

# REDUCING CASUALTIES INVOLVING YOUNG DRIVERS AND RIDERS IN EUROPE



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# OUTLINE

1. PACTS, ETSC and the YEARS Project
2. Young people and road risk
3. What causes this increased risk?
4. How can we manage it?

“Excuse me, is this the place where I come for my driving test?”





# I. PACTS, ETSC AND THE YEARS POLICY REPORT

## PACTS

- A UK think-tank focused on UK Government, Parliament, professionals and stakeholders
- PACTS established in 1982; a founder member of ETSC
- Transport safety - road, rail and air
- Promotes evidence-based transport safety policy to reduce casualties
- Independent – an NGO, no funding from Parliament, non-party political, no commercial interests



# YEARS POLICY REPORT

## Aims

- A summary of the current situation in Europe for young drivers and motorcycle/ scooter riders (mainly 15-30 years)
- A better understanding of what is happening and why
- Using evidence-based, up-to-date literature and research
- Recommendations based on good examples

**Research undertaken by  
Laurence Atchison  
(now at ETSC)**

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## 2. YOUNG PEOPLE AND ROAD RISK

# HEADLINE FIGURES

- In 2013, over 3,800 young people were killed in road traffic collisions
- Young people aged 15-25 are more likely to be killed than older drivers
- A road collision is one of the leading causes of death for young people
- This also affects other road users and passengers

Collisions involving young drivers/riders account for:

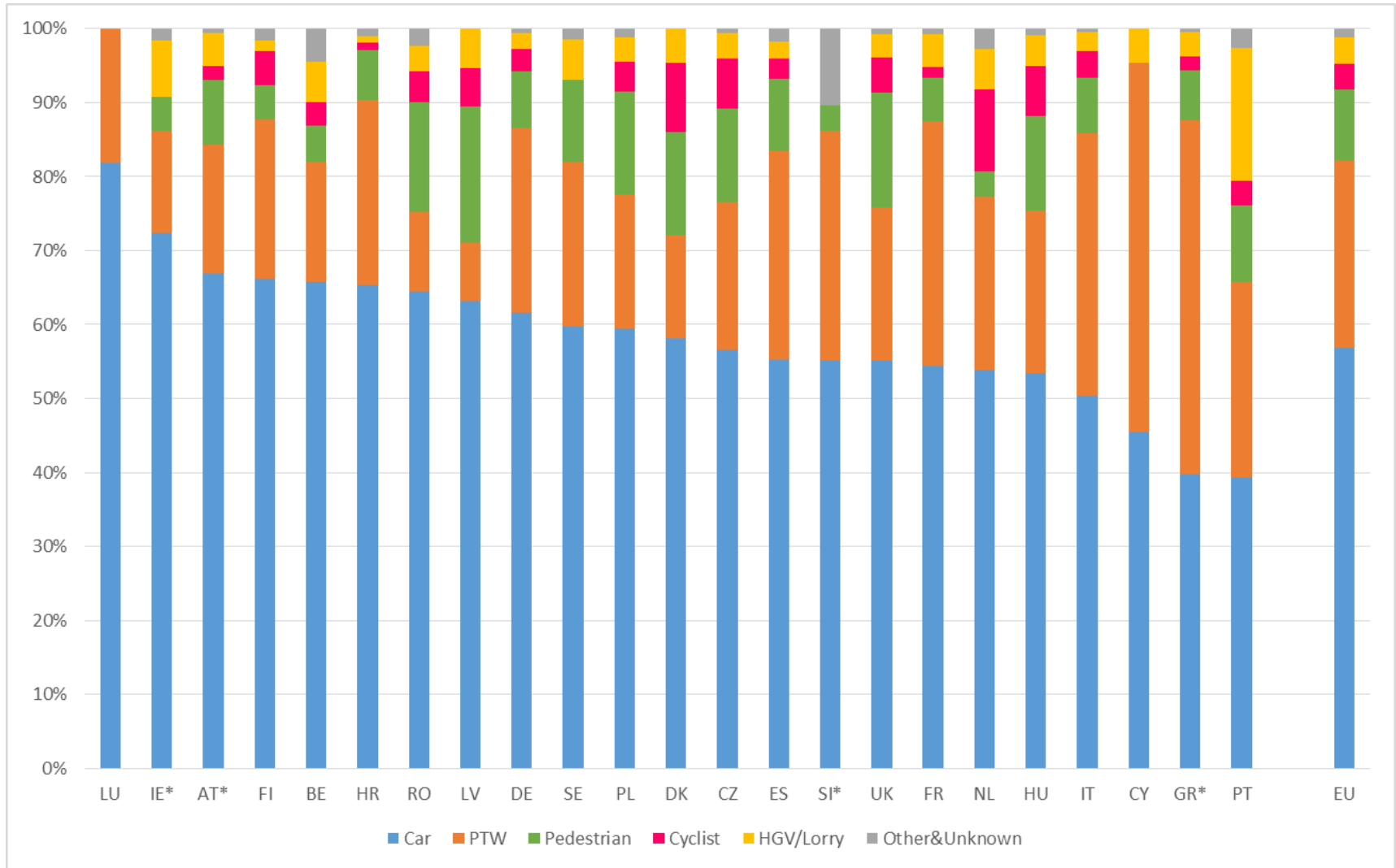
**37% of total road traffic deaths**

For each young driver/rider killed, an average:

**1.12 passengers/other road users killed**

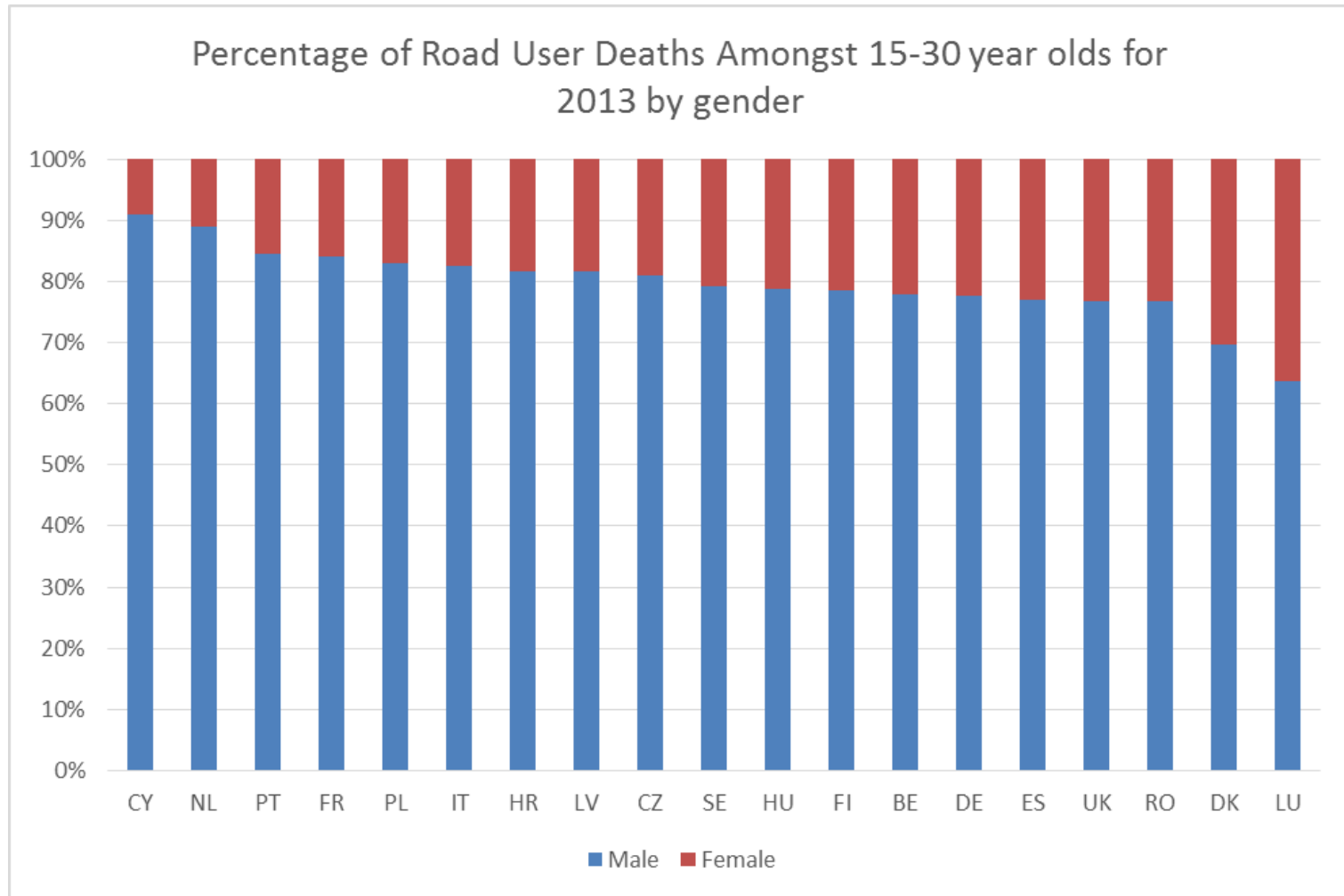


## The majority of road deaths among 15-30 year olds are drivers and riders...



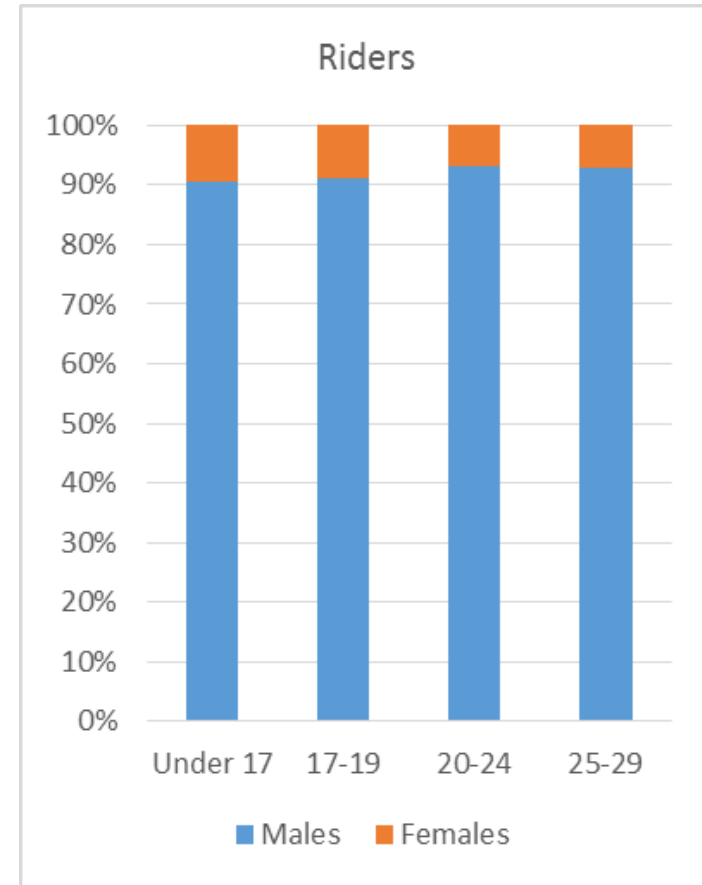
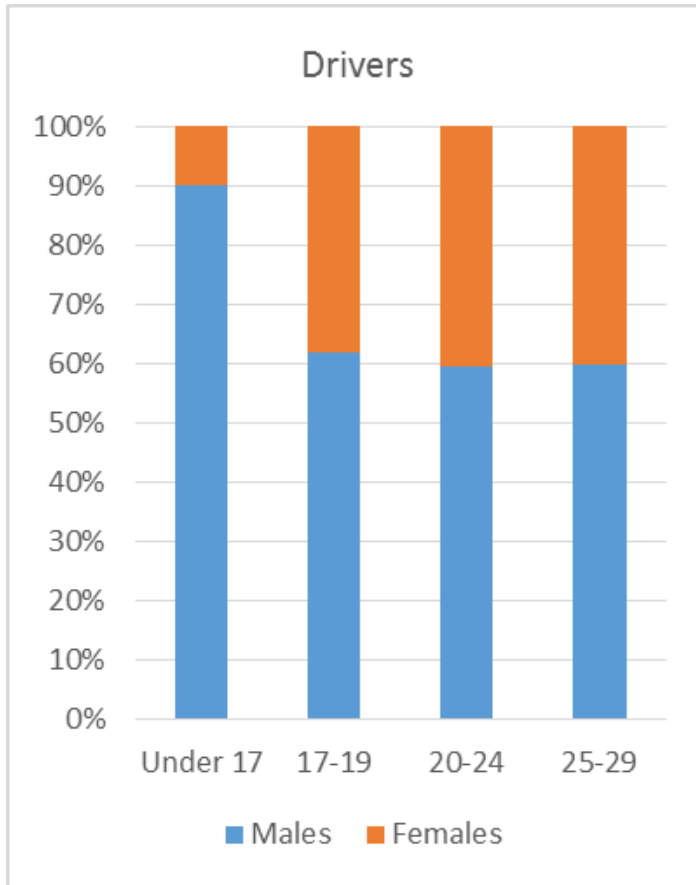
Road deaths by road user type among the 15-30 age group in 2013, with countries ranked by percentage of car users. \*2012 data used

## Males are much more at risk than females...



Percentage of road user deaths amongst 15-30 year olds for 2013 by gender

## Especially when it comes to riders:



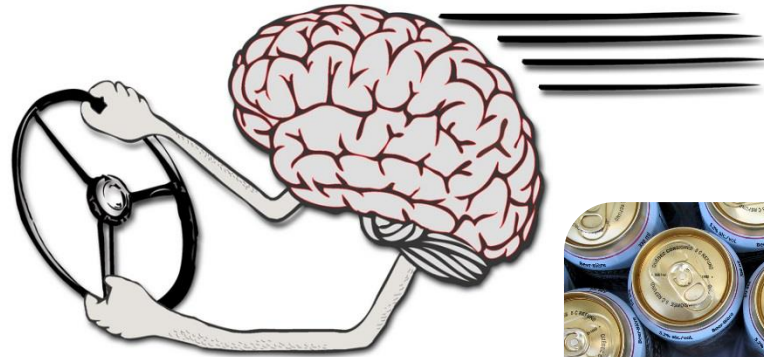
*Driver and rider casualties in reported accidents between ages of under 17 and 29, by gender*



# 3. WHAT CAUSES THIS INCREASED ROAD RISK?

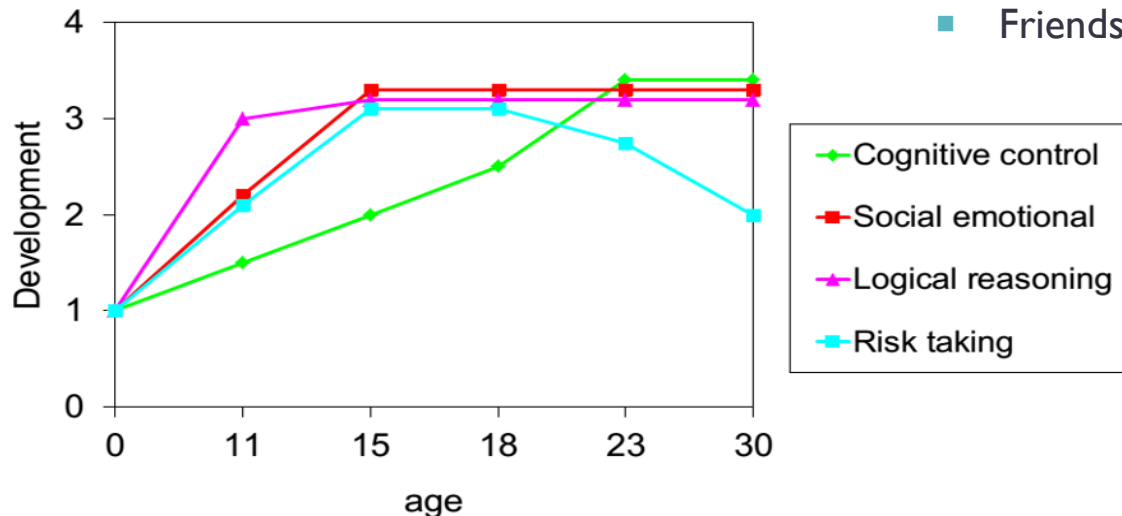
# FOUR MAIN FACTORS

- Age, gender and biology
- A lack of driving and riding experience
- Impairments and distractions
- Vehicle choice and the consideration of safety



# AGE, GENDER AND BIOLOGY

- Cognitive abilities are developing between ages of 15-25
- Hormonal changes affect attitudes to risk
- Social changes occur at the same time
  - Need for mobility
  - Drink and drugs
  - Friends and peer pressures



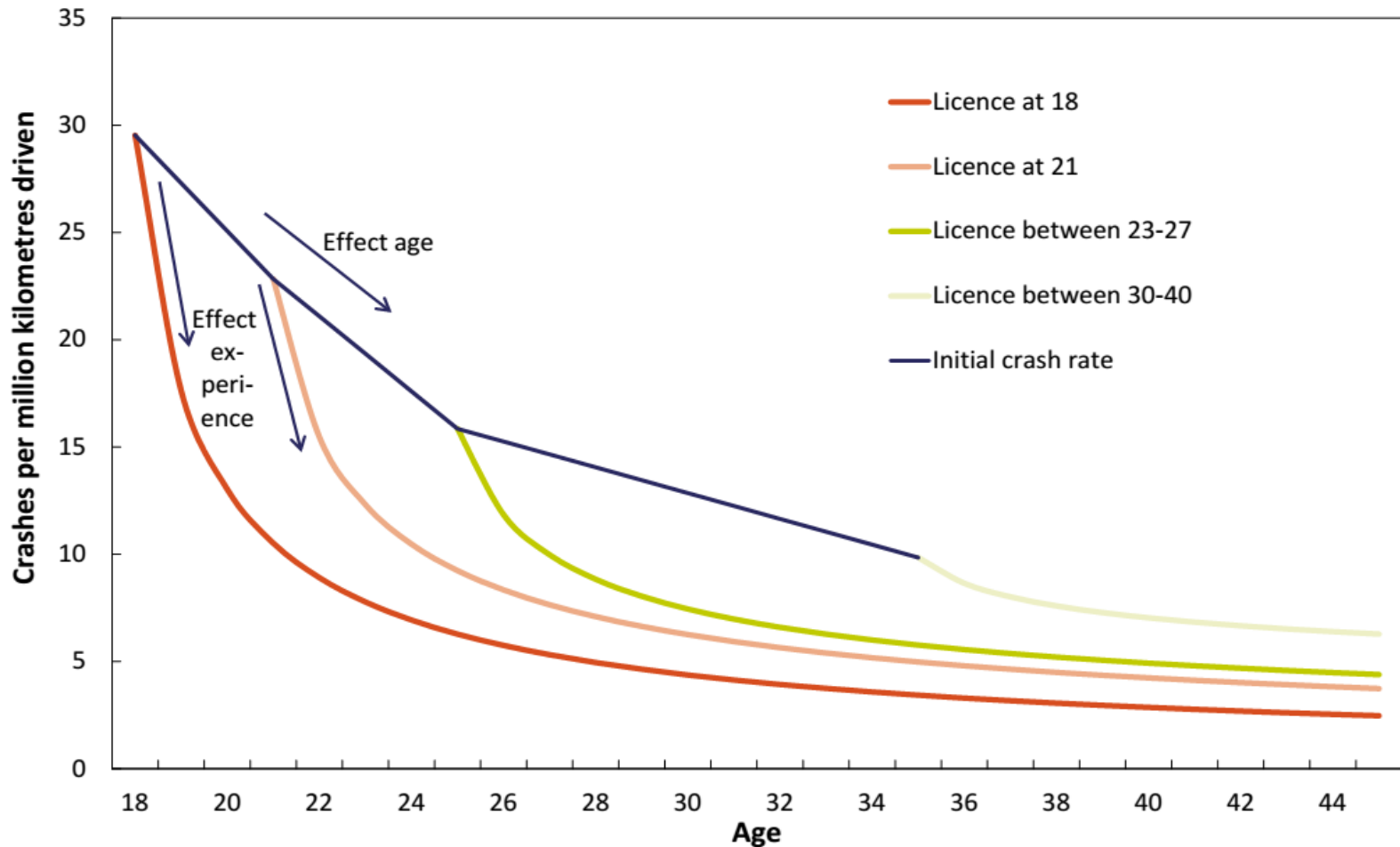
# A LACK OF EXPERIENCE

Young drivers/riders have:

- A basic *knowledge* of vehicle control
- But less *experience* of actual driving
  - Types of roads
  - Weather conditions
  - Hazard perception
- Takes time for these skills to develop



## Influence age and experience on crash rate



*Decrease in the crash rates of novice drivers starting their driving career early and novice drivers starting their driving career later or late*



# IMPAIRMENTS AND DISTRACTIONS

- These can affect all road users at all ages and are common problems
- But they affect young people in particular:
  - Greater exposure to them
  - Lower tolerance
  - Less experience of them



## Impairments

- Alcohol ✓
- Drugs ✓
- Fatigue ✓

## Distractions

- Mobile phones/tablets/SatNavs ✓
- Friends/Passengers ✓

# VEHICLE CHOICE AND SAFETY

- Types of vehicles being used
- Safety features and technologies
- Costs of learning to drive/ride
- Choosing to drive safely, or not





# 4. HOW CAN WE MANAGE THE RISK?

# COUNTERMEASURES

- General safety measures
- Training and education
- Licensing and testing
- Safer vehicles and telematics



# GENERAL SAFETY MEASURES

- Benefit everyone, but especially young people
  - Examples include alcohol limits, speed limits, seatbelt laws
- For young people:
  - Strict demerit point systems
  - Lower alcohol limits
  - Alternative modes of transport
  - Good information campaigns targeting young people



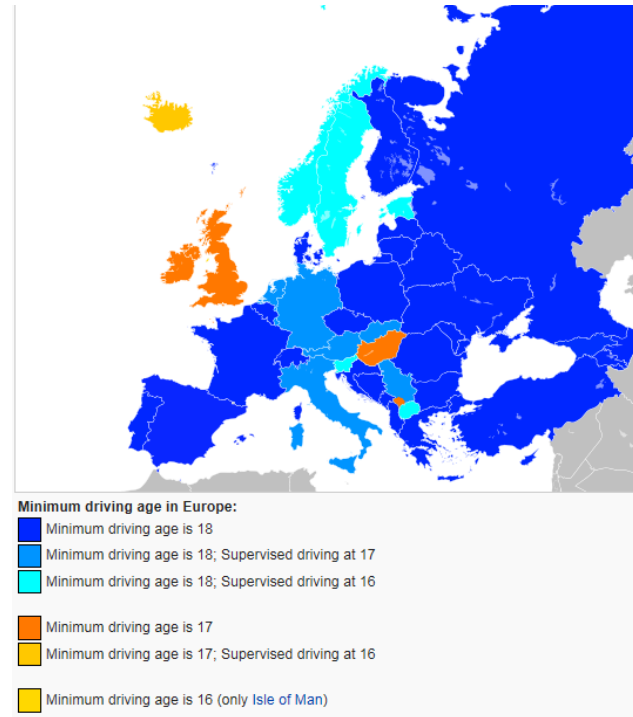
# TRAINING AND EDUCATION

- General road safety and learning to drive
  - Education
  - Training – formal and informal
  - Post-licence training
- For young people:
  - Encourage road safety in schools
  - Make sure that formal training has *more* than just basic skills, especially for riders
  - Encourage more informal training – to gain experience
  - Consider post-licence training in some form



# LICENSING AND TESTING

- What are the key skills a candidate needs? Do they have them?
  - Theory tests
  - Practical tests
- For young people:
  - What age to licence at?
  - Graduated Driver Licensing
  - Hazard Perception Testing
  - Test content, length and location
    - Independent Driving



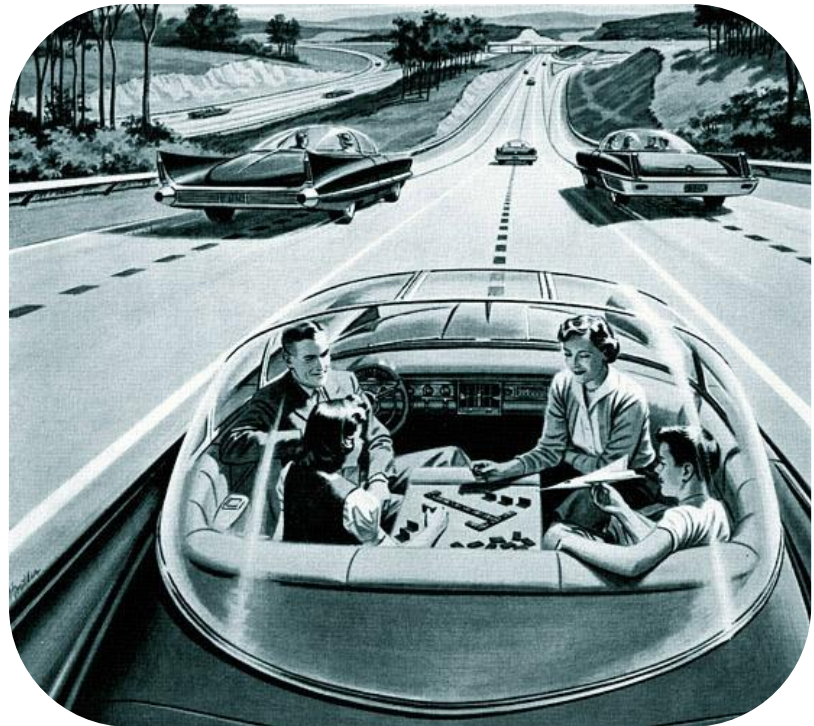


# SAFER VEHICLES AND TELEMATICS

- Vehicle choice, safety technologies and the cost of being a driver/rider



- For young people:
  - Encourage safer vehicles
  - Encourage safety technologies
  - Telematics insurance
  - Cars of the future?





# LOTS OF RESEARCH ABOUT YOUNG DRIVERS, BUT VERY LITTLE ABOUT YOUNG RIDERS!

WHY???



THAT'S IT!

Report published January 2017; available here:

<http://www.pacts.org.uk/2017/01/pacts-launches-new-report-on-young-road-users/>



PACTS: PARLIAMENTARY ADVISORY COUNCIL FOR  
TRANSPORT SAFETY

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