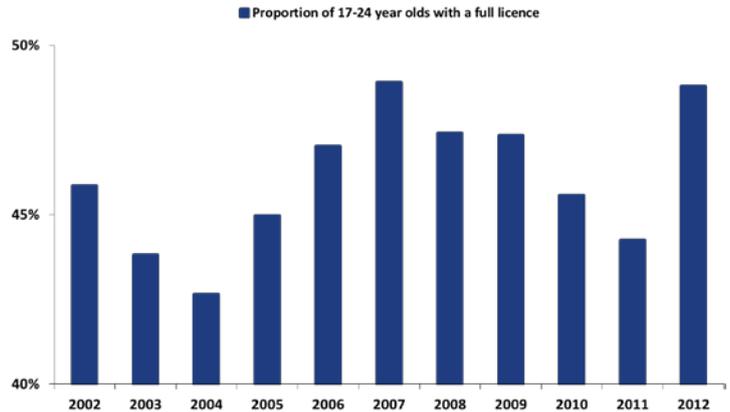




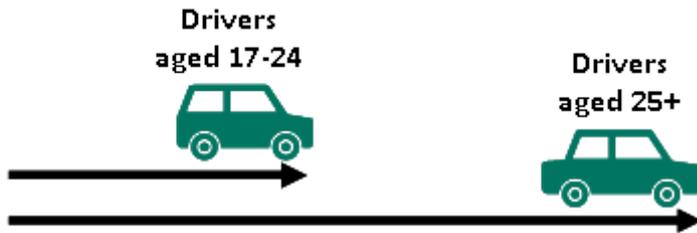
## How many young people are on the roads?

Almost 900,000 **driving tests** were conducted between March 2012 and April 2013 in which the candidate was a young driver (aged 17-24). The pass rate for 17-24 year olds is approximately 51 per cent, with around 455,000 17-24 year olds passing the driving test in 2012.

- An estimated 75,000 or 10 per cent of all **17 year olds** in Great Britain held a **full car driving licence** in 2012.
- For **17-24 year olds** this estimate rises to 3.2 million, or 49 per cent of all 17-24 year olds.
- This represents around 9 per cent of all full driving licence holders in Great Britain.
- Around 10 per cent (294,000) of 17-24 year olds who hold a full driving licence have **no car availability** within their household.



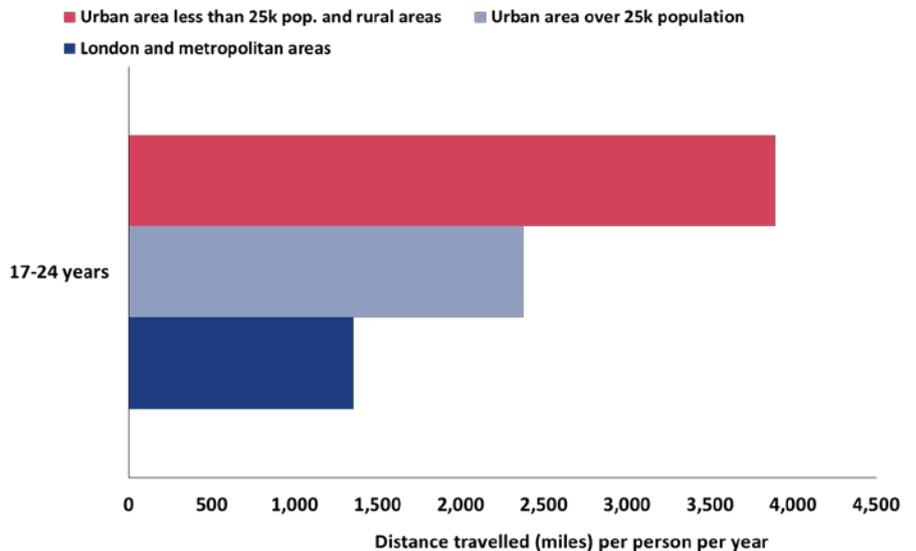
## How far do they drive?



On average young drivers travel less than half (2,024miles) of the distance travelled by drivers aged 25 and over (4,549miles)

- Young **male** drivers travel slightly further than young female drivers - 2,087 miles and 1,960 miles a year in 2012, respectively.
- It is estimated only around 6 per cent of miles driven in cars in Great Britain in 2012 were driven by a young car driver.

- The average **distance travelled** by young drivers each year varies significantly depending on the area type.
- Young drivers in low population **urban** areas and **rural** areas travel on average almost 3 times further than those in London and metropolitan areas.



## Why do they drive?

- According to the National Travel Survey, around **half** of 17-24 year olds with a full driving licence **commute to work** by car. Around **10 per cent** of licence holders drive to a place of **education**.
- The average distance a young driver drives to **work** is 8.5 miles. The average distance driven to a place of **education** is around 10 miles.
- In low population urban and rural areas, a higher proportion of young drivers drive to a place of work compared with young drivers in large urban and metropolitan areas.

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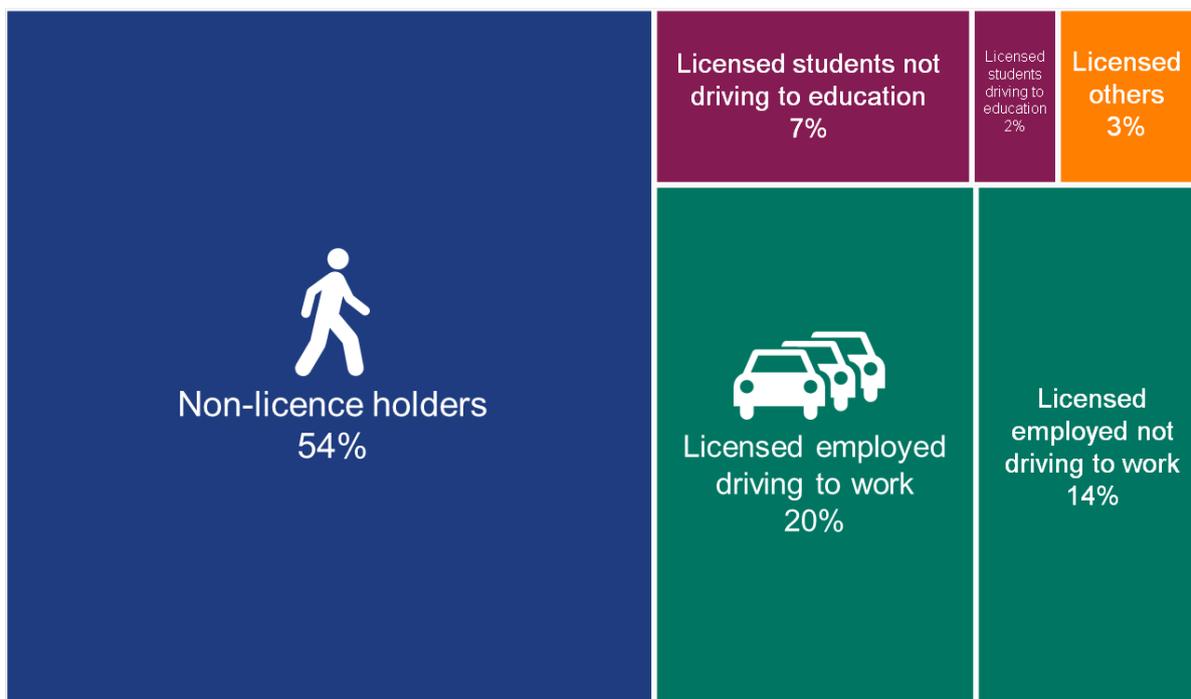
### Proportion of 17 to 24 year old licence-holders who drive for each purpose

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Car driver trip purpose	
Commuting	47
Business	9
Education	10
Education Escort	2
Leisure	56
Shopping / other purposes	54

*National Travel Survey: 2002 - 2012 average data  
Based on trips made during survey week*

### 17-24 year olds in Great Britain (2002 - 2012 average)



- A fifth of 17-24 year olds are employed **and** hold a full driving licence **and** drive a car to work – a further 14 per cent are employed and hold a full driving licence but **do not** drive to work.
- 2 per cent of 17-24 year olds are students **and** hold a full driving licence **and** drive a car to a place of education – a further 6 per cent are students and hold a full driving licence but **do not** drive to their place of education.

## When do they drive?

- Across all drivers, the vast majority (97 per cent) of all miles driven are during the **daytime** (5am-9.59pm)
- However for young car drivers (aged 17-24) more miles are driven during the **night** as a proportion of the total distance driven by young car drivers – 6 per cent of all miles travelled as a car driver are at night.

### Proportion of miles driven at night



## Young people in education

- Around 15 per cent of all 16-24 year olds are not in employment, education or training (NEET).
- Over 40 per cent of all 16-24 year olds are in **full-time education**.

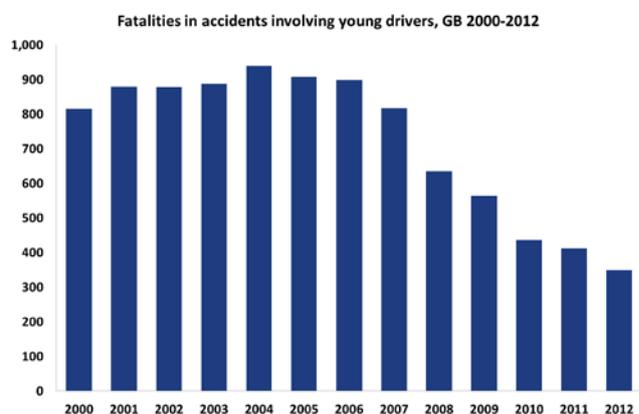
## The Road Safety Record of Young Drivers

**Road traffic collisions** account for around 15 per cent of deaths for young adults aged between 15 and 25 and over a fifth of deaths amongst people aged between 15 and 19.

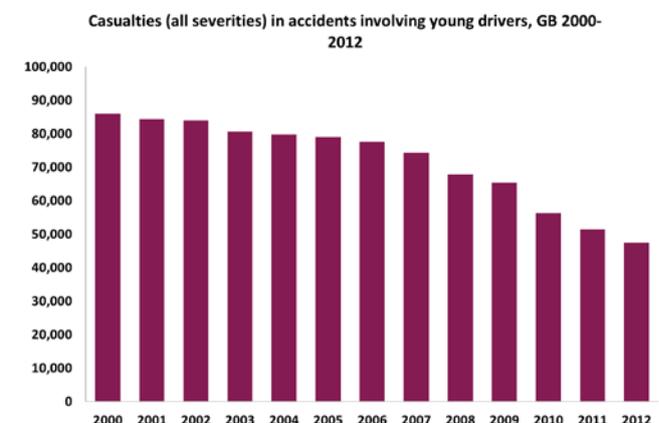


Of the 146,000 personal-injury collisions in 2012, just over 30,750 involved at least one young car driver. These collisions resulted in 350 **deaths** and over 4,100 serious injuries.

In 2012, the number of KSI casualties in collisions involving young drivers was 40 per cent lower compared with the 2005-09 average. For older drivers there was a 17 per cent decrease for the same period.



In 2012, a fifth of people killed and seriously injured (KSI) on the roads were involved in a collision where **at least one of the vehicles was a car being driven by a young driver**.



The NTS estimates that over the same time period the total mileage driven by young drivers has fallen by approximately 17 per cent.

## Who is involved?

- Around 58% of all young car drivers involved in collisions were **males**. However, nearly 79% of all young car drivers involved in fatal collisions were males.
- 133 of the deaths were of the young car drivers themselves - nearly a quarter of all car driver deaths.

Gender of young drivers involved in **fatal** accidents



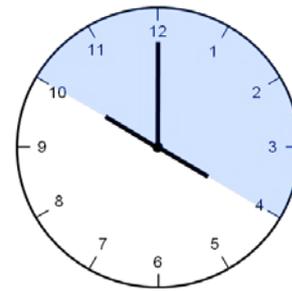
79% 11%

- In 2012, 56 per cent of **passenger** casualties in collisions involving at least one young car driver were aged 17 to 24, as were the majority of the fatalities (61 per cent).
- In 2012, 82 per cent of passengers of young drivers who were killed in collisions were also aged 17-24.

## When?

- Young drivers are more likely to have collisions that result in either a fatality or serious injury **at night**: between 2008 and 2012, almost 20% of fatal or serious crashes involving at least one young car driver occurred between 10pm and 4am, compared with 11% for collisions that did not involve any young car drivers.
- The peak times for KSI casualties are around the weekday morning and evening commuting times. However, the periods between 5pm on Friday evening through to 1am on Saturday morning and 11pm Saturday until 1am Sunday morning have some of the highest numbers of KSI casualties.

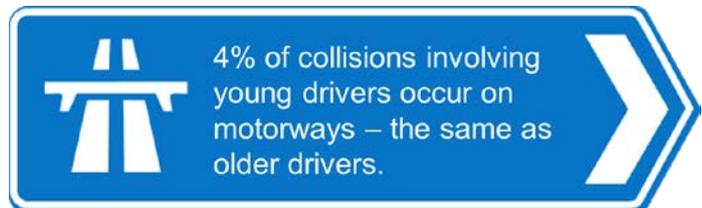
KSI Collisions between 10pm-4am



Young drivers 20%  
Older drivers 11%

## Where?

- The majority of young driver collisions (57%) happen in **urban areas**; these crashes account for 55% of the casualties from collisions involving young car drivers. However collisions in urban areas were less serious than those on **rural areas**; around 8% of casualties in urban areas were killed or seriously injured, compared with around 12% in rural areas.



## Why?

- Young car drivers are more likely to have factors relating to **speed, recklessness or vehicle control** which contributed to the collisions attributed to them than older drivers.
- **Alcohol** is a less prominent factor but again features more highly in collisions involving young drivers.

Contributory factor attributed to vehicles	Drivers aged	Drivers aged
	17-24	25+
	%	%
Failed to look properly	22	23
Failed to judge other person's path or speed	13	12
Slippery road (due to weather)	11	6
Learner or inexperienced driver/rider	10	1
Careless, reckless or in a hurry	12	7
Exceeding speed limit	6	2
Loss of control	15	6
Travelling too fast for conditions	10	4
Poor turn or manoeuvre	8	7
Sudden braking	5	4
No CF recorded	29	45
Total	100	100

**Failed to look properly is the most commonly recorded factor for young drivers, as with older drivers.**

**Young drivers are more commonly recorded as having factors related to inexperience compared with older drivers.**

**They are also more likely to have factors related to risky behaviour.**

**Young drivers are also more likely to have factors which suggest a combination of inexperience and risky behaviour, or poor decision making.**