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14 Annex 1

Factors used to calculate accidents per year of age

14.1 Young drivers

The data from the 1998-9 cohort study of learner drivers was used to calculate the age at which 17-19 year olds begin to drive (Maycock 2002a) (see Table 85) . This was the most recent publicly available data on the age at which drivers learn to drive.

Table 85 Drivers in the 1998-9 cohort study: age and gender by number of years since passing driving test

Gender	Age	Years since passing driving test				
		< 1 year	1-2 years	2-3 years	3-4 years	4-5 years
Male	17	100				
	18	61.9	38.1			
	19	15.1	53.8	31.1		
	20	7.1	17.8	49.2	25.9	
	21	5.6	9.5	17.1	42.3	25.5
	22	4.4	6.8	7.7	14.3	41.8
	23	3.9	3.9	7.5	7	14.4
	24	2.8	3.5	6.5	5.6	8.2
Female	17	100				
	18	74.5	25.5			
	19	18.9	57.9	23.2		
	20	12.2	18	50.6	19.2	
	21	5.7	9.2	20.4	46	18.8
	22	4.3	9.2	8.4	18.6	40.8
	23	2.8	5.9	7.4	8.8	13.8
	24	2.1	6.1	4.6	7.5	7.5

Source: Maycock 2002a Table 2a.

For 17 year olds, 100% of the drivers have less than a year's experience and this was taken as a starting factor of 100. Then for each subsequent year group, it was assumed that the number of drivers with more than a year's experience was equal to the total number of drivers in the previous age group. This was calculated within each age group on the basis that the percentage of these experienced drivers was 100% less the percentage of drivers with less than a year's experience.

This methodology allows the increase in the number of drivers over each of the 17 - 24 year age groups to be calculated, and thus a percentage breakdown to be calculated. The results showed that among 17-19 year old drivers, 46% of male and 49.5% of female drivers were 19 years old. This information can be used to estimate the average number of driving years within this age group for males and females.

For the 20 - 24 year olds, whilst there was an increase in drivers for each year, the variation between the years was much smaller, from 18% to 22%. This suggests that dividing this age group by 5 is accurate enough to calculate accidents per year of age.

In the 17-19 year group, the average for all drivers is based on weighting the factors for males and females according to the proportion of drivers aged 17-20 who were males and females in 2005, and then adding the two weighted factors together³.

³ Note that published statistics on driving licence holding in the National Travel Survey are for the 17-20 age group, rather than the 17-19 group, which is used for the accident analysis in this report.

The proportion of people aged 17-20 who have a full driving licence has decreased since 1998; in the 1998/91 National Travel Survey 43% had a licence and this fell to 29% in 2003, increasing to 34% by 2006 (Emmerson, 2008). The reason for this decline is thought to be due to higher cost (of lessons, insurance and buying a car), increased difficulty in passing the test and the fact that more young people are students and unable to afford to own and run a car. This change may result in the average number of years of driving between the ages of 17 and 19 being higher in 1998/9 than between 2000 and 2006, the period covered by the accident data. If this is the case, then the average number of years of driving between the ages of 17 and 19 would be lower than the figures estimated here, and the estimated percentage of accidents per year of age would be higher. Thus the estimates of the relative difference in accident involvement per year of age between 17-19 year olds and older drivers may be rather higher than is indicated in this report.

14.2 Older drivers

The Office of National Statistics mid year estimates of resident population for 2003 and the Department of Transport's National Travel Survey data for 2002/3 and 2003/4 on the proportion of men and women aged 60-64, 65-69, 70-74 and 75-79 with driving licences were used to estimate the number of licence holders in each of these groups in 2003, the mid year of the 7 year period covered by the accident data analysed in this report.

A DfT report on predicting future numbers of older drivers and their accident involvement was published in 2001 (Department for Transport, 2001). This used population projections and data from the National Travel Survey on the proportion of people of different ages with driving licences and the proportion who were active drivers, to predict the number of older drivers in each 5 year age band in 2002, 2007 and in future years. These estimates have been used to estimate the age distribution of active drivers (driving more than once per week) in 2003.

These figures suggest that in 2003 the average age of male licence holders aged 60-79 was 68.5, and the average age of active male drivers was 67.9; the average number of driving years for males in the 60-79 group was therefore assumed to be 8.2: the mid point between these two figures.

For females these figures suggest that the average age of licence holders aged 60-79 was 67.9 and the average age of active drivers was 66.5; the average number of driving years for females in the 60-79 group was therefore assumed to be 7.2, again the mid point between the two figures.

The distribution of the estimated population in these age groups between males and females was used to weight these figures, providing an assumed average number of driving years in the 60-79 age group of 7.9.

14.3 Weighting factors

The factors derived from these calculations and used to weight the 'row %s' of drivers in each group defined by age and gender throughout this report are shown in Table 86.

Table 86 Weighting factors: estimated years of driving in each age group

Gender	Age group			
	17-19	20-24	25-59	60-79
Male	2.18	5	35	8.2
Female	2.11	5	35	7.2
All drivers	2.14	5	35	7.9